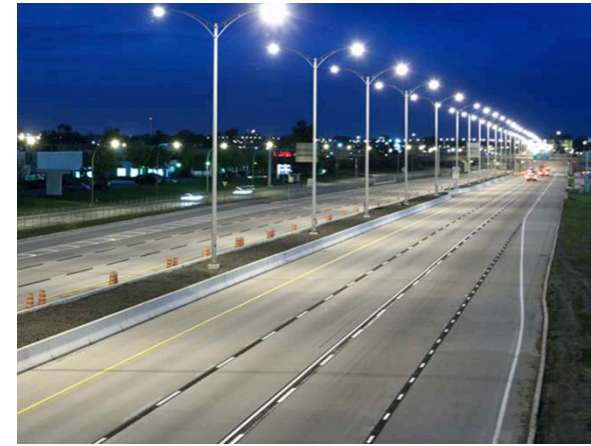
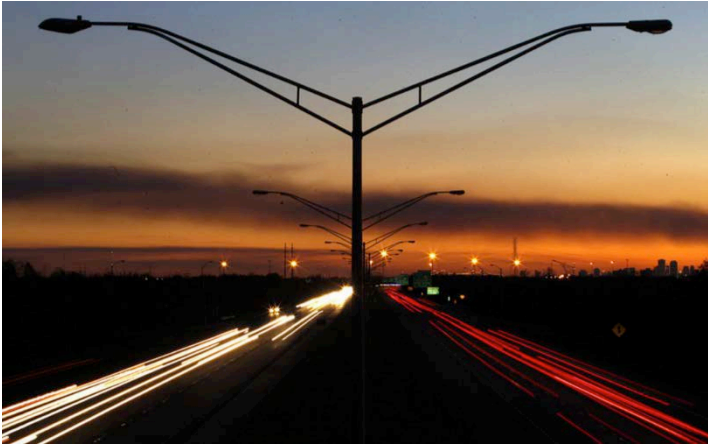


Charlotte Mecklenburg Planning Commission

Charlotte Safety Report – Lighting



Why are Charlotte highways dark when God said “Let there be light...”?

Commissioner Concerns

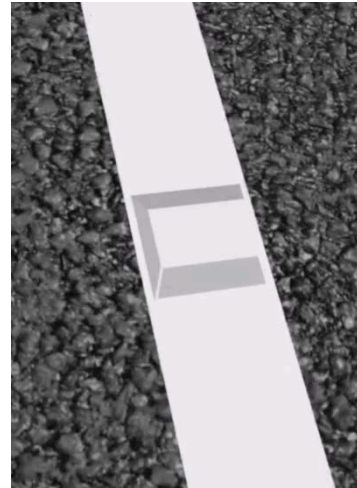
- Charlotte highways are dark (approximately 900 lights along Charlotte interstates are burned out).
- NCDOT committed \$31 million to light up interstate highways in Mecklenburg County (initial completion was scheduled for March 2018; deadline missed...new deadline is September 2018).
- Can penalties be assessed to contractor if September deadline is not met?

CDOT Responses

- The LED Replacement Program for interstate lighting is about at the halfway mark.
- The contractor is working on installing LED's on the Twin Arm poles in the barrier walls on I-85 and should start on sections of I-77 this week.
- On I-485, NCDOT does not provide lighting between interchanges. NCDOT will identify which interchanges on I-485 that will receive lighting.

Charlotte Mecklenburg Planning Commission

Charlotte Safety Report – Roadway Line Striping



Commissioner Concerns

- It is very challenging to drive through some interstates in Charlotte because the line striping is either very light, does not flow safely or overlaps previous line striping.
- Driving hazards are amplified during inclement weather where line striping is very light or overlaps.
- How do we include retro-reflective thermoplastic markings on lane markings (pavement reflectors)?
- How do we (or the community at large) communicate areas of concern to CDOT/NCDOT?

CDOT Responses

- NCDOT is responsible for pavement and markings on state roads and the interstate system.
- Lane markings can be impacted by materials, weather conditions and the amount of time the markings have been in place.
- The City uses in-pavement reflectors on a limited basis due to the high maintenance costs and need for constant repair.
- Lane markings are automatically refreshed when the City resurfaces or reconstructs individual street segments (about every 15 years).
- Individuals can call 311 if they notice lane markings that are faded. The City will evaluate.

Charlotte Mecklenburg Planning Commission

Charlotte Safety Report – Pedestrian & Cyclist Improvements



Let's not forget that in February, 2012 Jeremy Brewton (age 1) and Kadrien Pendergrass (age 5) were struck and killed by a delivery truck on a stretch of West Tyvola Road that neighbors said sorely needed a sidewalk. Their father was taking them to a day care center. Charlotte immediately stepped up & installed a sidewalk. Will we need more pedestrian deaths in order to get more sidewalks in Charlotte?

Commissioner Concerns

- How do we make Charlotte more pedestrian & cyclist friendly (thinking “Complete Streets”)?
- How can the Planning Commission (or the community at large) advocate for any thoroughfares that should be considered for pedestrian/cyclist improvements?

CDOT Responses

- Providing sidewalks on both City & State roadways is key for the community.
- The city is playing catch up on thoroughfares that were developed without sidewalks.
- The city has a list of thoroughfares where sidewalks are missing on City and State roadways in Charlotte.
- NCDOT has recently adopted a “Complete Streets” policy (to consider implementing 4’ bike lanes & 5’ sidewalks on NCDOT roadways if the local government provides an approximate 50% match for those improvements).