From: Don Kostelec <don.kostelec@gmail.com>
Sent: 7/12/2018 12:14:02 PM
To: Esther Manheimer, Julie Mayfield, Gwen Wisler, brianhaynes@avlcouncil.com, vijaykapoor@avlcouncil.com, sheneikasmith@avlcouncil.com, keithyoung@avlcouncil.com
Cc: Cathy Ball, Ken Putnam, Uchiyama, David, Merithew, Brendan W, Hood, Cole, Swain, James J, Henderson, Anna G, Gibbs, Mark T, William Clarke, Mike Sule, director@bikewalknc.org, Lyuba Zuyeva, Tristan Winkler, tokolichany@ashevillenc.gov, Trogdon
Subject: NCDOT report on its Complete Streets policy: Merrimon & I-26 applicability
Attachments: Complete Streets Evaluation Final Report 07-05-18.pdf

---

Mayor and Council,
I wanted to call your attention to this recently-released report from NCDOT on its evaluation of implementation of the agency's Complete Streets policy. The full report is attached.Â

I think it articulates the continued struggles you have with NCDOT on projects like Merrimon and I-26, and validates the concerns you've expressed publicly and through FBRMPO.Â

Some items of note:Â

- **"The lack of ownership for the Complete Streets process results in issues of accountability for its application.** Unless there is a person or unit who is responsible for Complete Streets application at various points throughout project development, there will continue to be inconsistent interpretation." (page 3).

- **SPOT/STI process:Â** "A project with Complete Streets elements may score higher on safety criteria, but the project will have lower scores on cost-benefit and congestion, which brings its overall score down." (page 4)

- **NCDOT staff "rarely, if ever, consult the Complete Streets Design and Planning Guidelines for design standards."** (page 5)Â

- "The current practice considers Complete Streets elements too late in the process to properly evaluate and implement these approaches into many projects." (page 8)

- **"Waiting to assess the appropriateness of Complete Streets elements at the NEPA stage presents issues for programming the accurate level of project funding.** To effectively assess and implement Complete Streets approaches, an evaluation should occur prior to SPOT." (page 9) (*This validates the City's concerns with NCDOT's failures to commit to Complete Streets elements of the I-26 Connector in their gusto to force completion of the EIS.*)

I hope you can use this through both your city efforts, as well as your roles within statewide organizations like the NC Metro Mayors Coalition, to create change at NCDOT. As we've seen in the 9 years since passage of the NCDOT Complete Streets policy, NCDOT does not seem capable of independently accommodating the basic safety needs of pedestrians and bicyclists into its projects.Â

Good luck!
Don Kostelec