



Creating Better Streets in Charlotte, NC



Complete Streets
Briefing
June 20, 2013

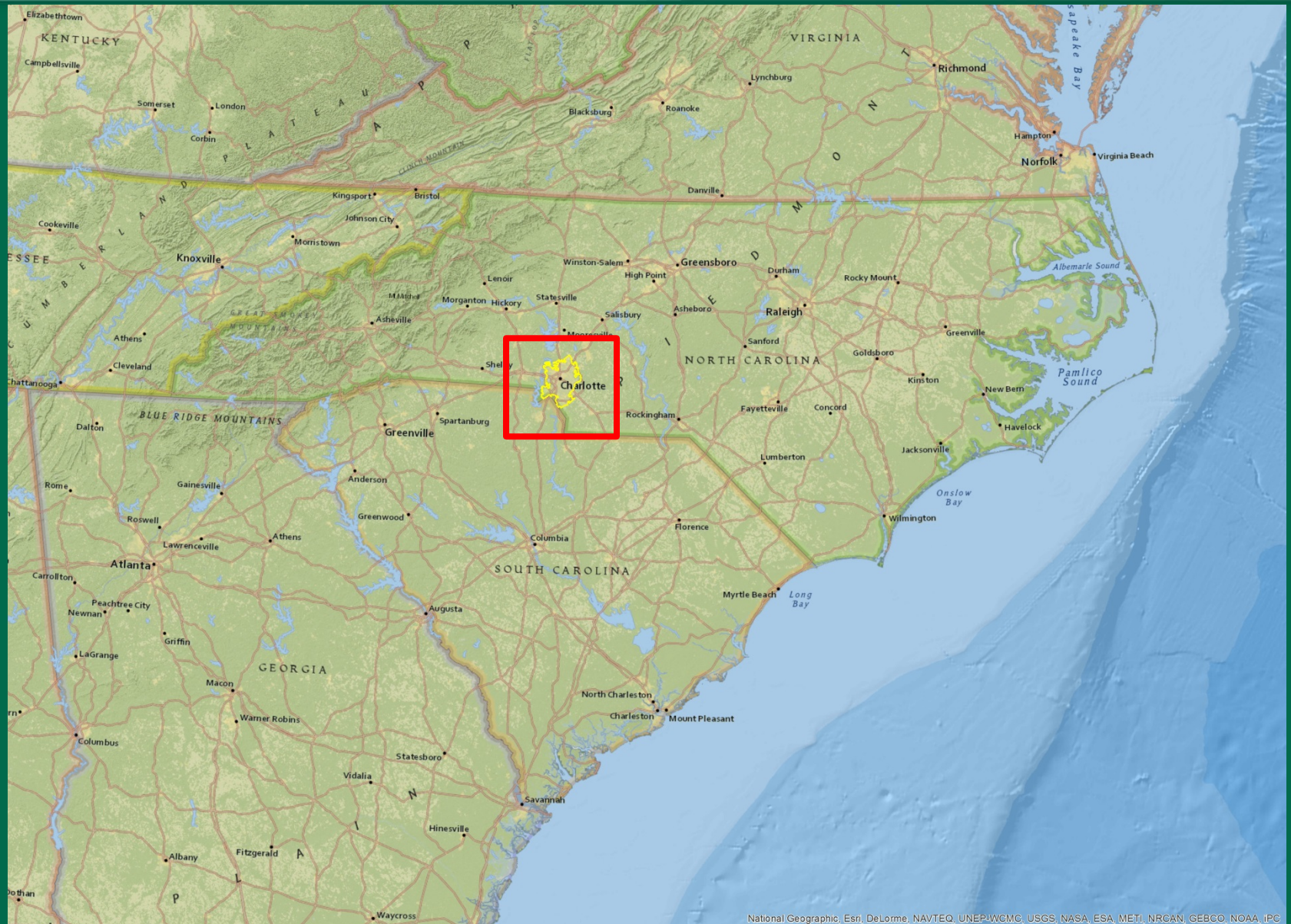
Danny Pleasant, AICP
Charlotte DOT





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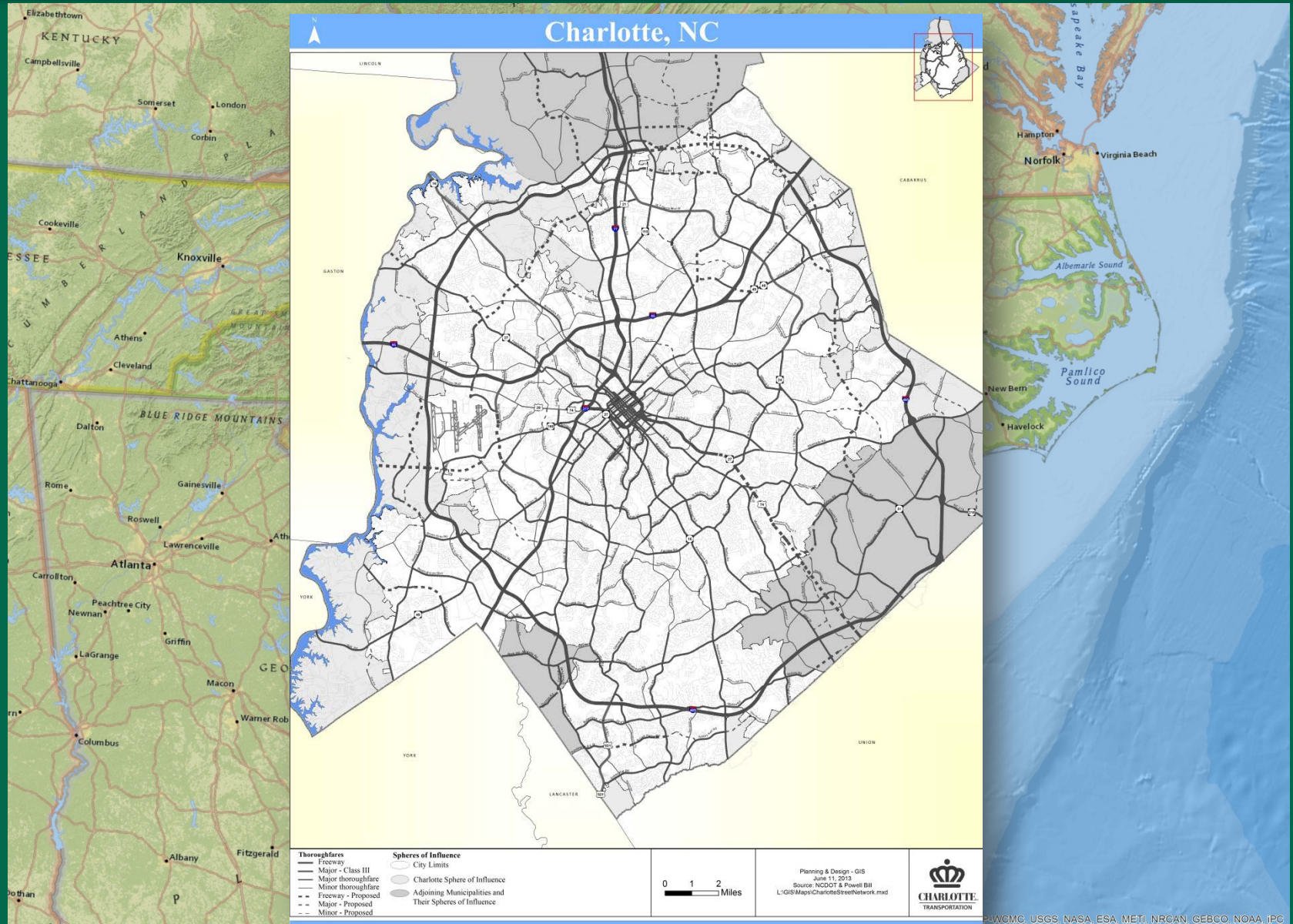
A Few Things to Know About Charlotte



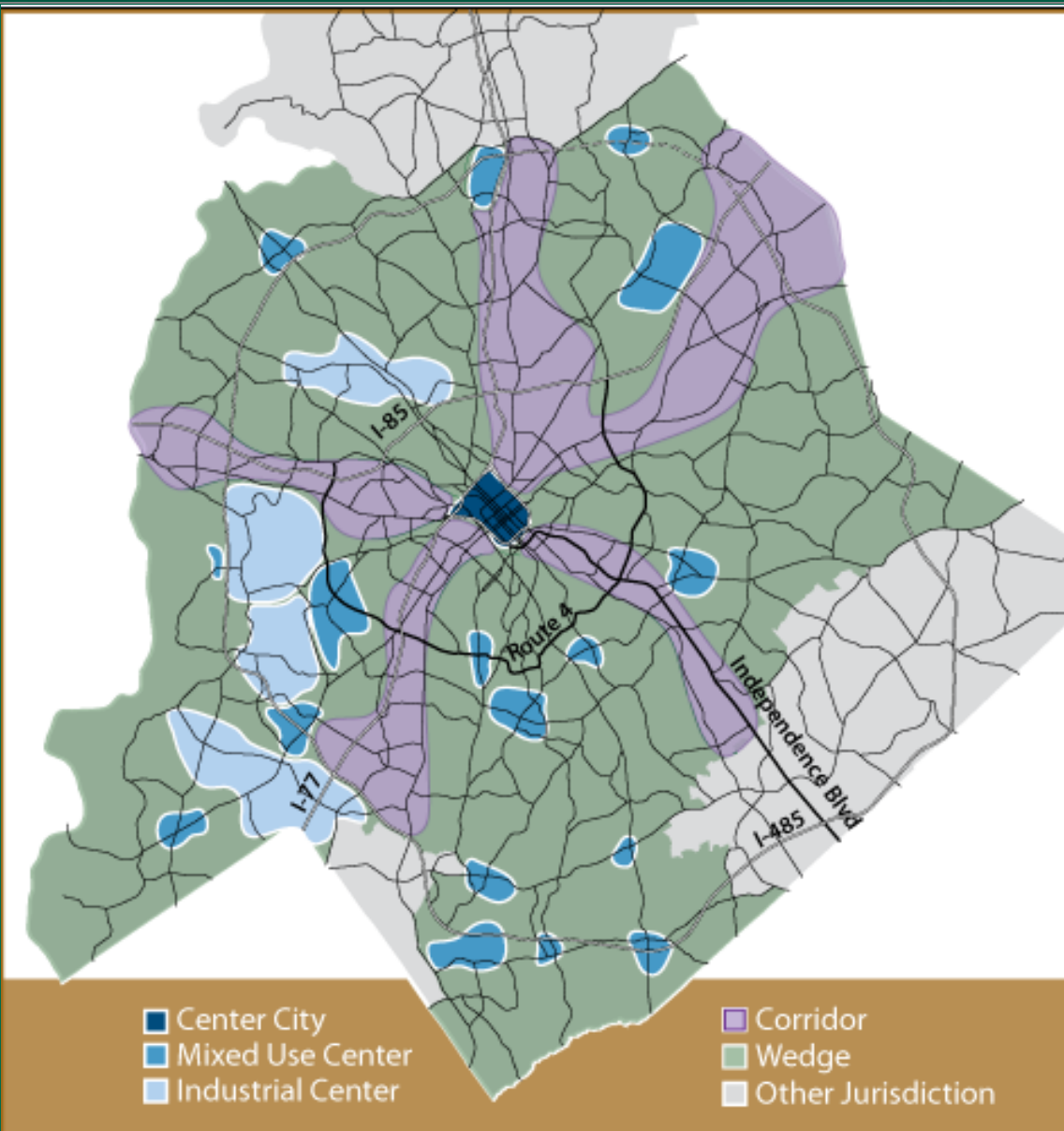


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A Few Things to Know About Charlotte

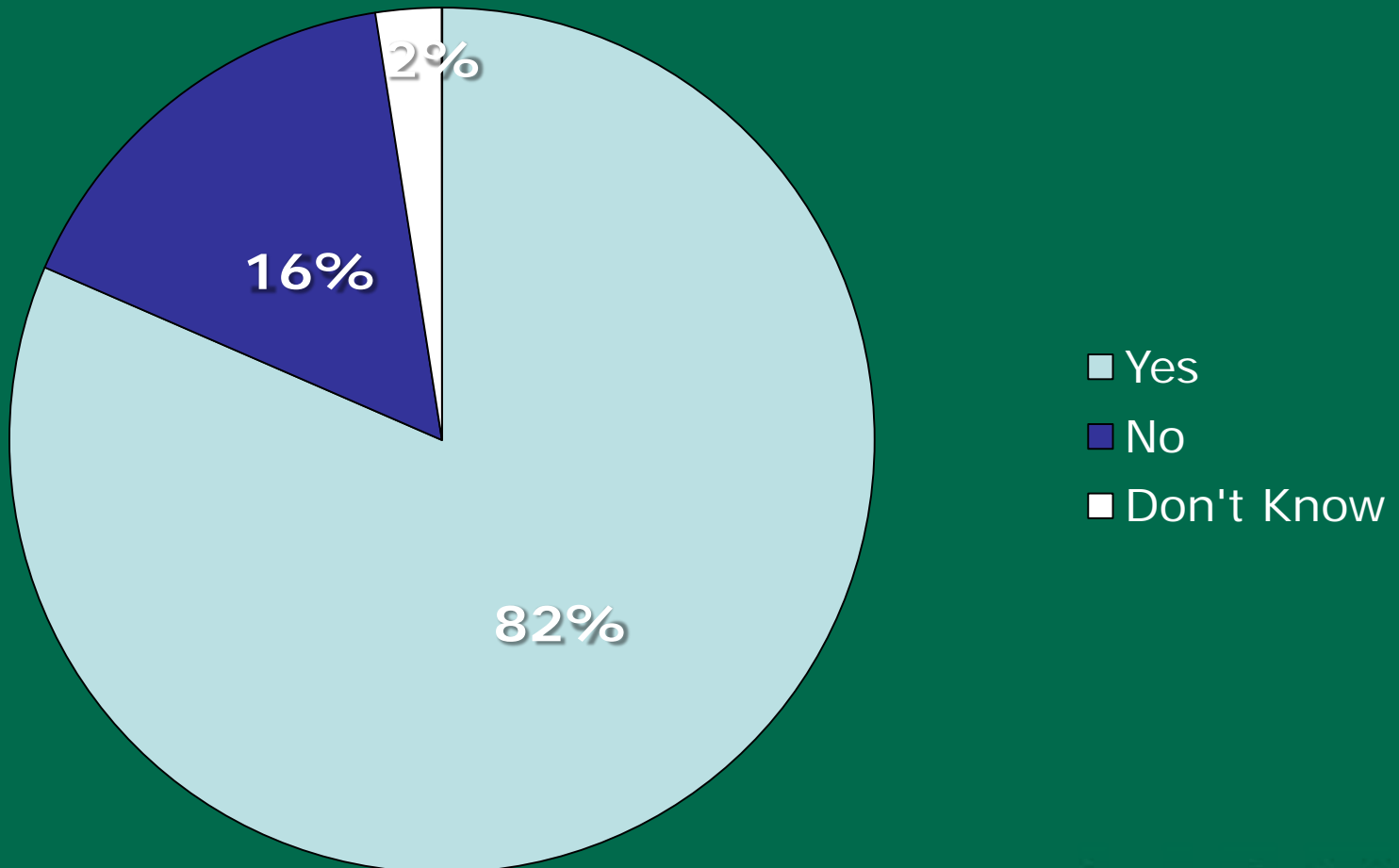


Goals for Charlotte and Our Streets



Why Complete Streets?

Do you believe roads should be designed to accommodate all users including motorists, pedestrians, bicyclists, and transit users?



Why Complete Streets?



*Congested Intersection
Locations*

(Both AM & PM)

Charlotte, NC

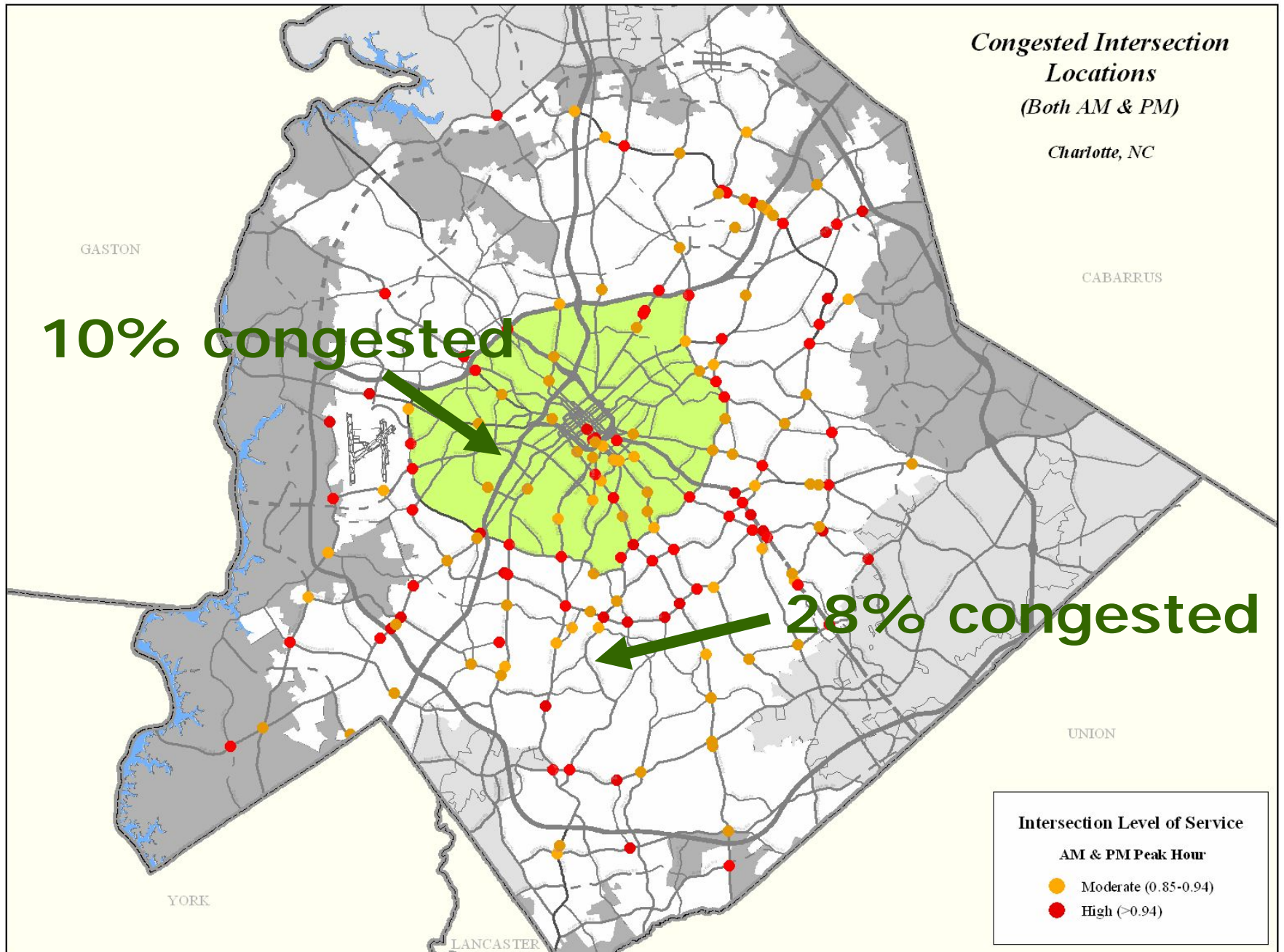
10% congested

28% congested

Intersection Level of Service

AM & PM Peak Hour

- Moderate (0.85-0.94)
- High (>0.94)



The “Market” Wants Livable, Walkable Communities





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What Did We Do?

URBAN STREET DESIGN GUIDELINES

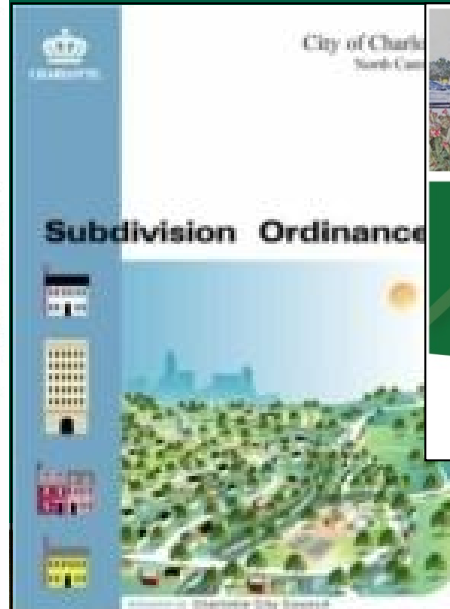


Adopted by Charlotte City Council
October 22, 2007

The City of Charlotte TRANSPORTATION Action Plan Policy Document



Prepared by CDOT, OMPC and CATS
DRAFT for Public Review - Spring, 2006
Adopted by Charlotte City Council - Nov. 08, 2006



Charlotte-Mecklenburg Planning Department
Adopted by City Council
February 97, 2012

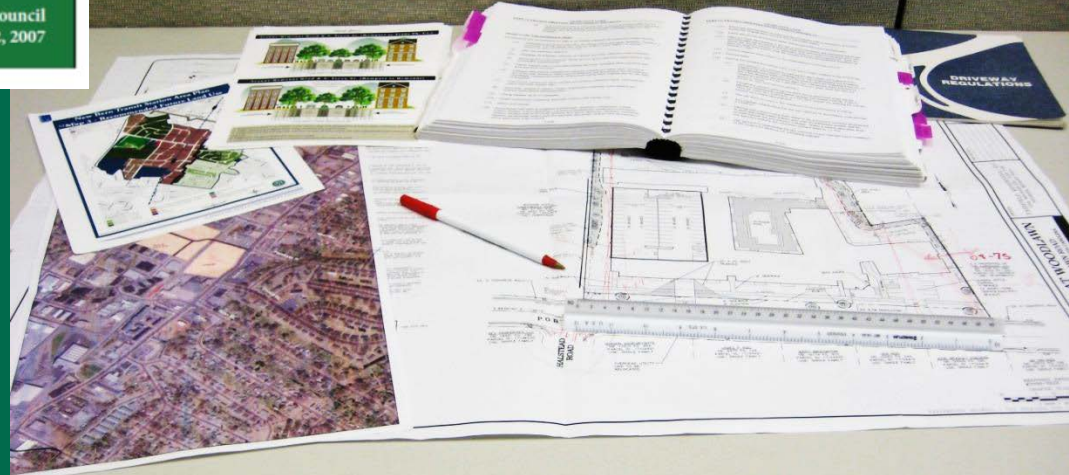


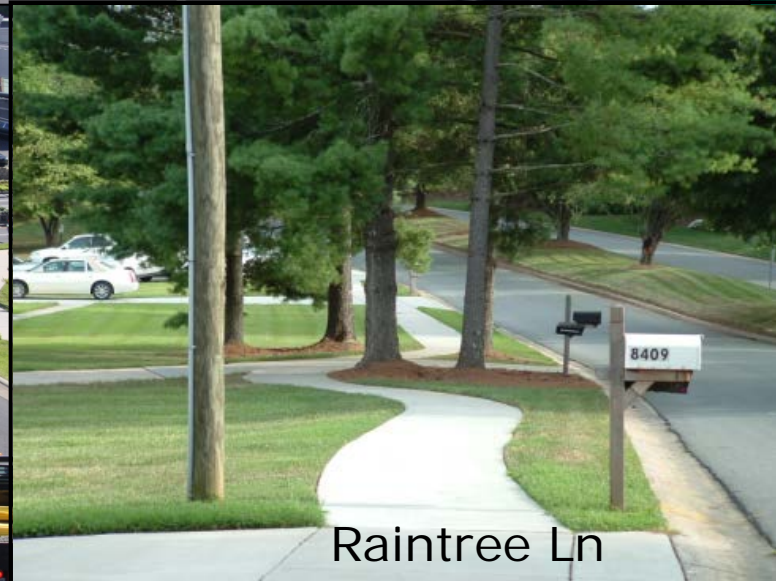
Figure 2 - Transportation Projects Programmed or Implemented By the City Since TAP Adoption



Results

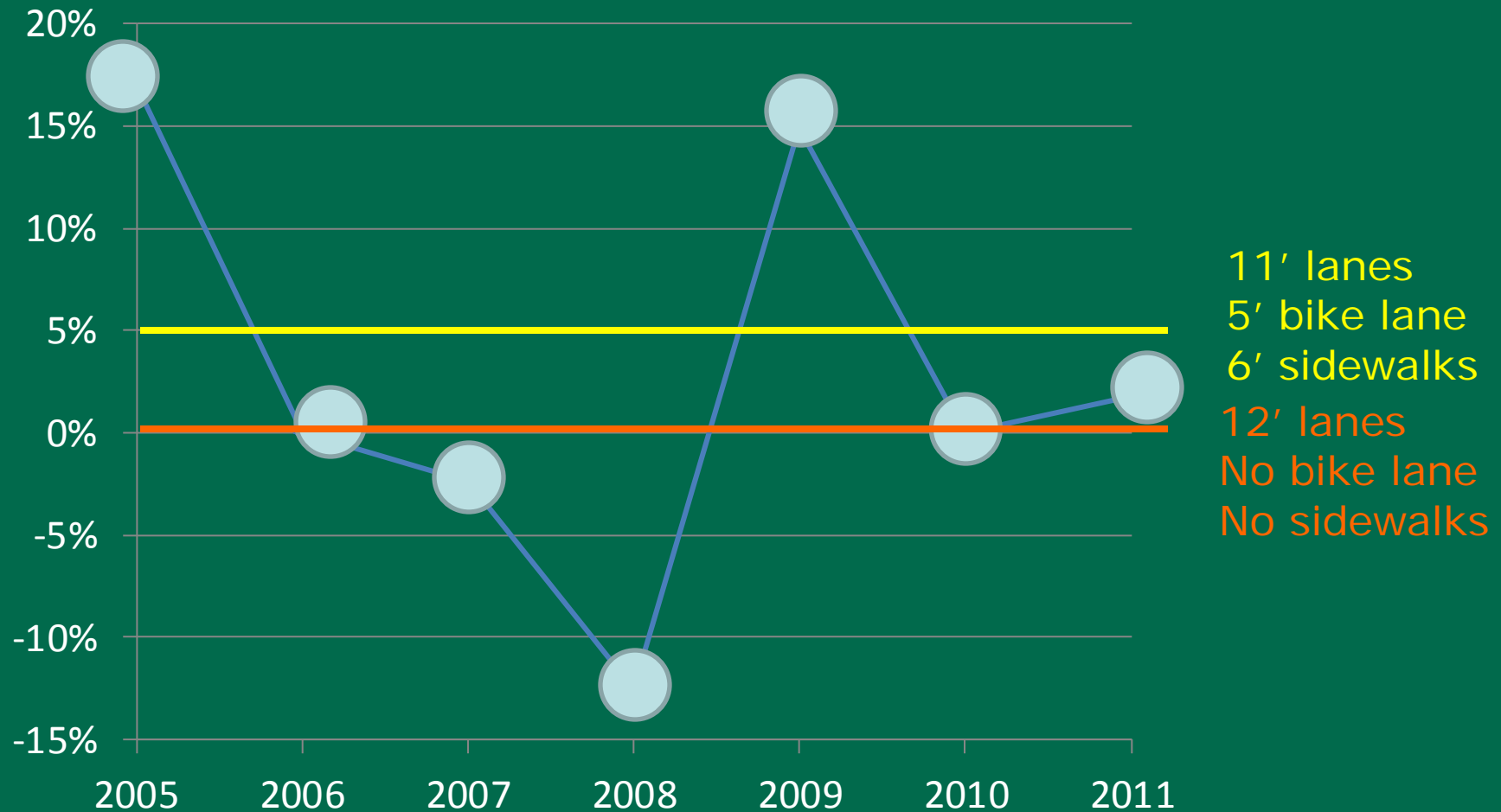
Charlotte has **constructed over \$400m** of road and intersection projects – all are “complete streets”.

Results





Construction Costs Year-to-Year



Source: NCDOT



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Results

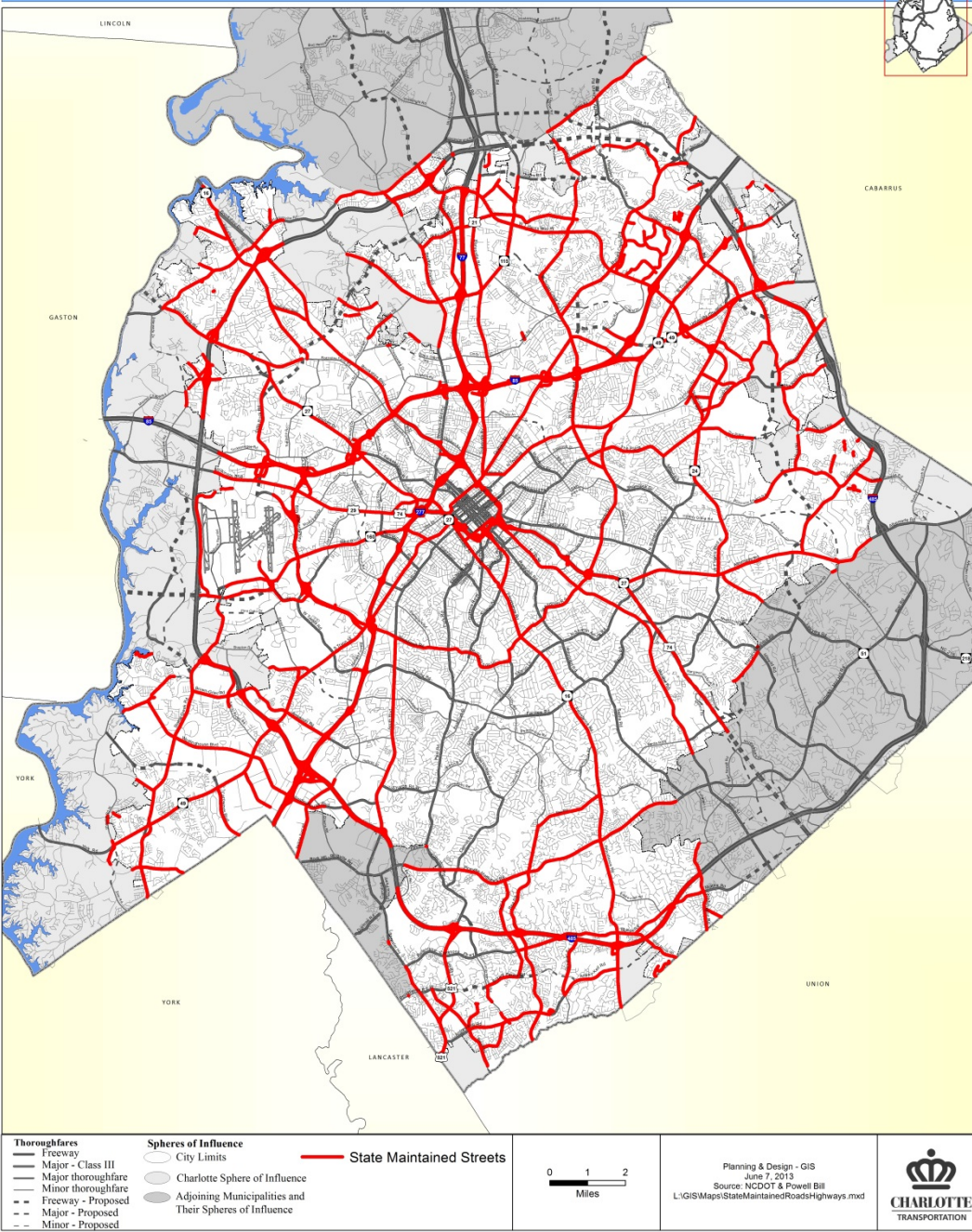
North Carolina Department of Transportation Complete Streets Planning and Design Guidelines



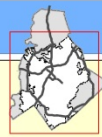
July 2012

Why a Federal Policy?

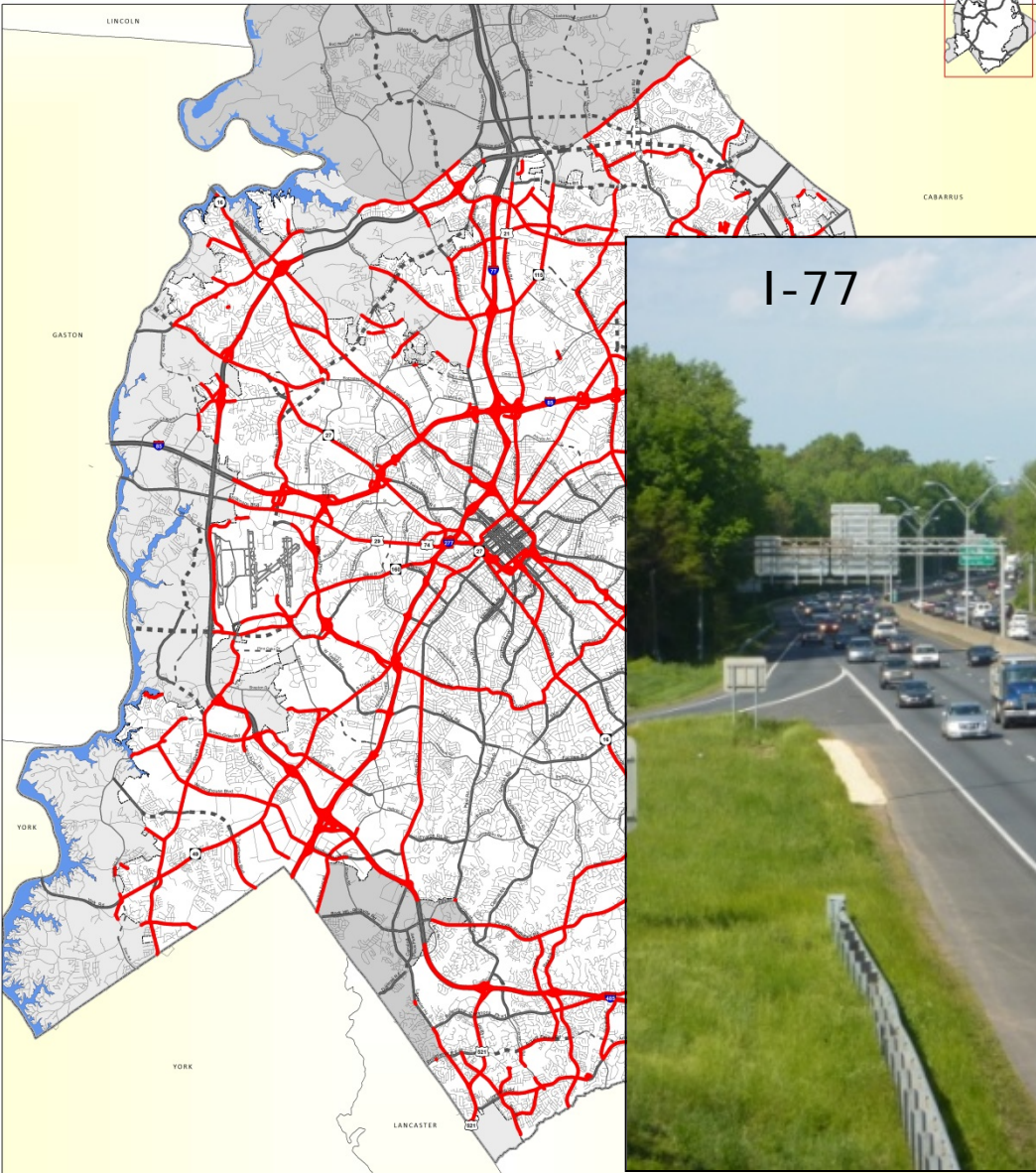
State Maintained Streets



State Maintained Streets



Why a Federal Policy?



- Thoroughfares**
- Freeway
 - Major - Class III
 - Major thoroughfare
 - Minor thoroughfare
 - - - Freeway - Proposed
 - - - Major - Proposed
 - - - Minor - Proposed
- Spheres of Influence**
- City Limits
 - Charlotte Sphere of Influence
 - Adjoining Municipalities and Their Spheres of Influence
- State Maintained Streets**
- (Red line)

0 1 2
Miles

Planning & Design - GIS
June 7, 2013
Source: NCDOT & Powell Bill
L:\GIS\Maps\StateMaintainedRoadsHighways.mxd



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Why a Federal Policy?

North Tryon St



Eastway Dr

Why a Federal Policy?

University City Blvd



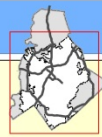
John Kirk/University City



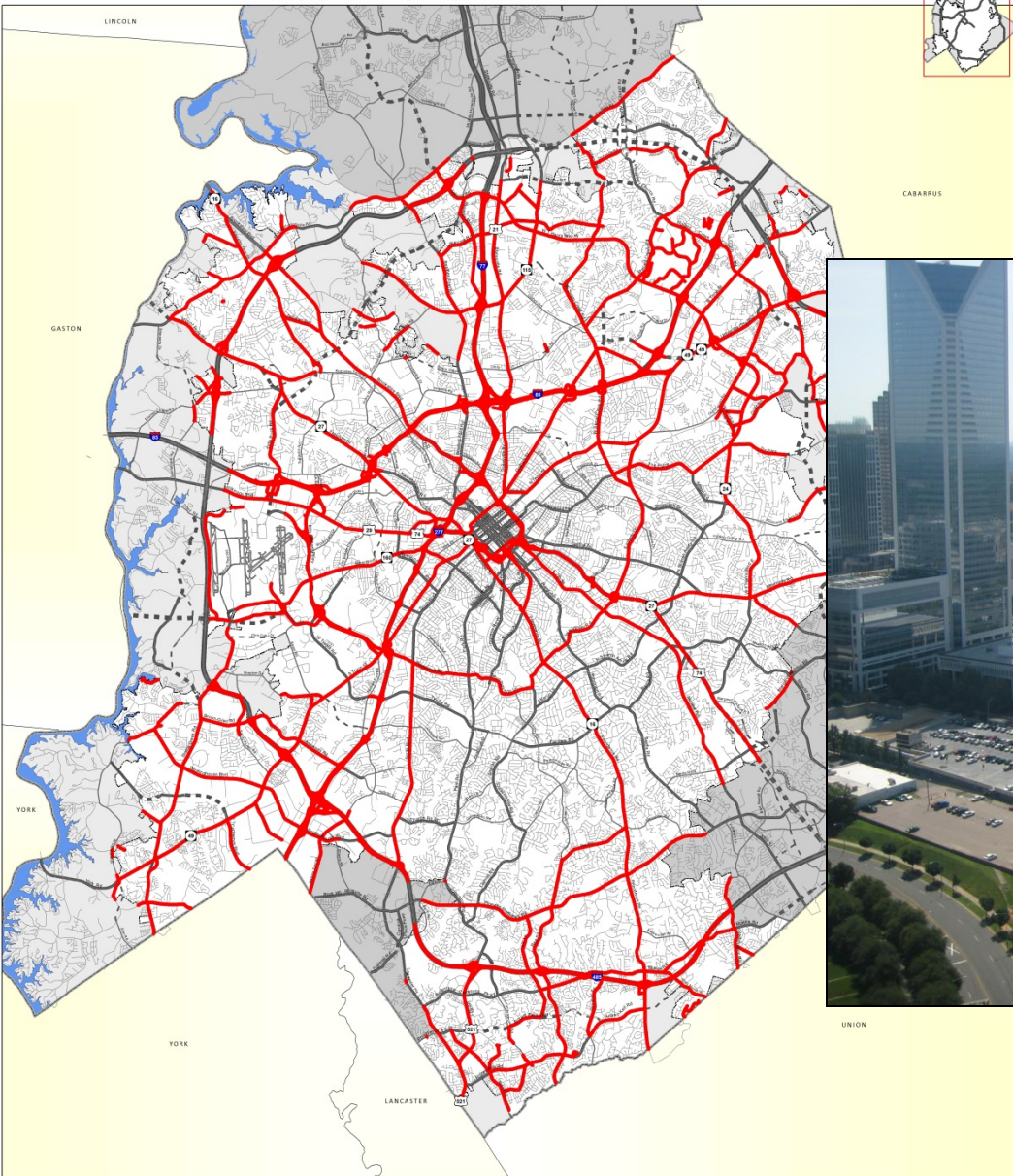
Kings Dr



State Maintained Streets



Why a Federal Policy?



I-277

Thoroughfares
 Freeway
 Major - Class III
 Major thoroughfare
 Minor thoroughfare
 Freeway - Proposed
 Major - Proposed
 Minor - Proposed

Spheres of Influence
 City Limits
 Charlotte Sphere of Influence
 Adjoining Municipalities and Their Spheres of Influence

State Maintained Streets

0 1 2
Miles

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Why a Federal Policy?

7th St/I-277



Pressley Rd



Pressley Rd

Why a Federal Policy?

South Tryon/I-277



Clanton Rd/I-77



Why a Federal Policy?

WT Harris/University City Blvd



Why a Federal Policy?

Stonewall/I-277





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Lynx Light Rail line



South Blvd





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Statesville Ave





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.





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<http://charmack.org>

