



**CHARLOTTE**  
CHARLOTTE-MECKLENBURG  
PLANNING

# **PLANNING COORDINATING COMMITTEE**

## **Fall Meeting/Luncheon**

### **Welcome!**

### **October 16, 2009**

**CHARMECK.ORG**



# PLANNING COORDINATING COMMITTEE

Fall Meeting/Luncheon

**WELCOME!**

October 16, 2009

# Agenda

- |  |                    |
|--|--------------------|
| I. Lunch/Socialize   | 11:45 – 12:00 noon |
| II. a. Welcome/Introductions (Stephen Rosenburgh)  | 12:00– 12:05 pm    |
| b. Background on the agenda topic (Jack Simoneau)  | 12:05 - 12:15 pm   |
| III. a. Complete streets successes: the local perspective<br>Mecklenburg transportation planners | 12:15– 12:30 pm    |
| b. Designing complete streets: NCDOT's perspective<br>Jim Westmoreland, NCDOT deputy secretary   | 12:30 – 1:00 pm    |
| c. Questions/discussion  | 1:00 – 1:20 pm     |
| IV. Planning staff report: 2009 priorities (Debra Campbell)                                      | 1:20– 1:25 pm      |
| V. Wrap-up (action steps, assignments, take-aways, etc)  | 1:25 – 1:30 pm     |



## Background: PCC Revised Structure

- Joint resolution adopted by member entities
- Membership enlarged to include:
  - Planning Directors of Charlotte, 6 Towns and CMS
  - Planning Board Chairs of 6 Towns
- Committee name changed from Planning Liaison Committee to Planning Coordinating Committee.
- Committee to meet 2x/year in the spring and fall:
  - Spring meeting to be “joint luncheon” with elected officials from the County, City, CMS, and Towns.
  - Fall meeting to update members on planning activities/ information and to identify potential strategies & priorities for upcoming year.





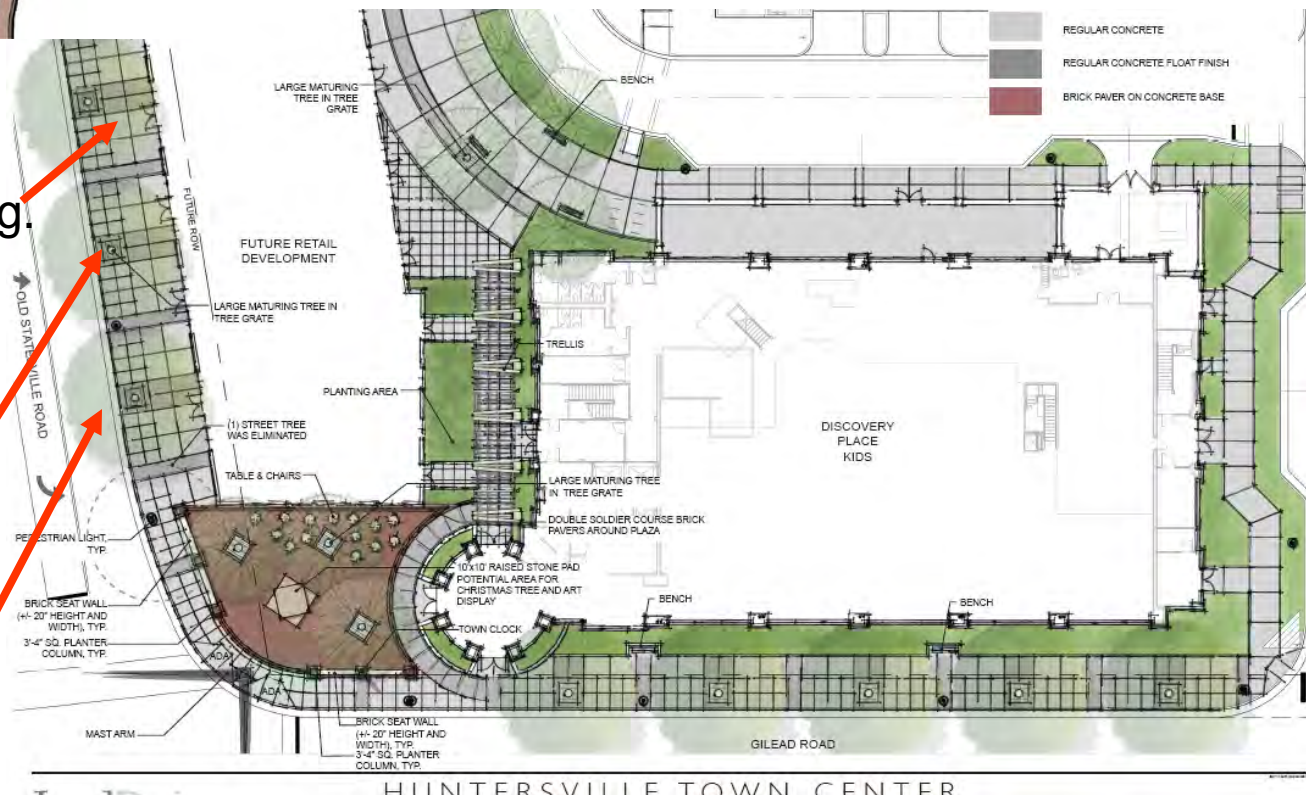
## Street Trees In Huntersville Town Center

- \***State Guidelines:** trees 10' from back of curb (tree would be in middle of sidewalk)
- \***Town Request:** 5' from back of curb (5' sidewalk, tree, 10' more sidewalk)
- \***NCDOT** gave special permission for street trees to be 5' from back of curb
- \***Town Concern:** when remaining downtown is redeveloped NCDOT may not approve street trees 5' back of curb

10' tree to bldg.

Street Tree

5' back of curb to tree





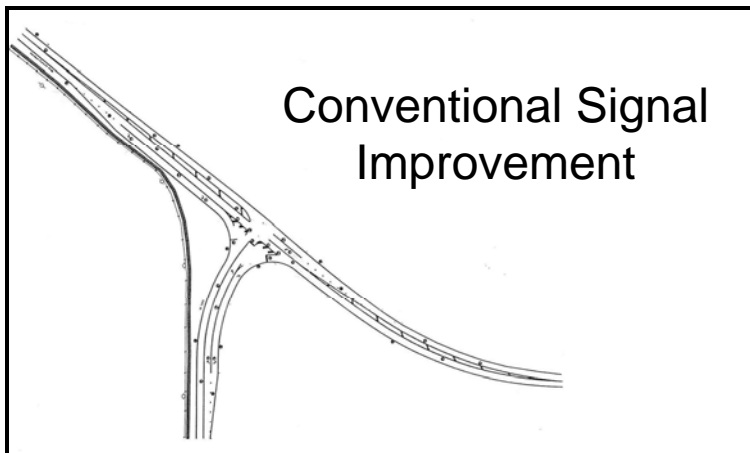
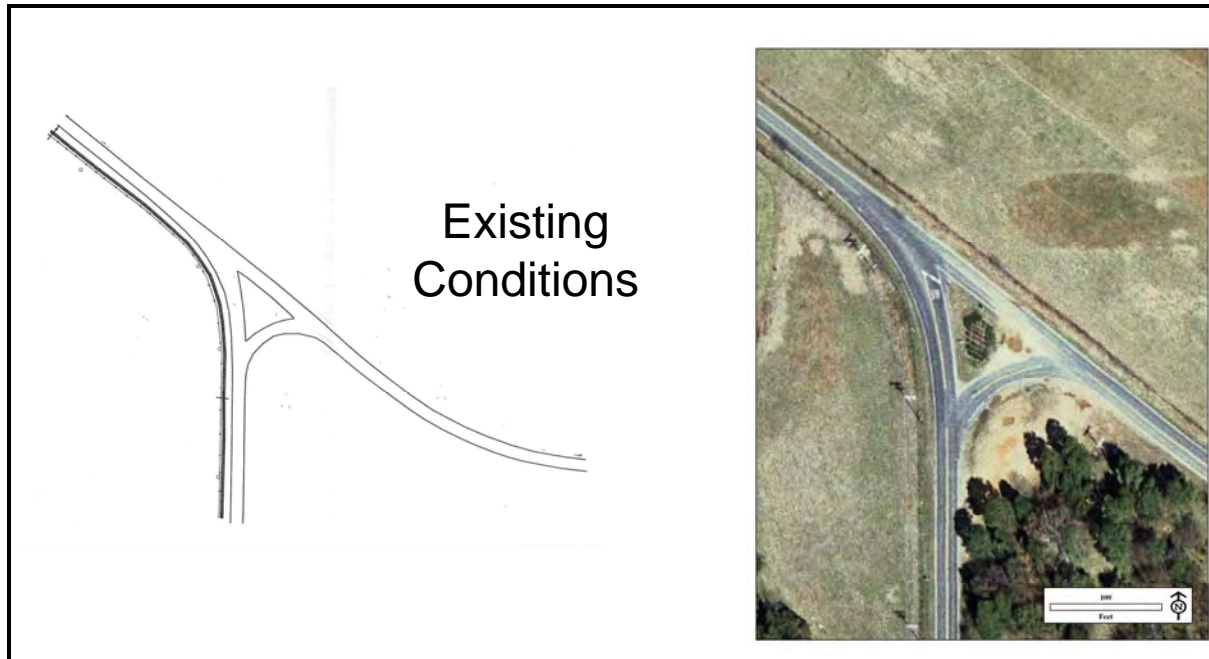








# Davidson-Concord & Rocky River Rd. Intersection Improvements







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# Complete Streets in North Carolina's Urban Areas

## Charlotte Case Studies

October 16, 2009

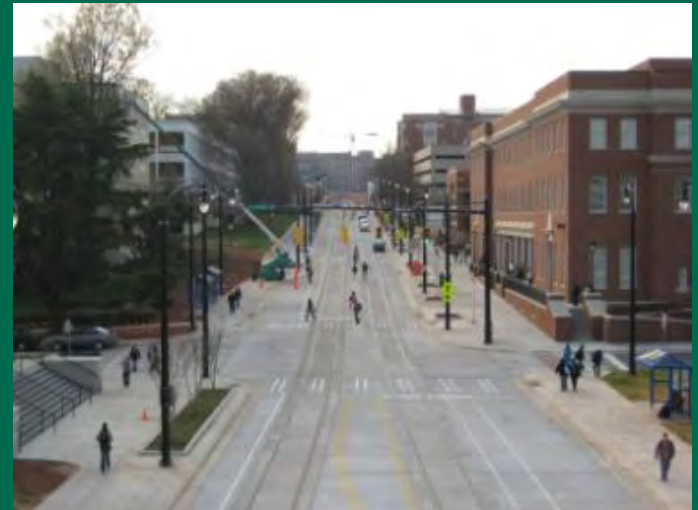
Danny Pleasant, AICP  
CDOT Director

[CHARMECK.ORG](http://CHARMECK.ORG)



## Topics to Discuss

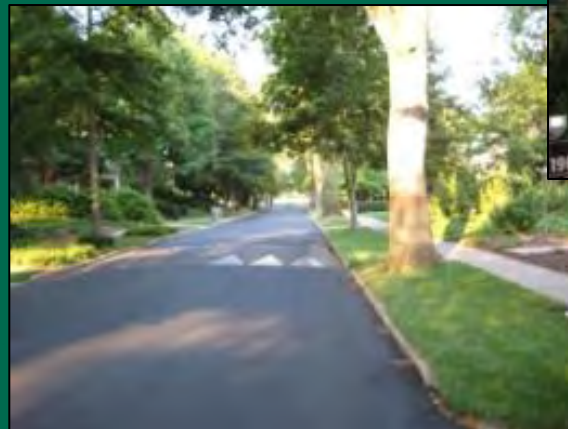
- Charlotte's movement to "Complete Streets"
- Charlotte's "Complete Streets" Projects
- NCDOT Project Case Studies in Charlotte
  - Intersection project with state road
  - 4-lane to 3-lane "road-diets" (2)
  - Major new State arterial
  - Major State highway weave





# Charlotte's Urban Street Design Guidelines = Complete Streets

1. Context-based streets
2. "Complete" streets
  - accommodate all modes/users
3. Different types of streets:
  - Local
  - Main
  - Avenue
  - Boulevard
  - Parkway



## How Are We Implementing Complete Streets?

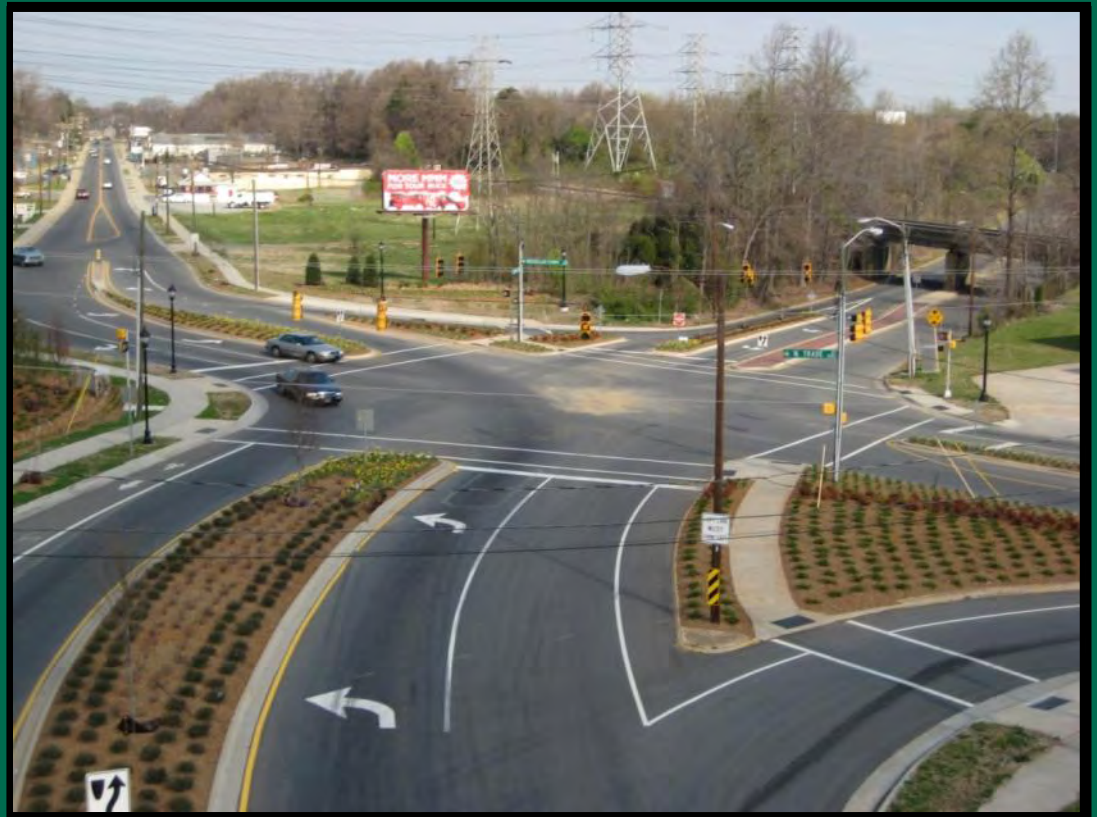
- Road diets
- Road widenings
- New roads
- Intersection enhancements





## City Projects That Incorporate the USDG

- Rozzelles Ferry Rd.
- Central Avenue
- Charlottetowne Ave.
- Cindy Ln.
- Dewitt Ln.
- East Blvd.
- Hickory Grove Rd.
- Old Pineville Road
- Prosperity Church Rd.
- Stonewall Ave.
- W. Morehead St.
- Archdale Dr.
- Arrowood Rd.
- Clanton Rd.
- Morris Field Dr.
- W. Trade/Rozzelles Ferry





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## Case Study #1 – South/Woodlawn Intersection

- Project History
  - Near LRT station
  - Capacity and multi-modal needs
  - Intersection of two state roads
  - \$5M project







South Corridor Light Rail





Southbound mid-day queue



Northbound mid-day left turn queue





narrow, obstructed walk



lengthy crossing distances



abundant overhead utilities



pedestrian high crash area...





## Key Design Elements

- Safety for all modes (peds, bikes, motor vehicles, transit)
- Reduce congestion
- Accommodate existing alignment and skew
- Improve truck turns
- Minimize pedestrian crossing lengths
- Utilize CDOT & NCDOT design criteria
- Use Creativity and Quality...



Kimley-Horn and Associates, Inc.







## Case Study #2 – West Morehead Avenue (road diet/redevelopment)

- Project History
  - Redeveloping area near Downtown
  - State road – 4-lanes (15,000 ADT)
  - City desired a road diet
    - Move traffic but reduce speeds
    - Bike lanes
    - Improve pedestrian conditions
  - City conducted SimTraffic analysis
    - Developed Options
      - (18% increase in delay)
    - NCDOT accepted road diet w/conditions:
      - No pedestrian refuge islands
      - Turn back to 4-lanes if doesn't work





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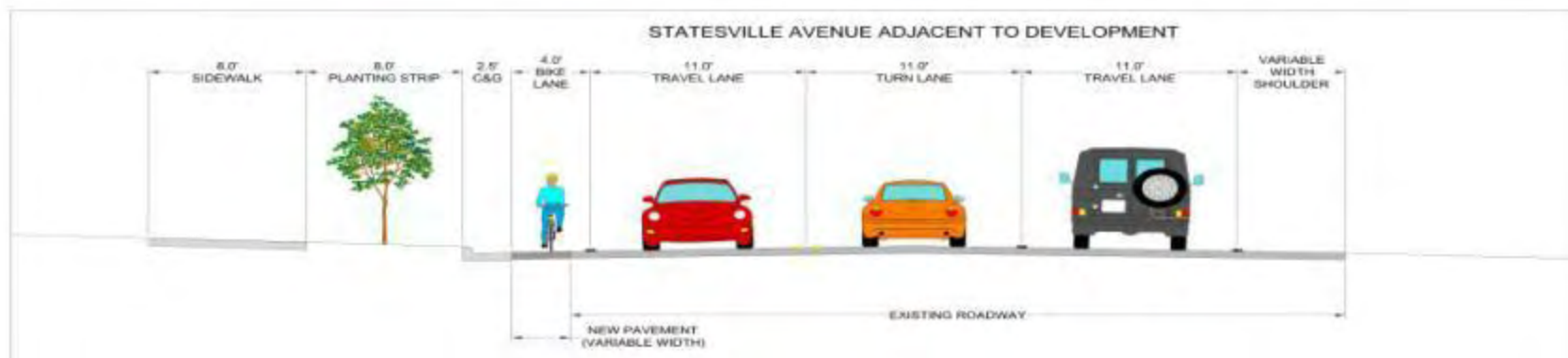
## Case Study #2 – West Morehead Avenue - AFTER





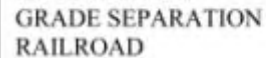
## Case Study #3 – Statesville Avenue (road diet/redevelopment)

- Project History
  - Redeveloping area - part of Hope VI project
  - State road – 4-lanes (10,000 ADT)
  - City desired a road diet – NCDOT initially wanted 5-lanes and right turn lanes
  - City conducted traffic study
  - Road will be “dieted” – no right turn lanes





## Area







## Project Background

- Major State Thoroughfare
- 2.94 Miles
- Traffic Volumes
  - 17000 – 21000 AADT(2006)
  - 32000 – 45000 AADT (2030)
- Commercial to South and North
- Residential in Middle Section adjacent to new alignment
- Estimated Cost → \$37 Million
- Current Schedule
  - 7/2010 – Begin R/W Acquisition
  - 7/2012 – Begin Construction

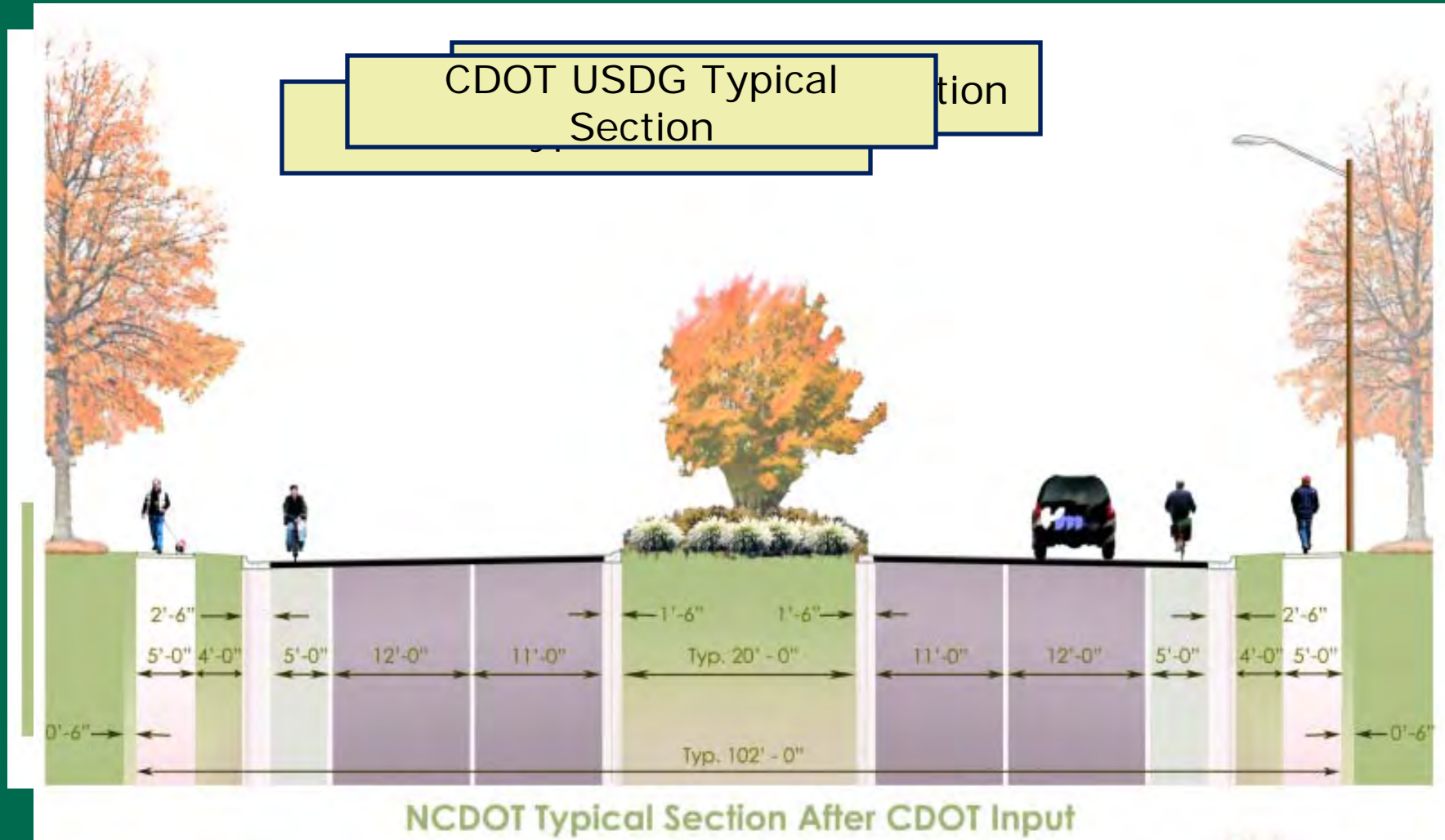
- Negotiations with District, Division, and Roadway Design Staff
- Negotiations included:
  - Travel lane widths
  - Median widths
  - Planting strip widths
  - Turn lane and intersection design
  - Pedestrian & Bicycle amenities
- Final design is between CDOT & NCDOT standards...a **hybrid!**





# Before/After comparison

CDOT USDG Typical  
Section



## Conclusions



- Develop strong local policy/designs – **set an expectation**
- Develop a land use/transportation **vision** for your corridor
- Be prepared to do your **traffic study**
- Work directly with your Division Office – you can find **common ground!**






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# Questions

We can't  
keep  
widening  
our roads,  
so we  
have to  
**broaden**  
our  
thinking.

  
**USDG** Urban Street  
Design Guidelines  
Creative solutions for helping  
people move around Charlotte  
[www.charmeck.org](http://www.charmeck.org)

<http://cdot.charmeck.org>  
[dgallagher@ci.charlotte.nc.us](mailto:dgallagher@ci.charlotte.nc.us)  
704-336-4984

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# Designing Complete Streets: NCDOT's Perspective



Planning Coordinating Committee Meeting

October 16, 2009

Jim Westmoreland - Deputy Secretary for Transit

[jwestmoreland@ncdot.gov](mailto:jwestmoreland@ncdot.gov) – (919) 733-2520





## Policy Development Background

- Board directed staff to develop Complete Streets policy – January 09
- Internal work group formed – February – June 09
- Board adopted policy – July 09





## Policy Definition

- **Complete Streets is NC's approach to interdependent, multi-modal networks that safely accommodate access and travel for all users**
- **Past NCDOT policies have primarily focused on individual modes and projects**

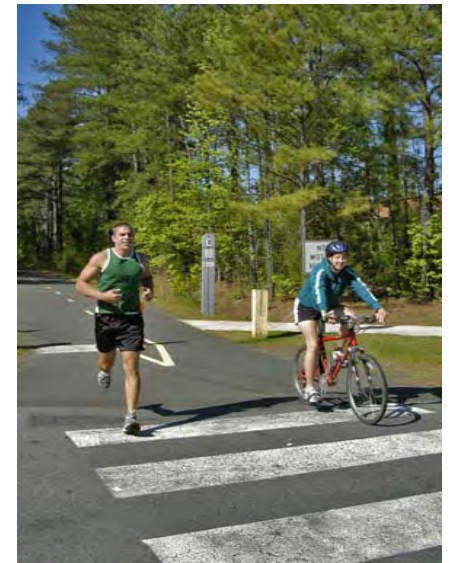






## Policy Highlights

- Requires NCDOT planners and designers to consider and incorporate multi-modal alternatives (growth areas)
- Requires NCDOT to consider the needs of all users on new and improved infrastructure projects
- Requires NCDOT to collaborate with local areas to ensure local plans and options are included





## Policy Highlights

- Purpose is to guide existing and future NCDOT design and decision making processes
- Policy generally applies to all NCDOT facilities (network)
- Policy builds on current NCDOT practices, policies, and encourages staff creativity







## Policy Benefits

- Improved network safety and mobility for all users
- Enhanced access to and connectivity between modes
- Increased use of alternate forms of transportation
- Improved statewide quality of life, air quality, growth, and economic development





## Next Step

- Develop planning and design guidelines to support policy implementation
- Goals:
  - Develop products that integrate policy requirements into NCDOT work processes and design standards
  - Broad based stakeholder involvement and input







## Implementation Strategy

- **Steps: Planning, data collection and analysis, product development, and deployment**
- **Implementation Oversight:**
  - Management Group (3) – Direction, resources, product approval
  - Advisory Group (12) – Technical product, consultant and project teams oversight, policy alignment, 6-NCDOT reps, 2-MPOs, RPO, Municipal, County, and Regional (FHWA/FTA)





# Implementation Strategy

- **Implementation Resources:**
  - Consultant – Data collection, project team support, stakeholder involvement strategy, and NCDOT training programs and manuals
  - Project Teams – Topic specific, data analysis, product development – comprised of NCDOT and external stakeholders
  - Stakeholders – Project and product development input and involvement







# Implementation Timeline

- **Advisory Group Formed – Oct 09**
- **Consultant RFP – Dec 09**
- **Consultant Selection – Jan 10**
- **Project Work – Oct 09 – Oct 10**
- **Product Delivery – Oct 10**
- **Deployment – Nov 10**





# MISSION AND GOALS

Connecting people and places in North Carolina – safely and efficiently, with accountability and environmental sensitivity.

## Goals:

- Make our transportation network **safer**
- Make our transportation network move people and goods more **efficiently**
- Make our infrastructure **last longer**
- Make our organization a place that **works well**
- Make our organization a **great place** to work







# QUESTIONS?





## Planning staff report

### 2009 Priorities:

- Development activity slowdown due to the economy (and Planning implications)
- Transportation street design issues: difference between NCDOT design requirements and locally-established design parameters
- Legislative issues: challenges in advancing land development ordinance reforms through approval process
- Schools: new school requirements and standardization of requirements such as setbacks, site design, and PCCO
- Environmental issues (implementation & maintenance issues re. PCCO)





Therefore when we build let us think that we build forever. Let it not be for present delight nor for present use alone. Let it be such work as our descendents will thank us for and let us think as we lay stone on stone that a time is to come then those stones will be held sacred because our hands have touched them and that men will say as they look upon the labor and the wrought substance of them "See this our fathers did for us".

John Ruskin