

Title: *Nope! That's within our Right-of-Way.*
Topic: Main Street Feasibility Study
Source: Project Based (Poster Only)
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Over the past several months, WSP | Parsons Brinckerhoff and the Town of Cornelius have been conducting a feasibility study for Main Street (NC Hwy 115) through their downtown. The purpose of the study is to identify potential improvements along the corridor while balancing differing objectives of stakeholders and physical constraints of the corridor.

During the study, WSP | Parsons Brinckerhoff identified the following objectives for the potential improvements: improve traffic congestion, increase pedestrian and bicycle facilities, and improve corridor aesthetics. The corridor is constrained through the study limits by the close proximity of adjacent homes and businesses, historic properties, and Norfolk Southern Railroad. In addition to the physical constraints, several stakeholder groups are involved including an active group of residents, Town of Davidson, North Carolina DOT, CRTPO, and Town of Cornelius.

This study incorporates several urban street design practices including:

- Access management
- Accommodating all users
- Alignment and cross-section
- Alternative intersections
- Context sensitive solutions
- Driveways
- Operations and safety
- Human Factors
- Innovative intersections
- Network and neighborhoods
- Public / stakeholder involvement
- Roadside safety
- Simulation and visualization
- Traffic calming

The feasibility study identifies five potential alternatives for the corridor. These alternatives included innovative designs such as a "two-way pair" and a modified quadrant intersection design. The study also evaluated several typical sections to provide the best facility for all users and the surrounding downtown land uses. Two preferred alternatives will be chosen based on traffic analysis results, stakeholder feedback, potential impacts, and corridor benefits. Preliminary design and conceptual cost estimates will be developed to submit for project funding.

Stakeholder and public meetings were held to gather feedback on the potential improvement alternatives and typical section components. Several unique stakeholder involvement techniques were used to solicit feedback during the public outreach process. One such tool was a trade-off board that allowed participants to identify features that were most and least important to them in developing a street facility. Another method used was concept boards of each alternative where sticky notes with written comments could be placed under like or dislike categories directly on the boards.