

# Building More Streets for More People in Charlotte, NC

St. Louis Great  
Streets Symposium  
October 17, 2006



# More Streets for More People

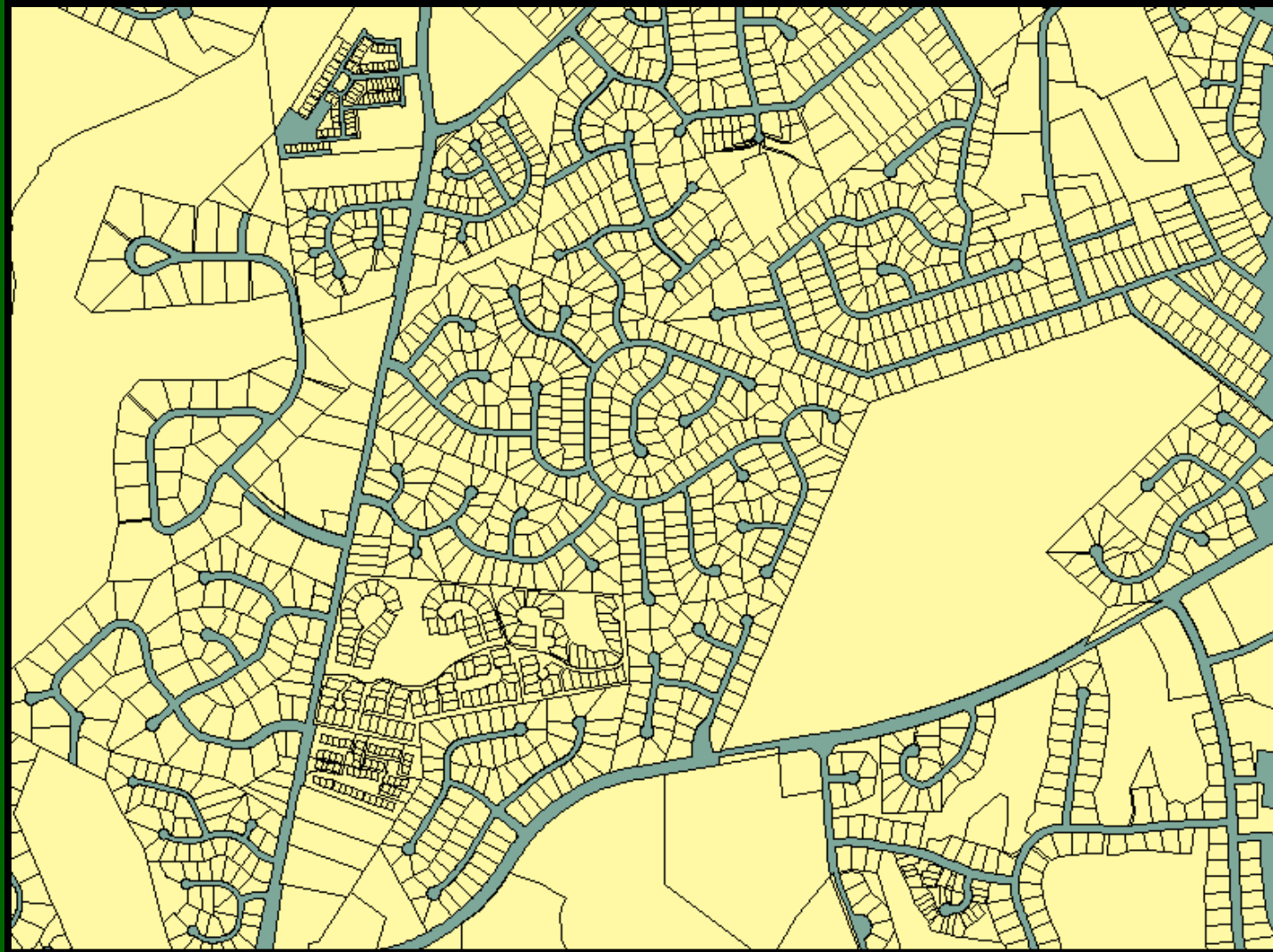
- Key initiatives for building a more walkable and bikeable city



# How We Are Changing:

- New staff – from other large cities
- New methodologies – for multi-modal analyses
- More teamwork – to incorporate more perspectives
- More partnerships – with civic-minded developers

The culprits? Separated land uses and...

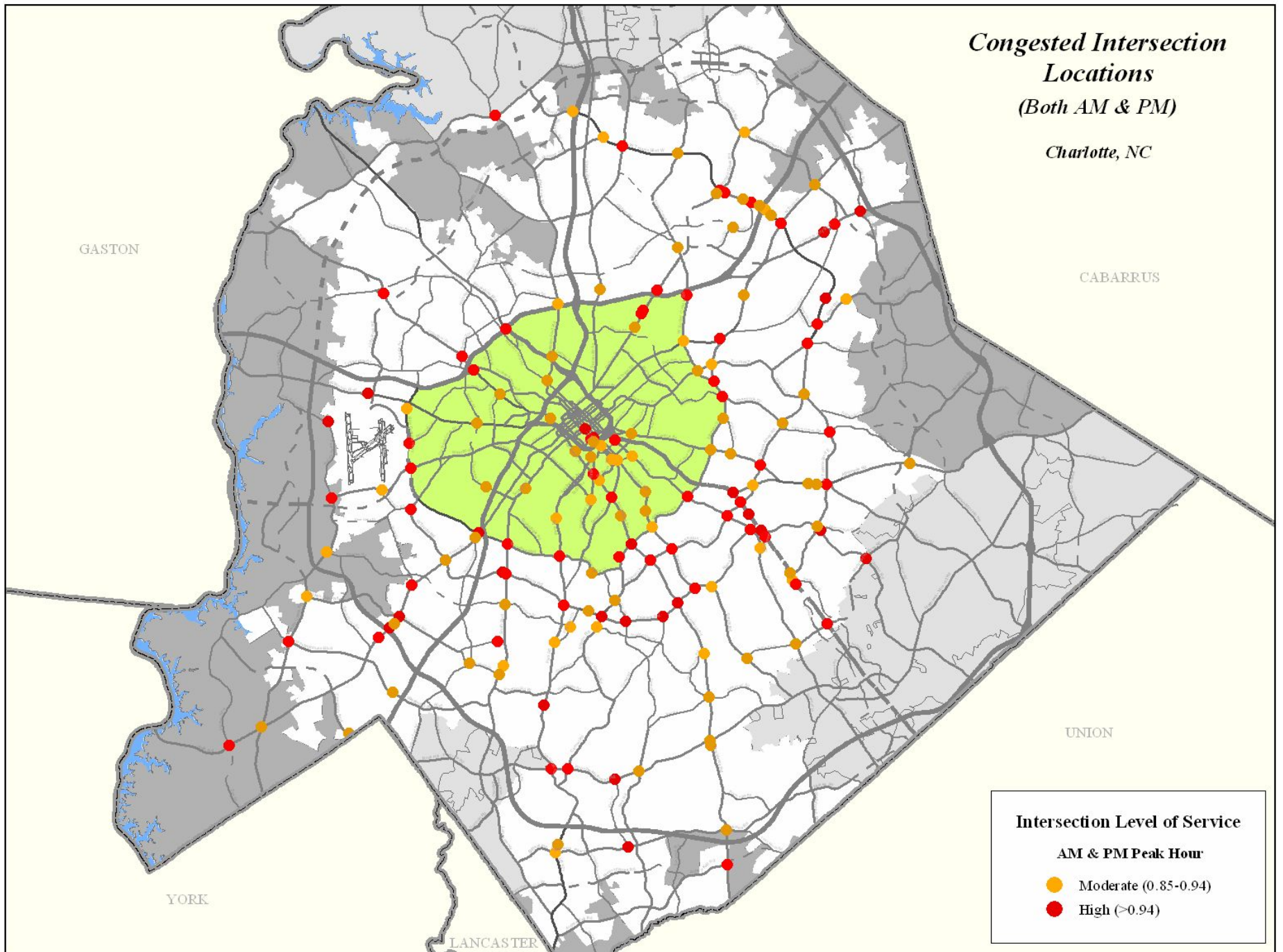


...disconnected streets.

# *Congested Intersection Locations*

*(Both AM & PM)*

*Charlotte, NC*



# “They Are Coming” to Charlotte

- 2000 – 2030 population growth equals:
  - St. Louis (348,000)
  - Pittsburgh (335,000)
  - Cincinnati (331,000)



# Charlotte's Current Initiatives

## Charlotte's Future Vision

*To be an urban community of choice for living, working and leisure.*

## Centers and Corridors Growth Framework

*Growth management strategy to maintain and enhance livability while accommodating 350,000 new residents in Charlotte*

## Transportation Action Plan

*Comprehensive strategies to make Charlotte one of the premier cities in the nation for integrating land use and transportation choices*

**Bicycle Parking Ordinance** (adopted)

**Pedestrian Plan**  
(underway)

**Connectivity Program** (underway)

**Urban Street Design Guidelines**  
(underway)

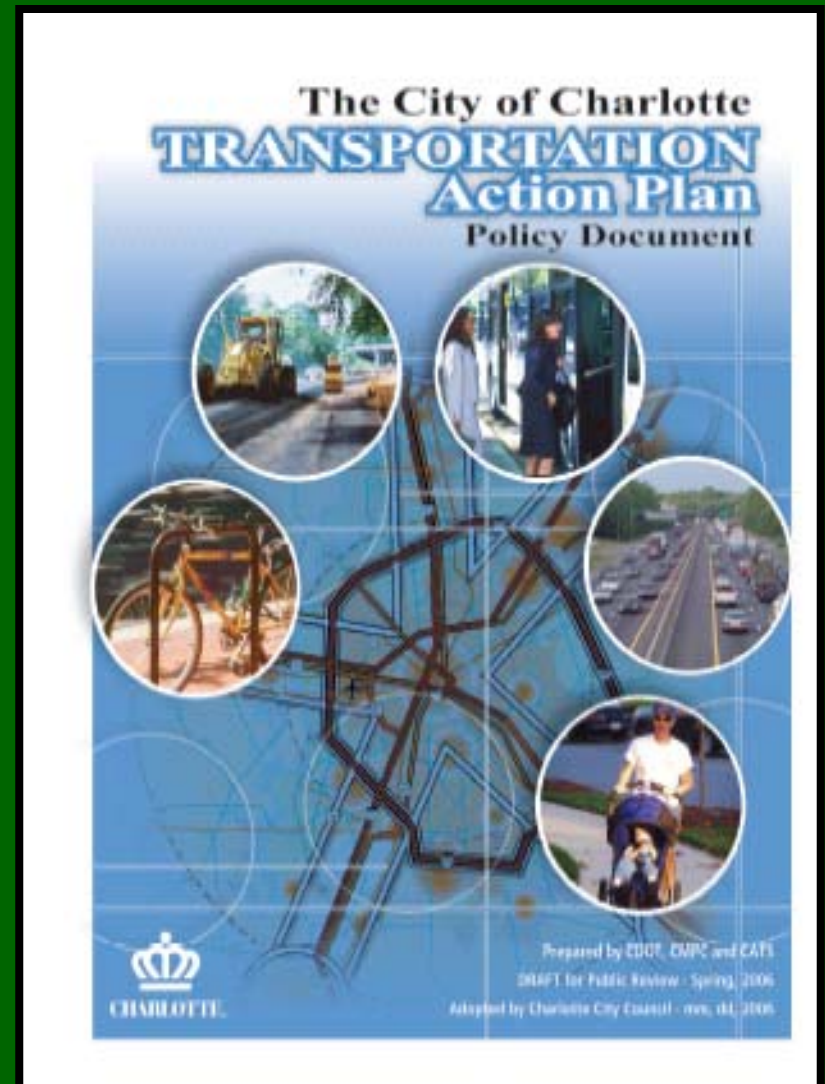
**Bicycle Plan**  
(being updated)

**Safe Routes to School**  
(requested in TAP)

**Center City Transportation Study**  
(adopted)

# The “TAP”

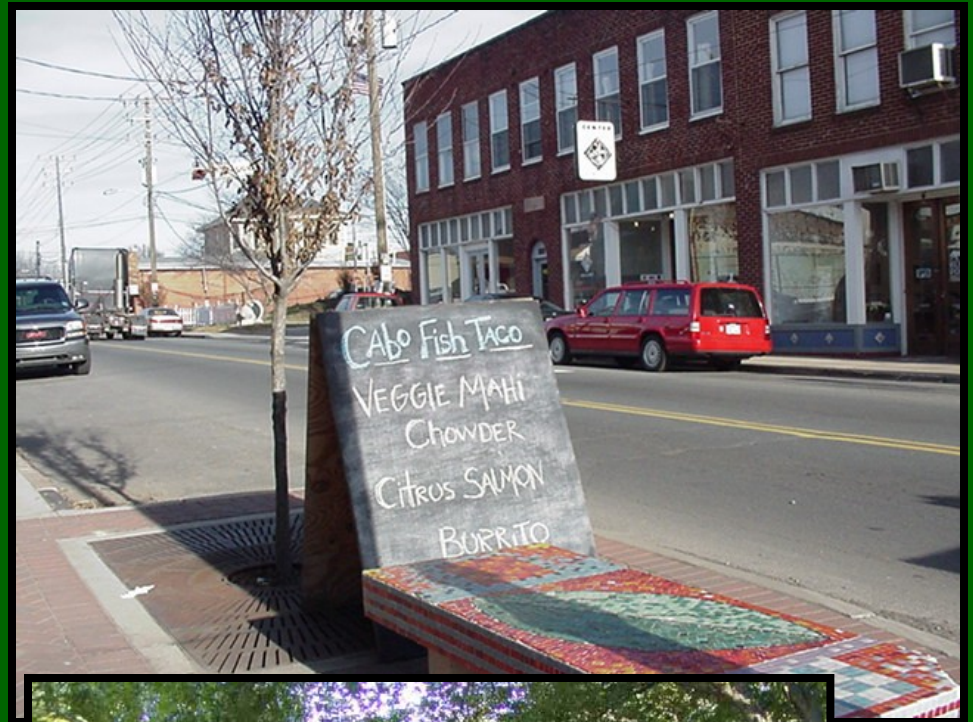
- Our first comprehensive transportation plan
- Describes policies, projects and programs





# Urban Street Design Guidelines...

...are crucial to implementing the TAP by creating “complete streets”



# QUEENS ROAD WEST



# SOUTH BOULEVARD



# Current Standards Do Not Create the Streets People Want



# Objectives of the USDG

1. Economic development/quality of life
2. Transportation choices
3. Integrating transportation and land use



# Changing Philosophy

Current:

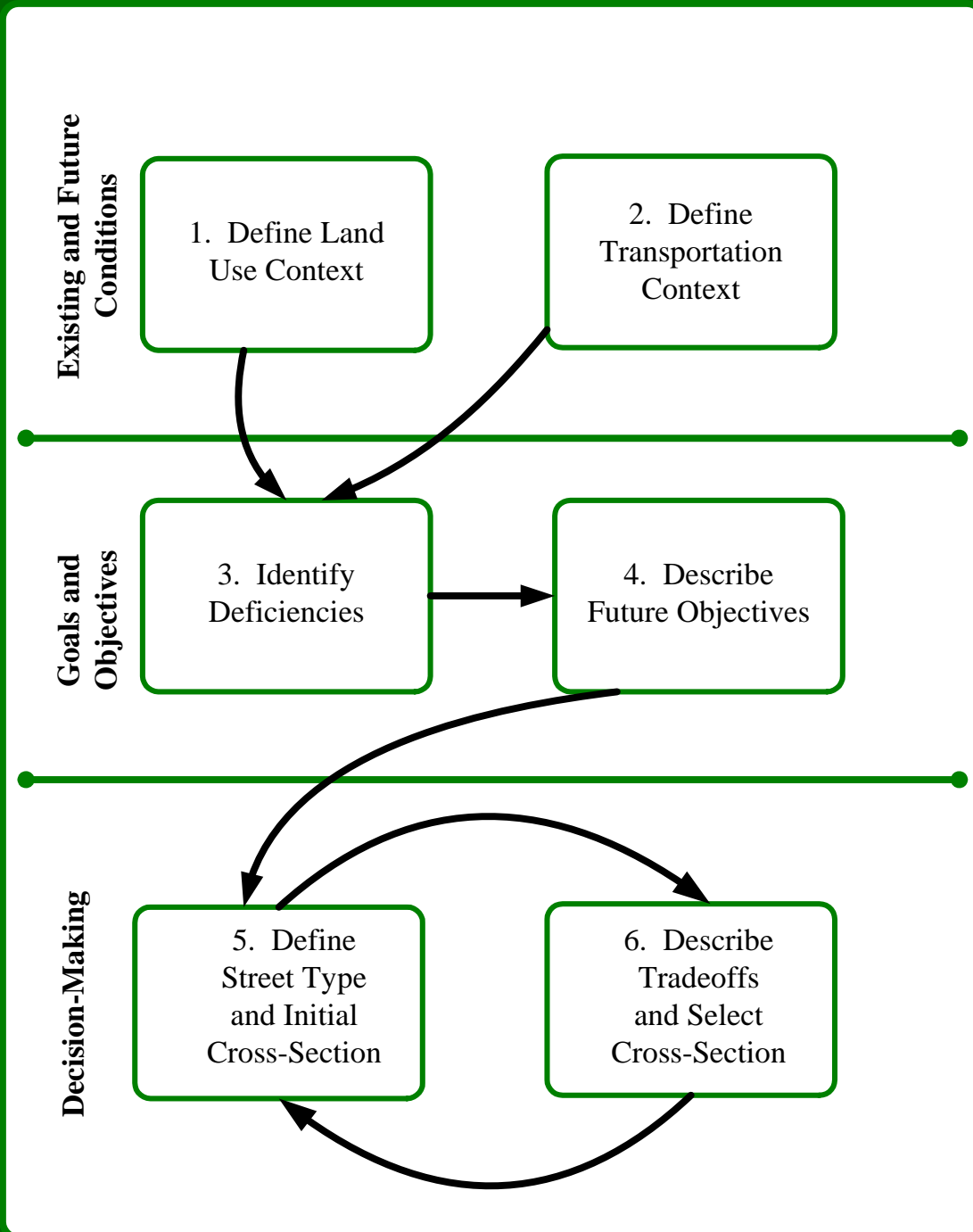


USDG:

- Focus is on motorists
- Little (no?) distinction by land use
- All modes considered equally
- Defined land use/urban design expectations



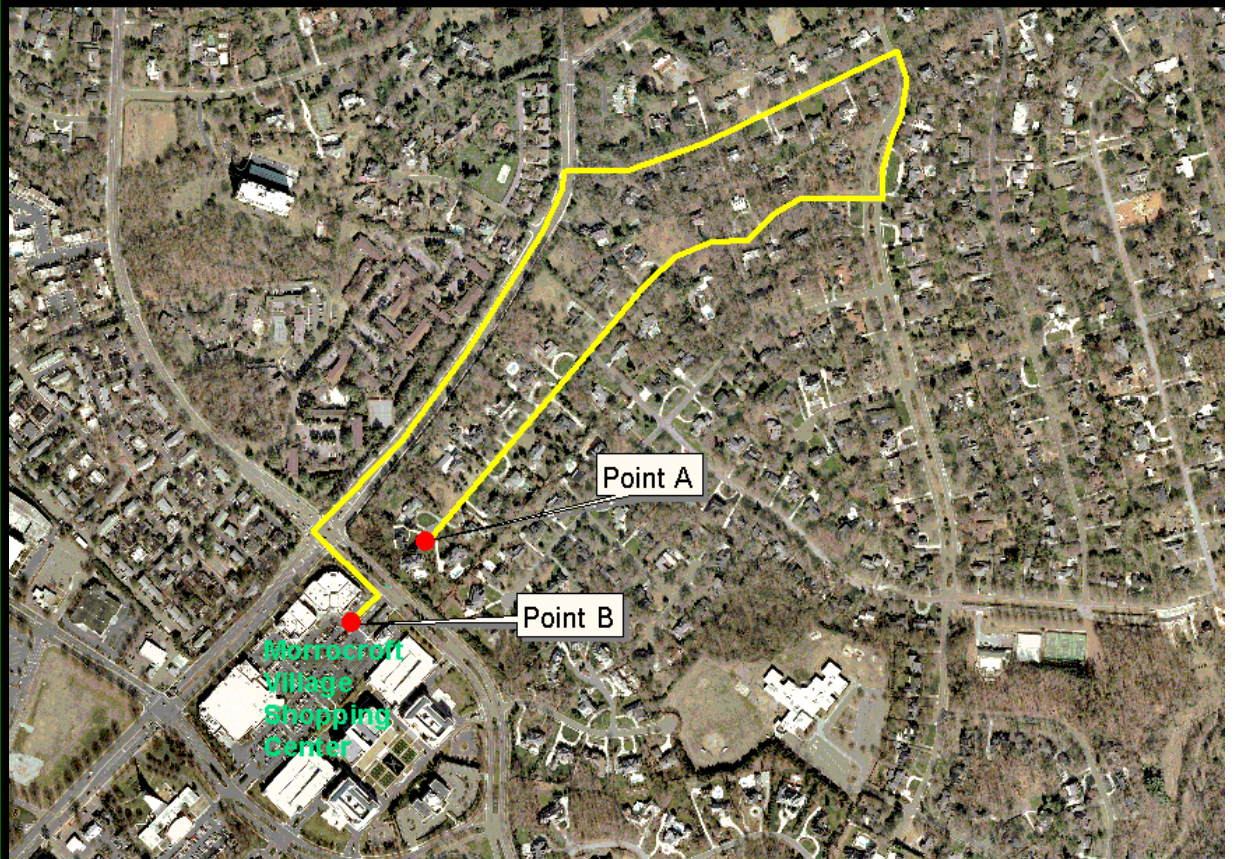
# The Six Step Process





# Smaller Blocks

- More connections
- More walkable
- More development flexibility
- More capacity
- More choices



# Wider Sidewalks and Planting Strips

- More user friendly
- More shade and buffering
- Widths appropriate to land uses



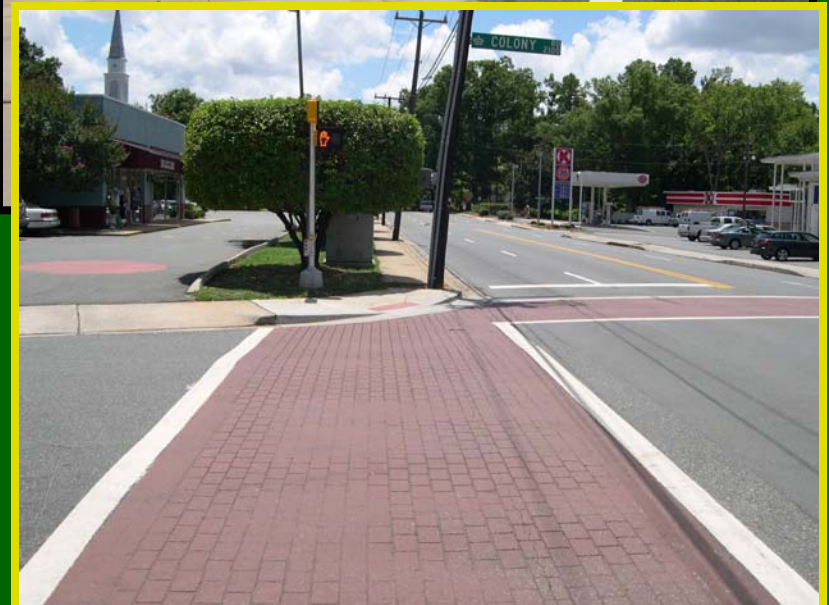
# Building a Bicycle Network

- Bike lanes on higher volume/speed streets
- Bike routes on lower volume/speed streets
- Advantages for all users



# Intersections Designed for All Users

- Bicycle and pedestrian level-of-service measures
- Level-of-service compared for all modes
- 2 Hour Congestion Standard



# “Built-In” Traffic Calming

- Safer/more appropriate speeds
- Enhanced liveability
- Justified with more connections
- Avoids future retrofits



# USDG Classification Map(s)

- Existing and future classifications
- Future map to be updated through various planning processes
- Will guide land use and transportation decisions for street segments and intersections

# Evaluating Signalized Intersections: Charlotte DOT's Traditional Approach

- One-hour standard
- Volume-to-Capacity (V/C) ratio
  - .85 - .94 “moderately congested”
  - .95 and above “significantly congested”
- High Congestion List (HCL)

# Evaluating Signalized Intersections: Changes Due to the USDG

- Context-based evaluation and design
- Direct comparisons between motor vehicle, pedestrian, and bicyclist levels of service (LOS)
- Congestion analyzed for longer time period – two-hour standard



# The USDG and CIP Projects

- Projects rated and ranked by various criteria
- Application of “Six-Step” process is one criterion
- Removal of descriptive language (e.g. “widening”), where possible

# New CIP Programs

- “Farm to Market” Roads
- Connectivity
- Livable Centers
- Mid-Block Crossings



We still have work to do...



# The TAP and USDG:

- Are affecting priorities for City projects
- Are affecting design of City projects
- Need to be supplemented with various implementation actions
- Need to be supplemented with \$\$\$
- USDG need to be adopted

# Questions?

For more information about  
the TAP and USDG, go to:

[www.charmeck.org/  
departments/transportation](http://www.charmeck.org/departments/transportation)