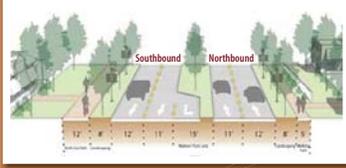


Streets & Connectivity 2

Design: Approaches for various types

NC-DOT "Complete Streets" (Local sensitivity)



The North Carolina Department of Transportation (NC-DOT) is in charge of the State's roads and highways. The department's focus is on moving people and freight from one community to another, accessing economic activity, and keeping everyone safe. But this focus doesn't always coincide with design objectives in individual communities, objectives that may also revolve around street character, slower speeds and accommodation of cyclists and pedestrians.



NC-DOT's "complete streets" policy attempts to bridge that difference. Regional department offices have flexibility under that policy to **consider local design objectives**, as long as those objectives are included in local plans and still can satisfy the department's needs for mobility and safety.

The Highway 16 plan suggests a new street design for the corridor, as well as a new way of designing the development that will adjoin the roadway. What the plan suggests and what can actually be built, however, may be slightly different.

Advantages: This provides Waxhaw additional opportunity to influence NC-DOT's approach to road design, improving chances to satisfy planning objectives along Main Street and Hwy 16.

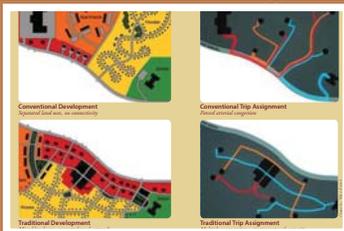
Cautions: NC-DOT still has the final say, requiring effective negotiation on the Town's part.

Local streets (Accessing Waxhaw's neighborhoods)



Arterial streets and roadways, like Hwy 16 and Main Street, are intended to carry freight and relatively high volumes of traffic to Waxhaw and through it. But the community's **local streets are intended to access neighborhoods** and neighborhood-scaled services, where **slower speeds, intimate scale, and convenience** rule the day. The Town has a great deal of flexibility in how it plans and designs these streets, incorporating street trees, varying street widths and including trails and sidewalks.

"Network density" (Connections, alternate routes)



Providing an interconnected street system has several benefits. It allows for alternative routing between destinations, improves the function and efficiency of water and wastewater systems, and makes cycling and walking more convenient and enjoyable. It can be more expensive to construct than a comparable system of cul-de-sac streets, but the long-term benefits can outweigh initial costs. **Town policy calls for increasing Waxhaw's "network density," and subdivision and commercial design standards will be key to success.**

Advantages: Increased system efficiencies, increased "walkability," increased routing options.

Cautions: Potentially increased initial costs, adaptation of existing street systems, concerns over "cut-through" traffic.

