Creating Better Streets in Charlotte, NC

Complete Streets Briefing
June 20, 2013

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Charlotte DOT
A Few Things to Know About Charlotte
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Goals for Charlotte and Our Streets
Do you believe roads should be designed to accommodate all users including motorists, pedestrians, bicyclists, and transit users?

- Yes: 82%
- No: 16%
- Don't Know: 2%
Why Complete Streets?
The “Market” Wants Livable, Walkable Communities
What Did We Do?
Results

Charlotte has constructed over $400m of road and intersection projects – all are “complete streets”.

Figure 2 - Transportation Projects Programmed or Implemented By the City Since TAP Adoption

CHARMECK.ORG
Results

Kenilworth Ave

East Blvd

South/Woodlawn

Raintree Ln
North Carolina Department of Transportation
Complete Streets
Planning and Design Guidelines

July 2012
Why a Federal Policy?
Why a Federal Policy?
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North Tryon St

Eastway Dr
Why a Federal Policy?

University City Blvd

Kings Dr

John Kirk/University City
Why a Federal Policy?
Why a Federal Policy?

Pressley Rd

7th St/I-277

Pressley Rd
Why a Federal Policy?

South Tryon/I-277

Clanton Rd/I-77
Why a Federal Policy?

WT Harris/University City Blvd
Our Recommendations?

1. Strengthen National policy to accelerate implementing complete streets in cities, towns, and villages.
Our Recommendations?

2. Require that properly-designed sidewalks and bicycle facilities are constructed on bridges and underpasses.
Our Recommendations?

3. Require that properly-designed sidewalks, safe crossings, and bicycle facilities are provided on thoroughfares...
Our Recommendations?

3b. ...especially where there are bus and/or fixed rail transit stops.
Our Recommendations?

4. Ensure that state DOTs accept design flexibility found in a variety of guidelines including AASHTO, NACTO, or approved local guidelines.
Questions?

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