

**Charlotte Streets Manual
Adoption Draft Comments and Responses**

Streets Map Section					
#	Date	Section	Public Comments	Staff Response	Change to Draft Streets Manual
1	6/15/2022	1.2 Street Types & Street Design	Section 1 Charlotte Street map page 4 to 10 page 4 should include acknowledgement that certain facilities listed are prohibited in NCDOT roads (especially in the ETJ). The UDO acknowledgements do not carry over the separate document. Note should be on page 4 or on every line item for pedestrian facilities, planting strip/amenity zone, and bike facilities. These should not require a variance since we know today that NCDOT controls new and existing roads in ETJ and will not allow most pedestrian facilities, planting strip/amenity zone, and bike facilities.	The actual development requirements related to the Streets Map are in the UDO, which acknowledges the need to work with or within NCDOT regulations. The Manual provides the technical documentation about the Map.	No
2	6/15/2022	1.3.E Arterial Street Type Cross-Section Standards	Section 1 Charlotte Street map Table 1.3 table does not include Uptown street type	Table 1.1 specifies that the dimensional and design standards for Uptown Streets are found in the UDO. As described in Table 1.1, Table 1.3 only applies to streets outside of Uptown.	No
3	6/15/2022	1.2.A Street Components	Section 1 Charlotte Street map page 4 #1 and # 6 we don't have street trees in the UDO, they are now called Frontage trees	The UDO includes many different types of references to trees, including Frontage Trees and Perimeter Trees, that could be interpreted generically as street trees. Changed Manual reference to the more generic term "trees", to ensure overall consistency.	Yes

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Access Management and Driveway Design Section					
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4	6/15/2022	2.3.B.4 Driveway Design Criteria - Additional Design Guidelines	Section 2 Access Management & Driveway design Schools fix the typo. The correct statute is 160A-307.1 not 60A-307.1	Thank you. The text will be updated accordingly.	Yes
5	6/15/2022	2.2.B Access Management - Driveway Location	Section 2 Access Management & Driveway design item B page 15 infers SF driveway review (in conflict with UDO section 31.3) correct the intro paragraph to say: "To ensure safe and efficient operation, CDOT will review non-single family driveway/access points based upon their location relative to other features (such as intersections, other driveways and property lines). In addition to UDO section 31.3 the following section outlines requirements for driveway locations."	Updated the text under the applicability section to emphasize that single-family driveways are only subject to Section 2.3.B.6.	Yes
6	6/15/2022	2.3.A Table 2.2 Driveway Types	Section 2 Access Management & Driveway design 2.3 Driveway Design Table 2.2 type II driveway LDSM # 10.26 does not exist, What reference is correct?	Thank you. The CLDSM standard detail references will be updated accordingly.	Yes

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Comprehensive Transportation Review Section					
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7	6/15/2022	3.2.C CTR Mitigations	Section 3 CTR 3.2 C Mitigations / Fee-in-lieu new section C does not indicate that fee in lieu can only be accessed (at that undetermined rate-- which needs to be known before this document is approved) for improvements the City can legally require. we don't want this section to be a way to hide that you are illegally requiring offsite improvements Case law is TAC Stafford, LLC v Mooresville and Buckland v. Haws River	This section is a mitigation place holder and the fee structure will be determined through additional coordination with the community. The fee-in-lieu mitigation option is an option that a development may choose to utilize. The CTR has received legal review and no legal issues have been identified.	No
8	6/15/2022	3.3.C Documentation	Section 3 CTR 3.3 C page 23 Item C and Table 3.3 do not specifically say (but it should) that the Mitigation options are only determined by the proposed INCREASE in pedestrian impacts and the improvements/ mitigations can only be installed on the property (not offsite- see TAC Stafford LLC v. Town of Mooresville)	The applicability of the CTR Multimodal Assessment is based on development meeting an additional trip threshold based on the three tiers in Table 3.1.	No
9	6/15/2022	3.4.C Table 3.4 TDM Mitigation Options	Section 3 CTR Table 3.4 how in this document do you ascertain what the potential points will be for TDM mitigation?	Table 3.1 identifies the number of TDM points required, based on the development scale, and Table 3.4 lists the points assigned for each mitigation strategy. The number of strategy points selected should equal the required points from Table 3.1.	No
10	6/15/2022	3.4.C Table 3.4 TDM Mitigation Options	Section 3 CTR Table 3.4 Points attributed to different TDM Options are not equal and should better align with the benefit and cost. For example, an onsite shower facility is very expensive and a bike repair station is not the same cost.	The point structure for the mitigation strategies was calibrated in draft 2 to reflect the relative costs of the different options.	No

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11	6/20/2022	3.2.D Professional Requirements	Page 20 Multimodal Analysis and TDM are not something that RLAs learn in school nor is it listed in NCGS 89A, the only engineering an RLA is allowed to do is "arrangement of land"; remove reference to landscape designers being eligible to perform this work.	The full statute includes several types of tasks that are frequently completed by RLAs and that relate to these assessments. CDOT is providing training and a CTR guide/work sheet for all users.	No
12	6/20/2022	3.3.B Multimodal Assessment	Page 22 talks about assessing deficiencies in the multimodal but where is the requirement to provide offsite mitigation, add language that specifies some mitigation may be offsite.	Section 3.3.B states that the mitigation may be up to 1/4 mile from the site. "The applicant shall review and assess the publicly accessible pedestrian network within 1/4 mile walking distance of the site."	No
13	6/20/2022	3.3C Table 3.3 Multimodal Assessment Mitigation Options	Page 23 Unclear what solid waste collection has to do with multimodal and it is allowed the most mitigation points, understand that trash cans get in the way of sidewalks but this seems random and out of place.	Solid waste collection sometimes results in obstructed sidewalks and/or bike facilities. This is particularly true in high-intensity places, where clear and unobstructed multimodal options are critically important.	No
14	6/20/2022	3.3C Table 3.3 Multimodal Assessment Mitigation Options	Page 23 & 26 Transit is not listed as a mitigation, add a transit section to include waiting pads, seats, benches and shelters.	Transit strategies are addressed in TDM and the UDO. The Transit Strategies Section addresses 'Transit Stop/Mobility Hub Improvements'.	No
15	6/20/2022	3.3C Table 3.3 Multimodal Assessment Mitigation Options	Page 25 Active Transportation strategies - a bike repair station is much cheaper than showers, consider giving showers more mitigation points.	The points are set generally based on the cost and value of the mitigation. Many TDM items are those which would have been included in the development absent TDM, and this allows the development to capitalize on all TMD measures, not just those selected specifically for mitigation.	No

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16	6/20/2022	3.5 Traffic Impact Study	<p>Page 27 mentions alternative mitigation but does not clearly state how to design for impacts of roadway widenings or what alt mitigation is. Overall the CTR does not adequately address impacts to environmental justice communities. For example, widening out intersections and increased traffic makes crossing the street more difficult and waiting at bus stops uncomfortable. The TIS portion should include a connectivity analysis (are new streets needed) and conformance with local area plans or community area plans (requirement to analyze streets that the City plans to add)</p>	<p>Alternate mitigations provide flexibility to consider other mitigations like multimodal infrastructure, additional street connections, and/or other mitigations that may improve overall mobility in alignment with the Comprehensive Plan, Strategic Mobility Plan and area plans.</p> <p>The CTR Multimodal and TDM Assessments provide the means to improve multimodal transportation infrastructure, which could include crossings, improving transit facilities, etc.</p>	No
17	6/20/2022	Miscellaneous	<p>The pedestrian cross walk along the Rail Trail need to be made safer to cross. In particular, the crossings at Remount, Tremont, East/West Blvd, Bland St and Carson. All are extremely dangerous as cars RARELY yield to pedestrians crossing here. For the Remount, Tremont and East/West Blvd crossing the crossing should be elevated over the roads as it is hard to see pedestrians crossing here at night as the crosswalks do not light up. The Tremont pedestrian crossing is AWFUL with cars coming from all directions. The city failed to consider safety in these areas and needs to address this ASAP.</p>	<p>Thank you for your comment. Pedestrian and bike accommodations are the types of things considered with the Multimodal Assessments. We will share your concerns with our Vision Zero staff about these specific locations.</p>	No
18	6/21/2022	3.2 Table 3.1 Comprehensive Transportation Review Thresholds	<p>Page 21 – Under TIS Conditions – the high crash history and high congestion locations – are these defined or is this subjective?</p>	<p>These are defined locations and are based on specific criteria developed by CDOT's Safety Section (for high accident locations) and Signals Section (for high congestion locations).</p>	No

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19	6/21/2022	3.2 Table 3.2 CTR Scoping & Review Process	Page 22 – Table 3.2 – Step 4: Change ‘Applicants’ to ‘Applicant’	Thank you. The text has been updated accordingly.	Yes
20	6/21/2022	3.3.B Assessment	Page 22 – Section B – 1st sentence, remove ‘by’	Thank you. The text has been updated accordingly.	Yes
21	6/21/2022	3.3.B Assessment	Page 22 - Is there a GIS map available that shows the approved pedestrian crossings and signal locations? I think we talked about this at our meeting in December and you mentioned y’all might be putting a GIS map together.	A GIS Map is in development and will be available to the public.	No
22	6/21/2022	3.4 Table 3.4 TDM Mitigation Options - Notes	Page 26 – Note 1 – states that the ‘measures shall remain in place’ – any enforcement and/or penalties documented for not adhering to this?	The City will work with the community to monitor and determine the most appropriate measures to enforce the strategies.	No
23	6/21/2022	3.5.B.2.d.I Traffic Impact Study - Assessments	Page 28 – Section 2.3.I. – Remove ‘and movements’ to be consistent with removing movements in the other bullets (instead, focusing on the approaches only).	Removed "Movements" from the text.	Yes
24	6/21/2022	3.5.B.2.d.III Traffic Impact Study - Assessments	Page 28 – Section 2.3.II – Just change ‘movements’ to ‘approaches’. If we’re showing LOS for each approach, we should also show delay for each approach.	The analysis needs to include individual movements. The delay by approach was included in the preceding item.	Yes
25	6/21/2022	3.5.C.3.g.III Traffic Impact Study - Documentation	Page 29 – Section 3.g.III – Will the TIS require concept improvements included in the report? This is typically done separately rather than part of the TIS.	CDOT will request concepts on a case-by-case basis once the TIS is submitted. Text has been updated to reflect this.	Yes

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26	6/21/2022	3.5 Table 3.5 Trip Calculation Assumption and TIS Data Requirements - Existing Trip Reduction	Page 30 – Under Existing Trip Reduction – 1st bullet – Should #2 be removed? Example, if a restaurant is replacing an office building, you would still want to account and remove office trips (assuming the office was open when the counts were collected).	Text has been modified to provide clarity on existing trip reduction.	Yes
27	6/21/2022	3.5 Table 3.5 Trip Calculation Assumption and TIS Data Requirements - Internal Capture	Page 30 – Under Internal Capture – The NCHRP 684 reference - Is there an opportunity to easily update this if/when new reference guidance becomes available (i.e., when NCHRP 684 becomes outdated)?	Updated text to specify that the latest national guidance will be used.	Yes
28	6/21/2022	3.6 CTR Scoping Form - Study Parameters	Page 31 – bottom table – we typically collect 13-hours for SWA's, sometimes 16-hours. I might suggest bumping that from 12 to 13 hours.	Updated text to show 13-hour counts.	Yes
29	6/21/2022	3.6 CTR Scoping Form - Study Parameters	Page 32 – bottom list of Scoping Document Attachments – Will we need to collect counts and provide those counts before we submit the TIS scope? Typically counts would be collected after scoping since we are identifying the study intersections (AOI) during scoping.	Updated text to clarify that existing counts should be provided if they are available.	Yes
30	6/21/2022	3.7.D CTR Area of Influence - Outcomes	Page 34 – Section A. – may want to clarify if all 4 of these criteria need to be satisfied or at least 1 needing to be satisfied.	At least one of these conditions must be in place for a modification to be considered. Any modification approval will be on a case-by-case basis.	No