Complete Streets Forum: Clemmons Case Study
Novant Master Plan
Megan Ledbetter
“Public Streets are the most important place in a community”
Why Plan?
“Great Streets take plans...hopefully great ones”
Key planning principles used during our planning processes

- Context Sensitive - appropriate to the area it traverses
- Serves multiple users - vehicles, cyclists, pedestrians, etc.
- Functions as a zipper - not a barrier
- Increases real estate values - rather than decreasing values
Village Plans

CADG  VPSAP  VTP
Why did the Village decide to plan streets

- Traffic volumes and safety issue continue to increase
- The Village continues to grow and our needs change
- Lopsided transportation system
- Growth creates opportunities
- Competition of Transportation dollars are at an all time high
- 76.9 miles of street and increasing
- **Without a plan someone else will plan for you**
What does it take?

- Meet, Meet and Meet some more
- Repeat, Repeat, and Repeat
- Grass-roots leadership
- Partnerships with NCDOT, local MPO, Citizens and Developers
- Political Buy-in leads to success vs. failures
“Clemmons Citizens envision a growing sustainable community that supports the local economy and residents that desire higher quality lifestyles, linked to a safe, efficient and environmentally compatible transportation system providing convenient multimodal choices for connecting destinations throughout the great Piedmont Triad”
Decision

- Linear park system to link to areas of community importance
- Investment in the public spaces we have
- Connect the dots, celebrate the small successes
Novant Master Plan, the Village’s most “complete” street project

- Village Point Small Area Plan
- Village Transportation Plan
- 124 acres
- Planning 2007
- Approved 2009
- Construction Continuous
- **Partnerships**
Plans
Figure 3.6
Recommendations
Community Strategic Corridors
Harper Road
Figure 4.1

Legend
Bicycle & Pedestrian Facilities
Existing Facility
- Sidewalk, One Side
- Sidewalk, Both Sides
- Multi-Use Path
- Signed Bike Route

Recommended Facility
- Striped Bike Lane
- Wide Outside Lane or Shoulder
- Signed Outside Lane
- Priority Sidewalk
- Multi-Use Path
- Sidewalk & Striped Bike Lane
- Sidewalk & Signed Bike Route
- Sidewalk & Wide Outside Lane

Other Elements
- Bodies of Water
- Clemmons
- Proposed Beltway Corridor
- Neighboring Communities
- Parks
Partnerships:
- Village of Clemmons
- Novant Health
- Board of Education
- NCDOT
Value of Partnership-Novant Health

- Village received 16 acre pond and secured $800,000 (STP-DA Funds) for greenway construction around the pond (fishing pier and fish stock) as well as the school greenway construction 4,300 linear feet
- Novant constructed over 2.5 miles of sidewalks, bike lanes, and roadways respectively and 2 miles of greenway including a trailhead
- Three roundabouts for traffic calming onsite or directly adjacent (Novant)
- 1 roundabout offsite (NCDOT, Novant and the Village)
- Decorative and cobra street lights
Under construction

- Full build out is unknown
- School complete
- First Phase of the Hospital-anticipated certificate of occupancy January 2013
Village of Clemmons
Complete Streets Lessons Learned

- In the last 4 years the Village has leveraged $3.5 million for multi-model projects this does not include developer contributions or projects on a 11.5 cent tax rate because we have a plan that our community buys into
- Relationships Matter
- Partnerships Matter
- Buy-in matters (from Elective Officials (political), citizens, developers, NCDOT, MPO, etc
- Don’t be afraid to ask
Continued

- Have a catalysts project
- Don’t forget to celebrate the little “wins”
- Make sure your ordinances address complete streets however you decide to define them
- It is okay for different contexts in terms of complete streets
- Develop your own vision for what complete streets looks like for you community
Continued

- Incremental is okay as long as you have a comprehensive plan is okay
- It is okay to disagree
- Land use and Transportation (two peas in a pod)
Funding

- Set up a dedicated funding source locally
- Work with your MPO and NCDOT (STP-DA projects)
- Developers
- Payment in lieu
Don’t be afraid to try and fail
Sample Corridor Evolution

Existing Strip Commercial

Public Improvements

Private Improvements
Description of Street

It is important to identify the start and end points of the street and describe the setting in which it is located, whether it’s in a downtown, suburban, or exurban area, small village, or small town.

Street Form and Composition
How does the street ...
- Accommodate multiple users and connect to the broader street network?
- Accommodate social interaction, encourage pedestrian activity, or serve as a social network?
- Use hardscaping, landscaping, street furniture, or other physical elements to create a unique personality and capture a sense of public space?
- Capitalize on building design, scale, architecture, and proportionality?

Street Character and Personality
How does the street ...
- Benefit from community involvement and participation (festivals, parades, open-air markets, etc.)?
- Reflect the local culture or history?
- Provide interesting visual experiences, vistas, natural features, or other qualities?
- Street Environment and Sustainable Practices

How does the street ...
- Utilize green infrastructure or other sustainable strategies
“Develop plans strategically and implement them with the heart of your community”
Questions?