



Complete Streets Policies in Charlotte

Complete Streets Peer Exchange

Baton Rouge, LA

January 19, 2016

Norm Steinman, AICP

Charlotte DOT

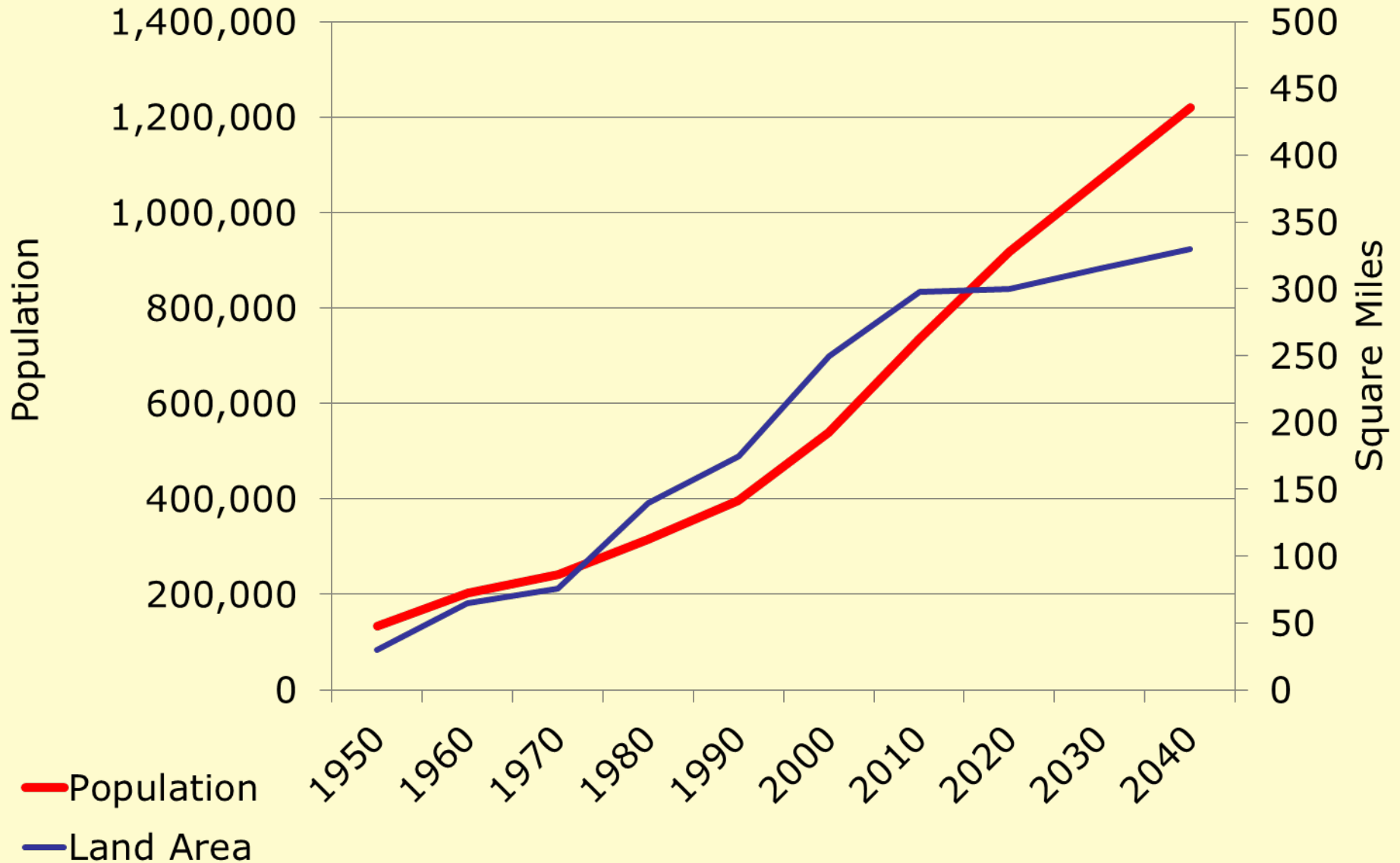
Changing what we do to change what will happen

1. Inventory of Conditions and Possible Projects
2. Analyses
3. Options – Different Types of Projects
4. Prioritization/Selection
5. Action - Implementation
6. Evaluations and Measures





Charlotte's Growth



Ongoing Rapid Growth

Rank	City	Population
1	New York City	8,491,000
2	Los Angeles	3,929,000
3	Chicago	2,722,000
4	Houston	2,240,000
5	Philadelphia	1,560,000
6	Phoenix	1,537,000
7	San Antonio	1,437,000
8	San Diego	1,381,000
9	Dallas	1,281,000
10	San Jose	1,016,000
11	Austin	913,000
12	Jacksonville	853,000
13	San Francisco	852,000
14	Indianapolis	849,000
15	Columbus	836,000
16	Fort Worth	812,000
17	Charlotte (2014)	810,000
18	Detroit	680,000
19	El Paso	679,000
20	Seattle	668,000
21	Denver	664,000
22	Washington	659,000
23	Memphis	657,000
24	Boston	656,000
25	Nashville	644,000

+ 400,000

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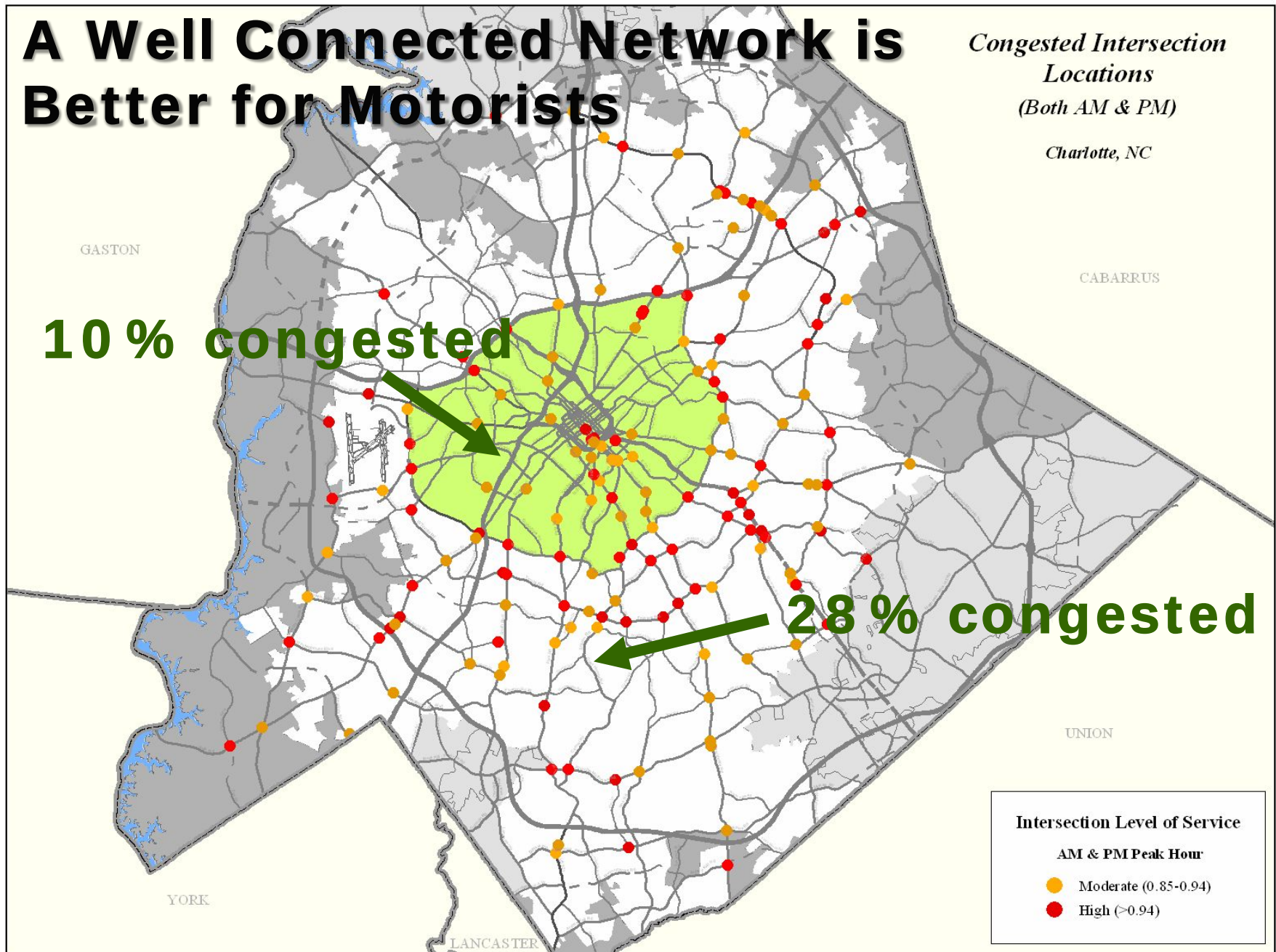


Thoroughfares, collectors, cul-de-sacs

A Well Connected Network is Better for Motorists

*Congested Intersection Locations
(Both AM & PM)*

Charlotte, NC



Charlotte's Existing Streets

- ~20% thoroughfares very congested
- ~40% thoroughfares no sidewalks
- ~70% local streets no sidewalks
- ~50% intersections poor ped LOS
- ~95% intersections poor bike LOS

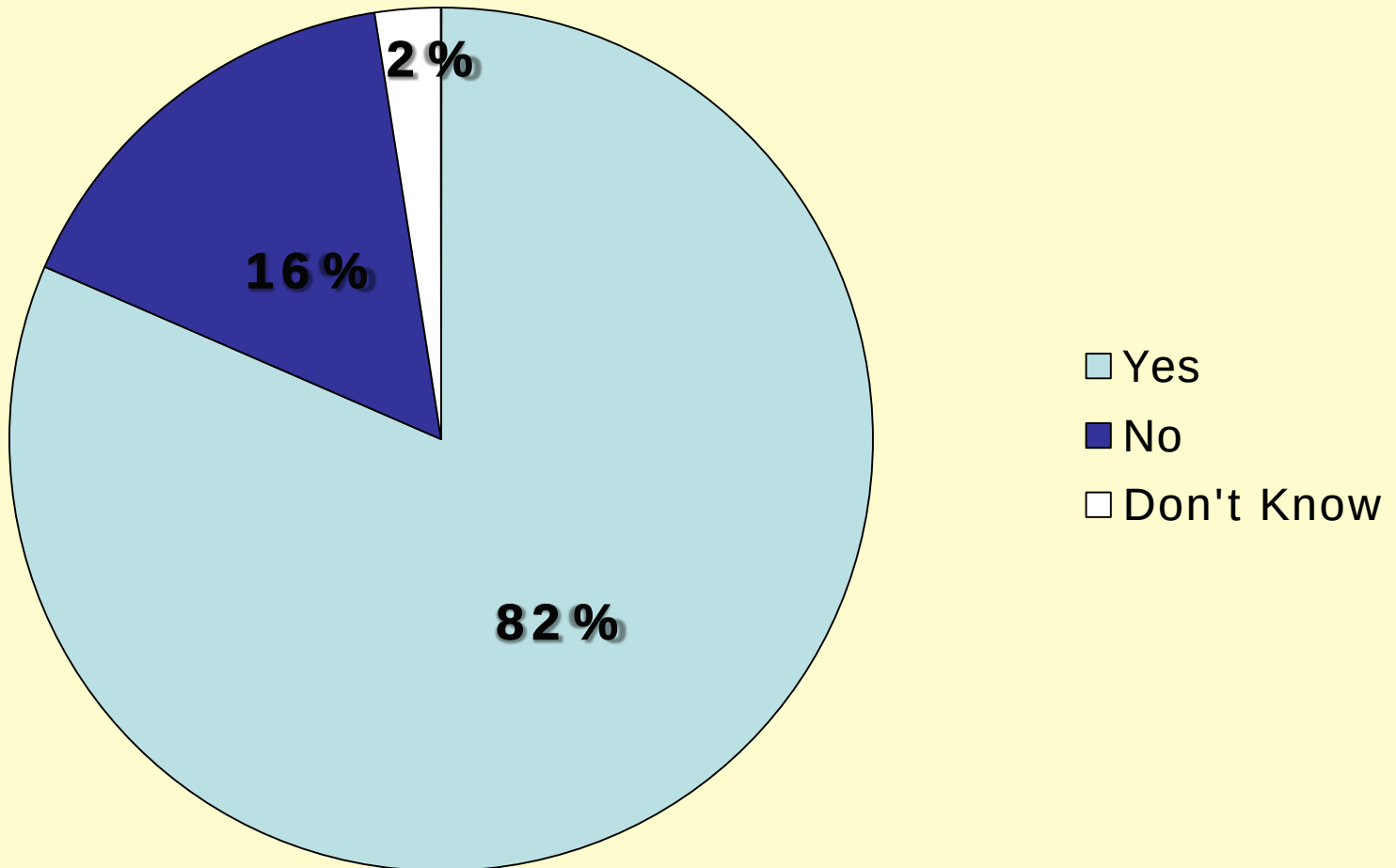


It's the Right Thing to Do



People Want Complete Streets

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





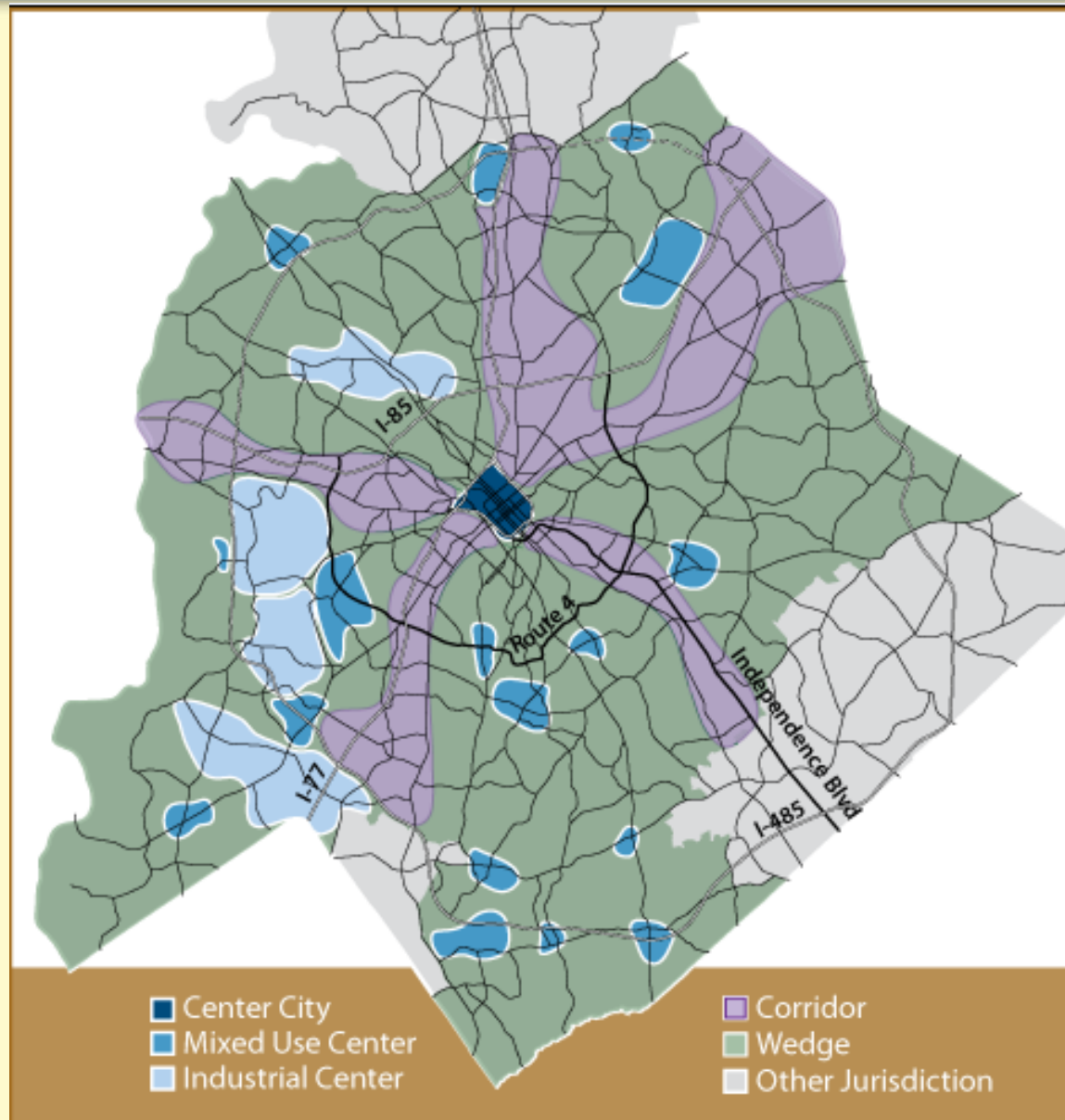
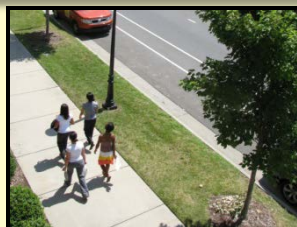
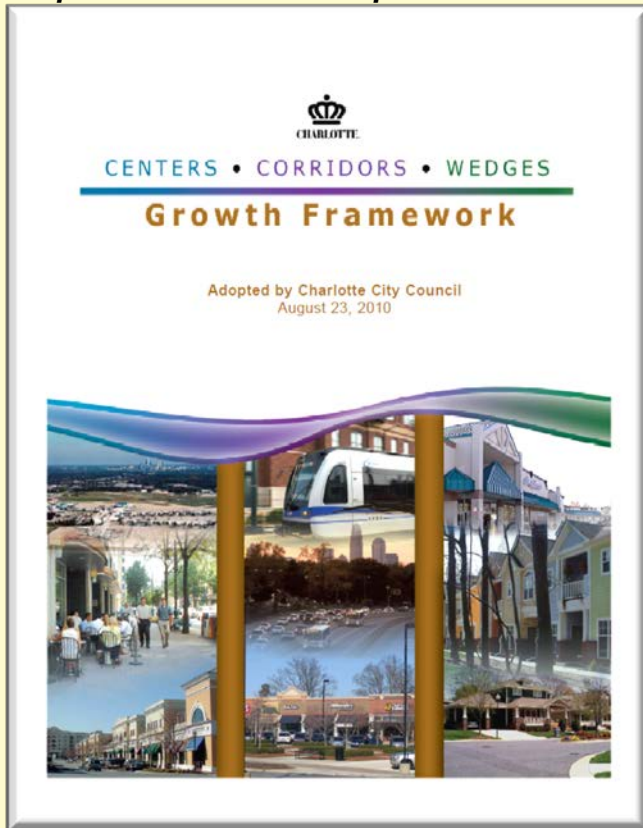
More Developers are Relying on Complete Streets





The best transportation strategy is
the right land use strategy...

*Centers, Corridors and Wedges
(adopted 1994, Updated 2010)*



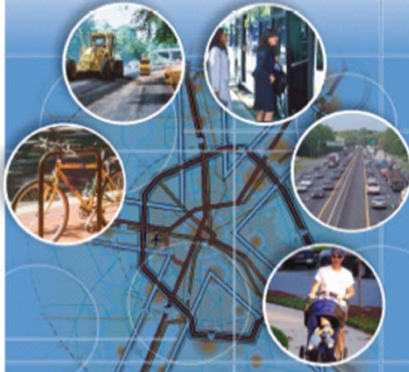
What Did We Change?

URBAN STREET DESIGN GUIDELINES

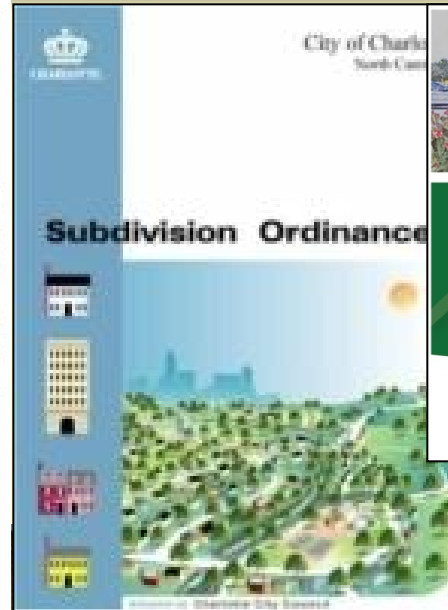


Adopted by Charlotte City Council
October 22, 2007

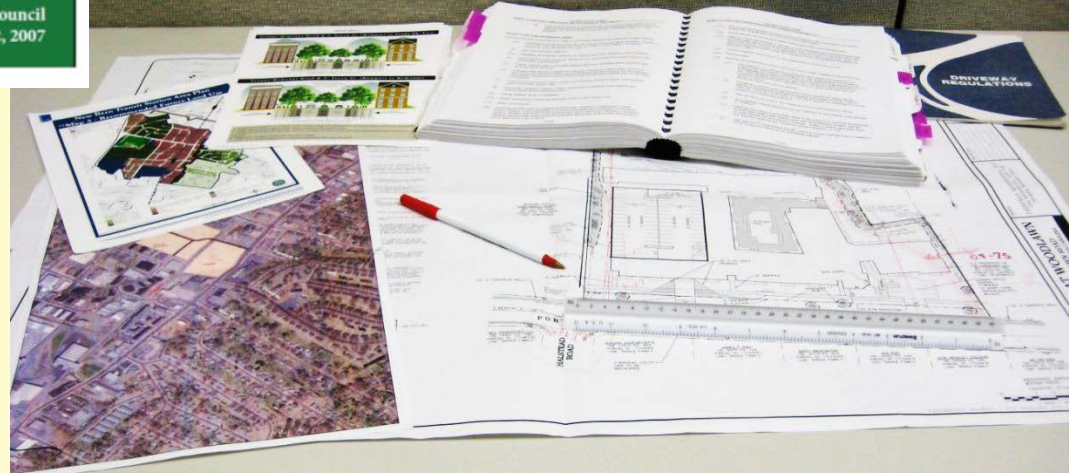
The City of Charlotte TRANSPORTATION Action Plan Policy Document



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

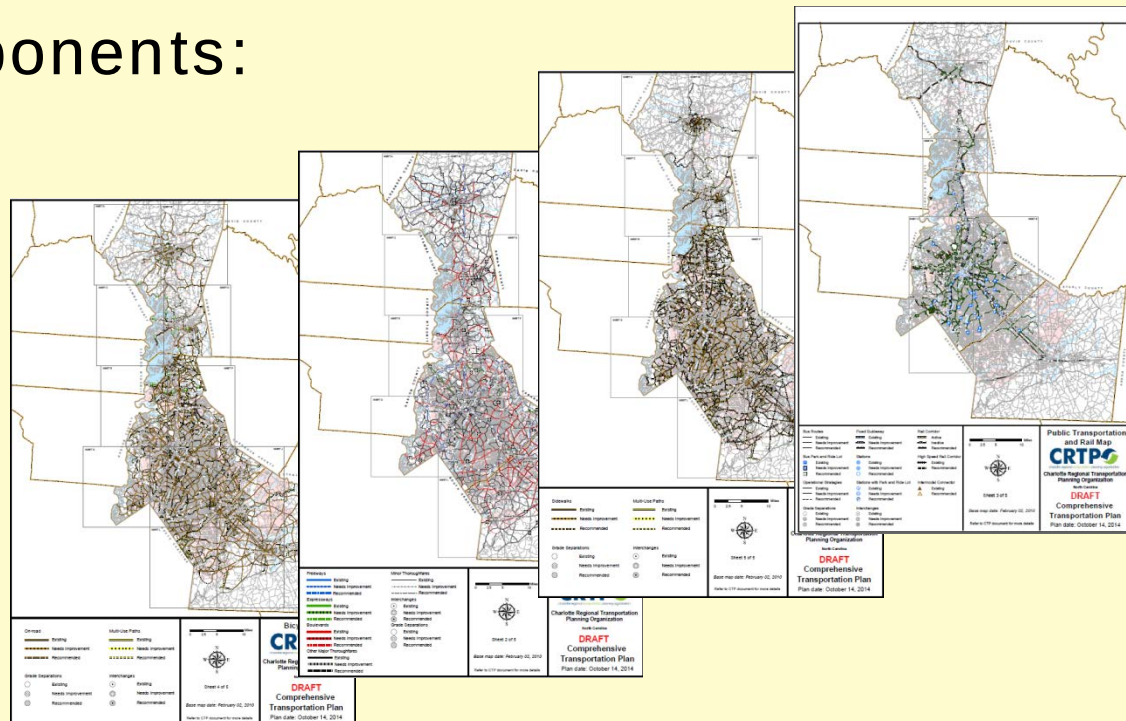


Charlotte-Mecklenburg Planning Department
Adopted by City Council
February 97, 2012

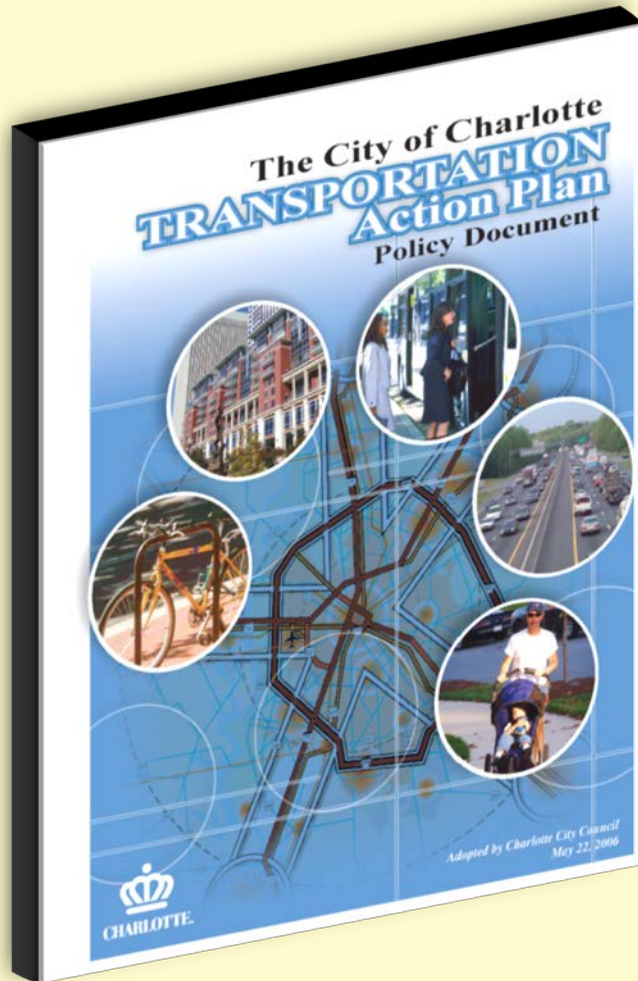


Comprehensive Transportation Plan

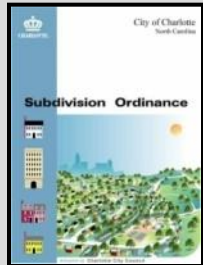
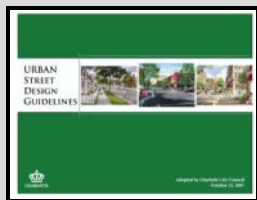
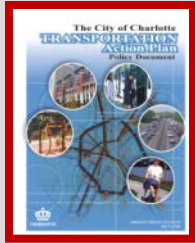
- Required by North Carolina statute
- Replaces Thoroughfare Plan
- Describes long-range conditions or expectations, without funding constraints
- Multi-modal components:
 - Motorists
 - Pedestrians
 - Bicyclists
 - Transit



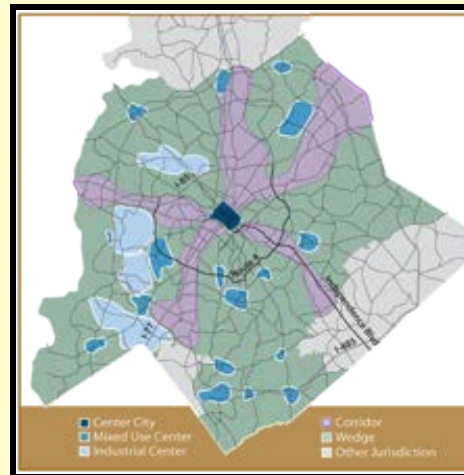
Transportation Action Plan



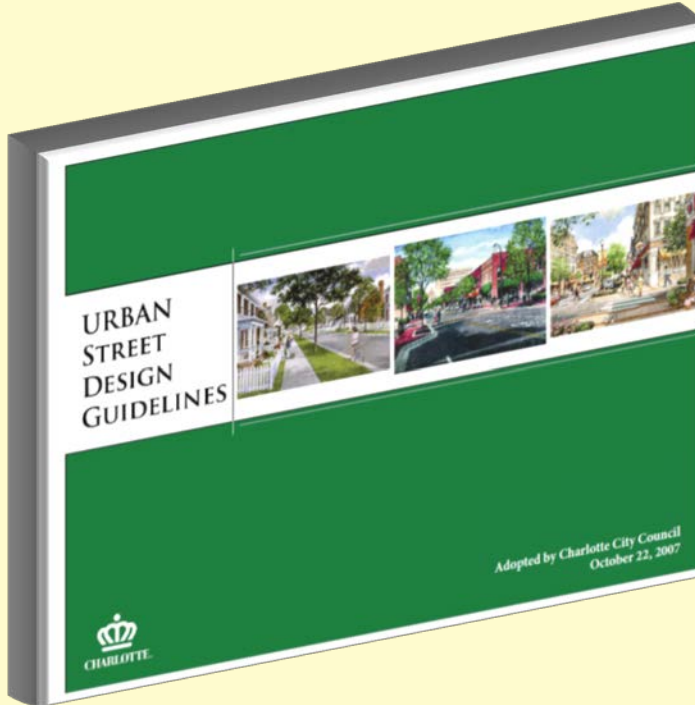
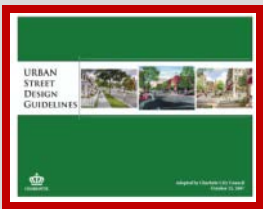
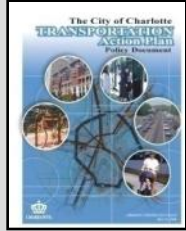
- Multi-modal transportation plan
- Describes projects, programs, and policies
- Adopted by City Council in May, 2006 and updated in 2011
- Currently updating again for 2016



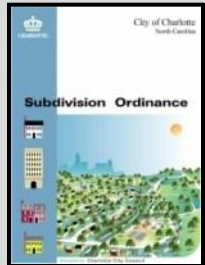
- *Managing growth – keeping pace with transportation infrastructure*
- *More transportation choices*
- *Better/more streets*
- *Managing congestion*



Urban Street Design Guidelines

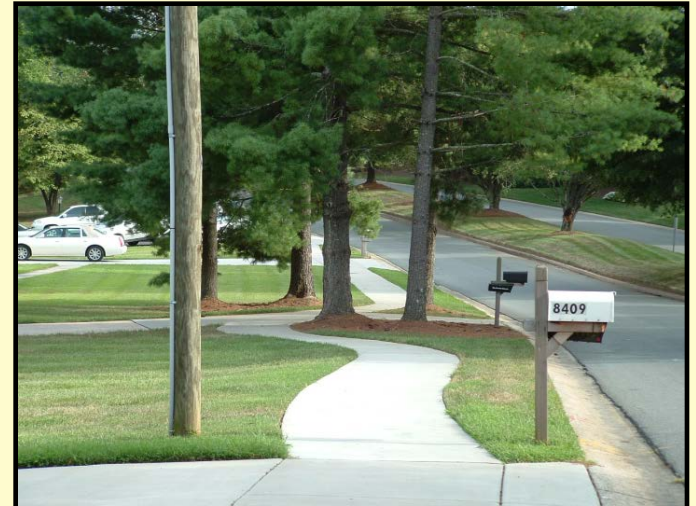


- 17 adopted policy statements
- Comprehensive design guidance for city streets
- 6-step planning and design process
- Adopted by City Council in October, 2007

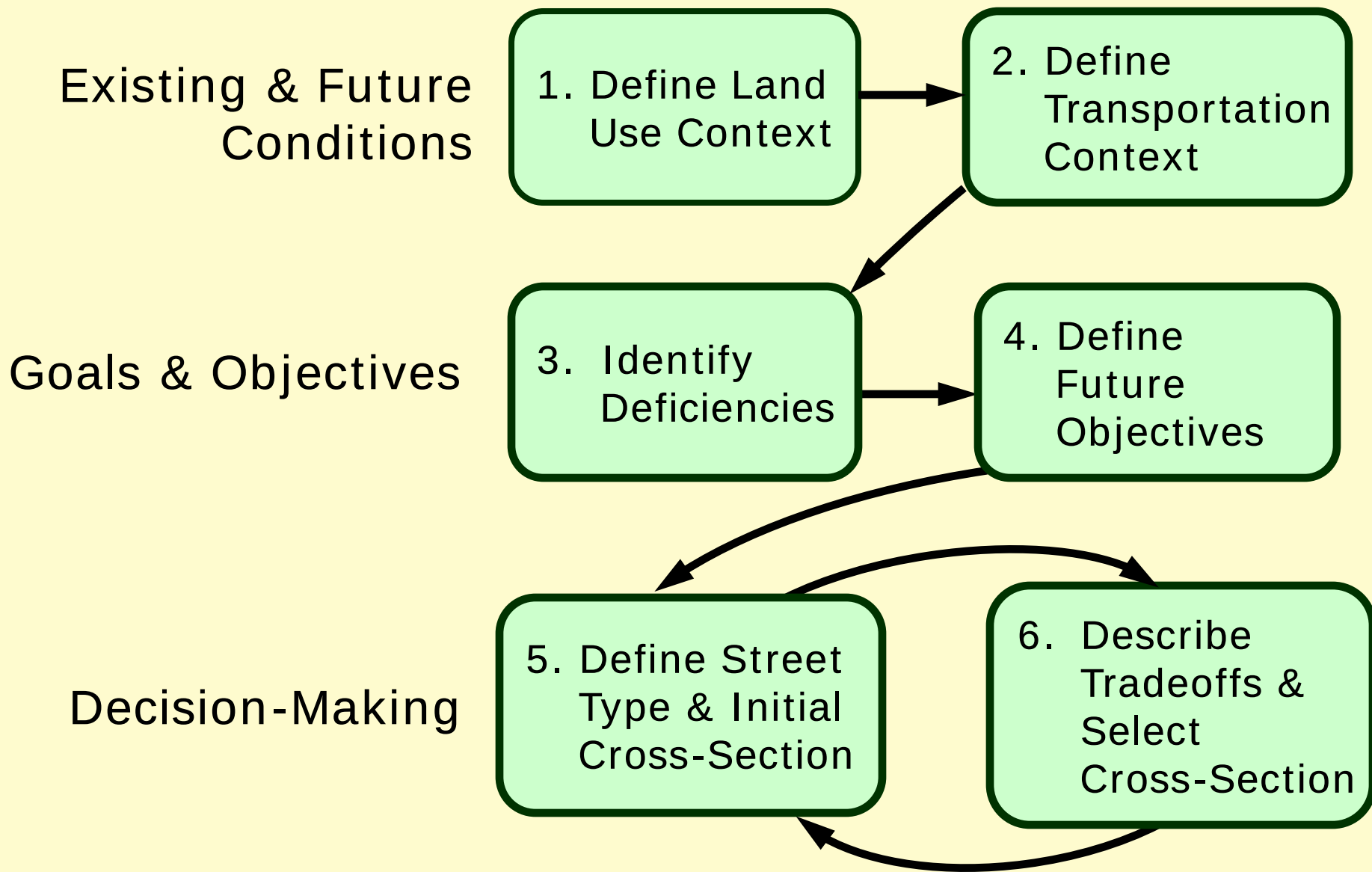


Intent of USDG

- Provide quality street designs with long-lasting value
- Provide capacity, mobility, safety, and convenience for:
 - Motorists
 - Bicyclists
 - Pedestrians
 - Transit riders
 - Neighborhood residents
 - Property owners
- Create functional and memorable streets

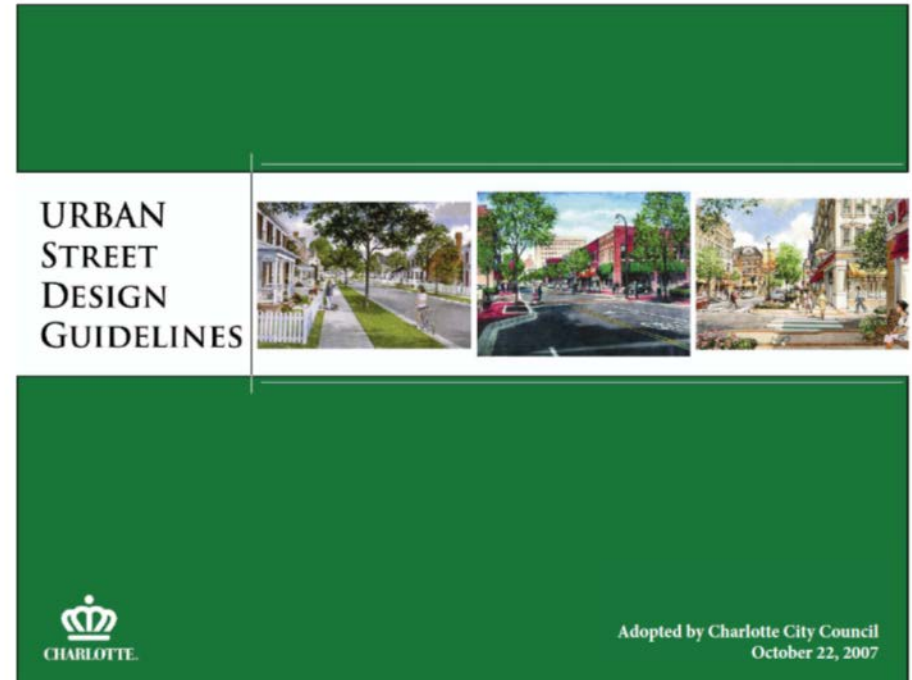


USDG 6-Step Process



How the TAP and USDG Work Together

- TAP Goal 2 – provide more and better travel choices
- “More” (quantity) specified in TAP policies and TAP programs
- “Better” (quality) defined by the USDG



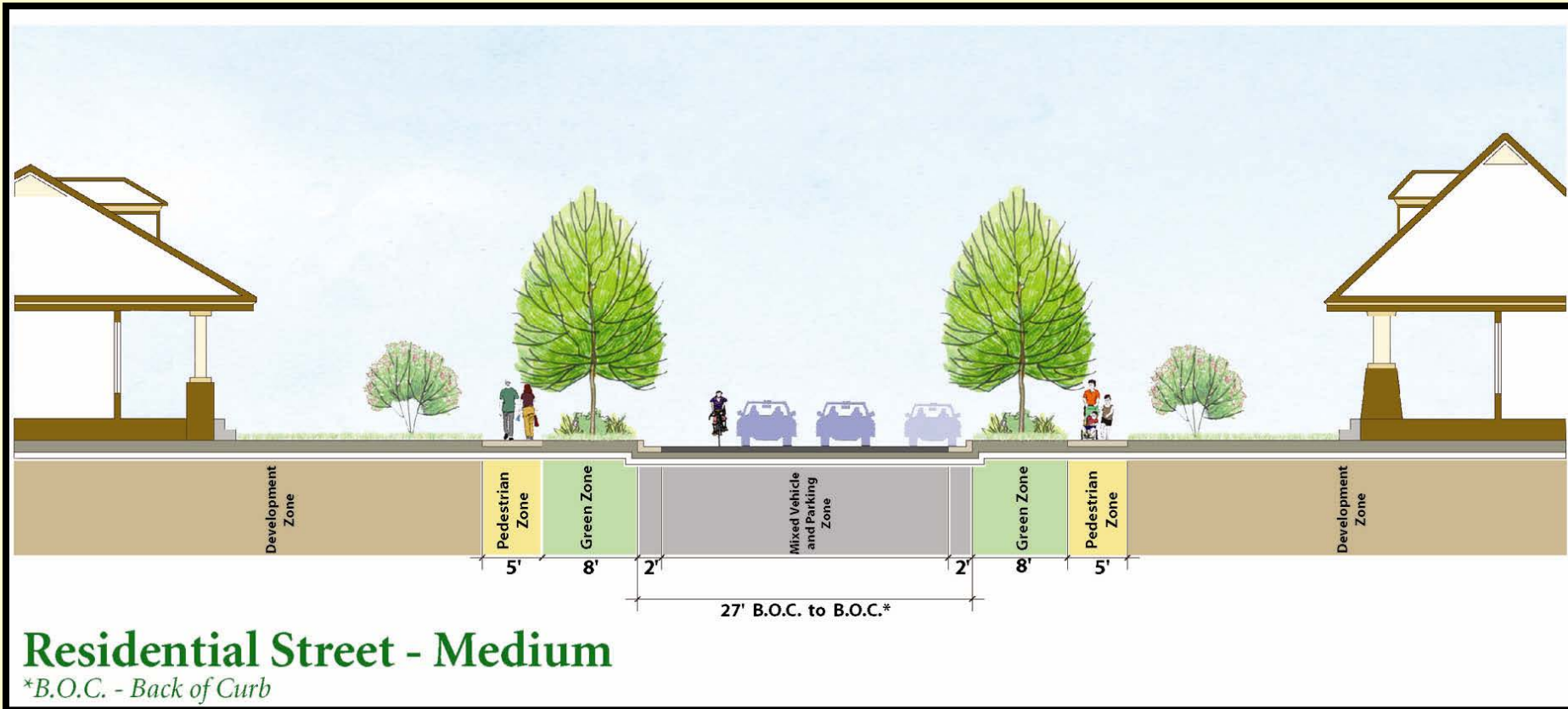
Applications of the TAP and USDG

- Area Plans
- Subdivision Site Plan Reviews
- Rezoning
- CIP Projects
 - Major Roadways
 - Farm-to-Market Roads
 - Intersections
 - Sidewalks
 - Neighborhood Improvement
 - Connectivity
 - Traffic Calming

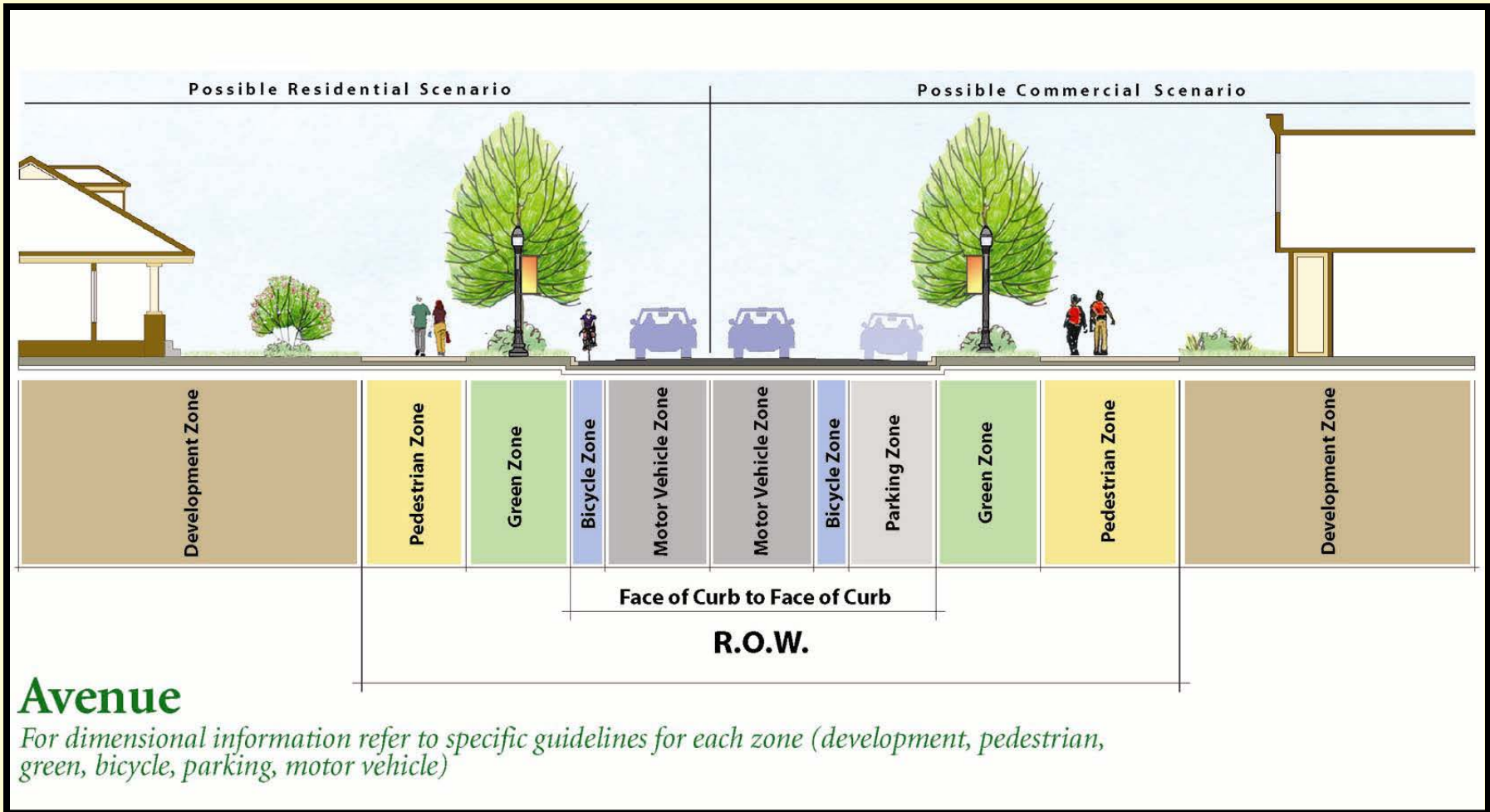




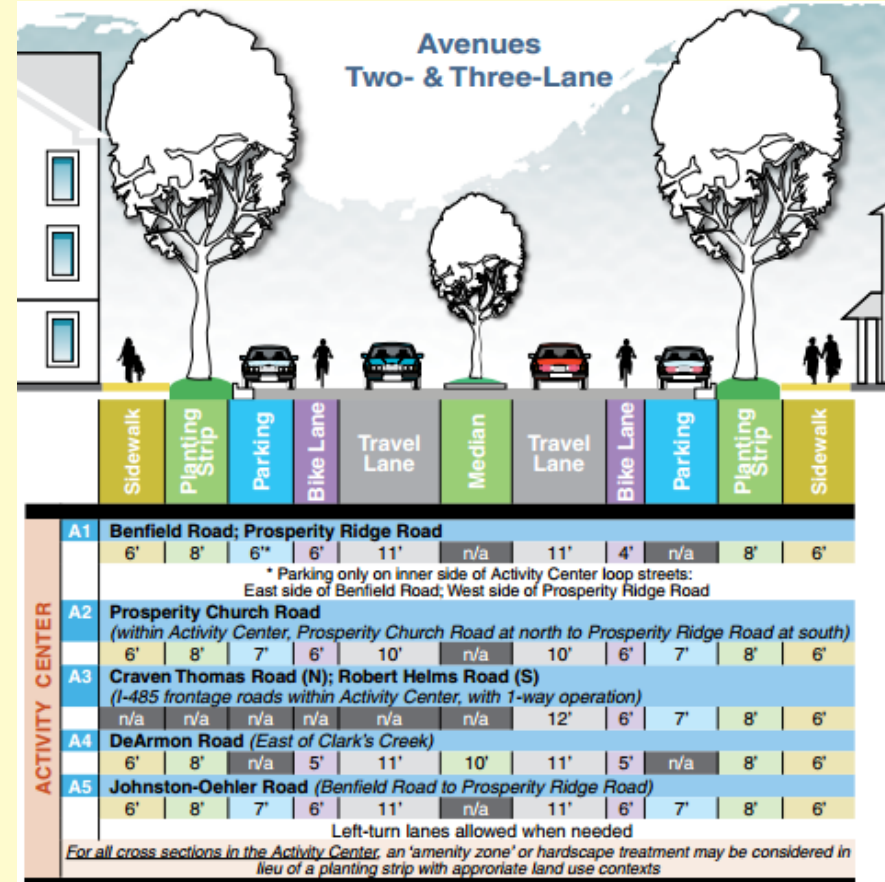
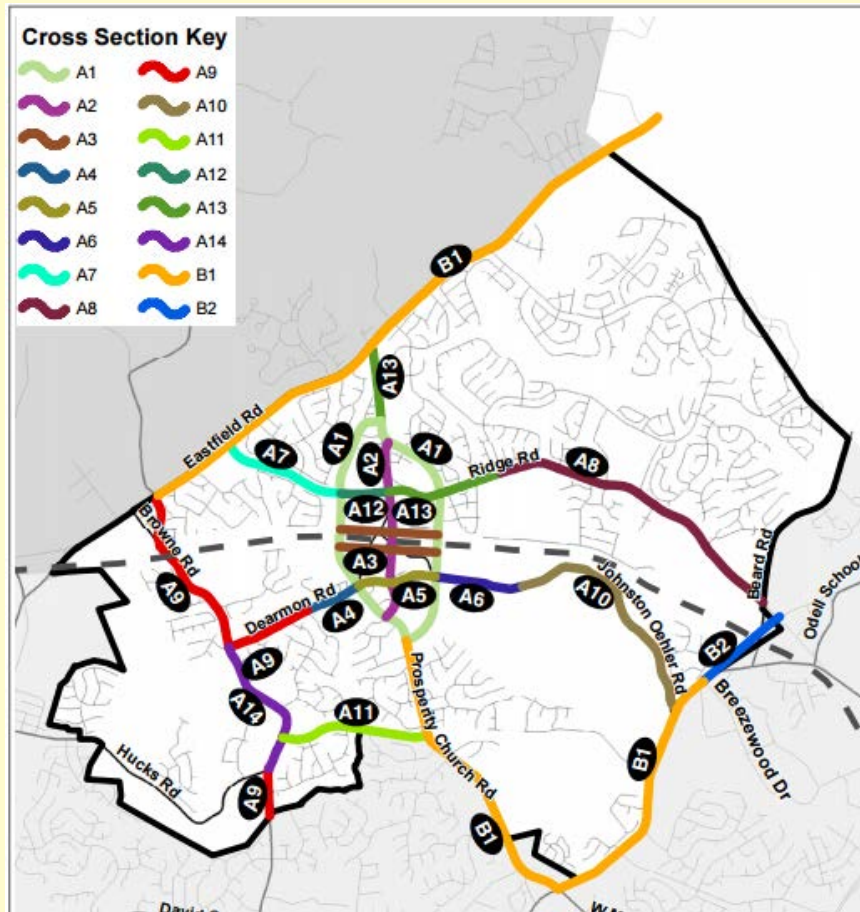
Prescriptive



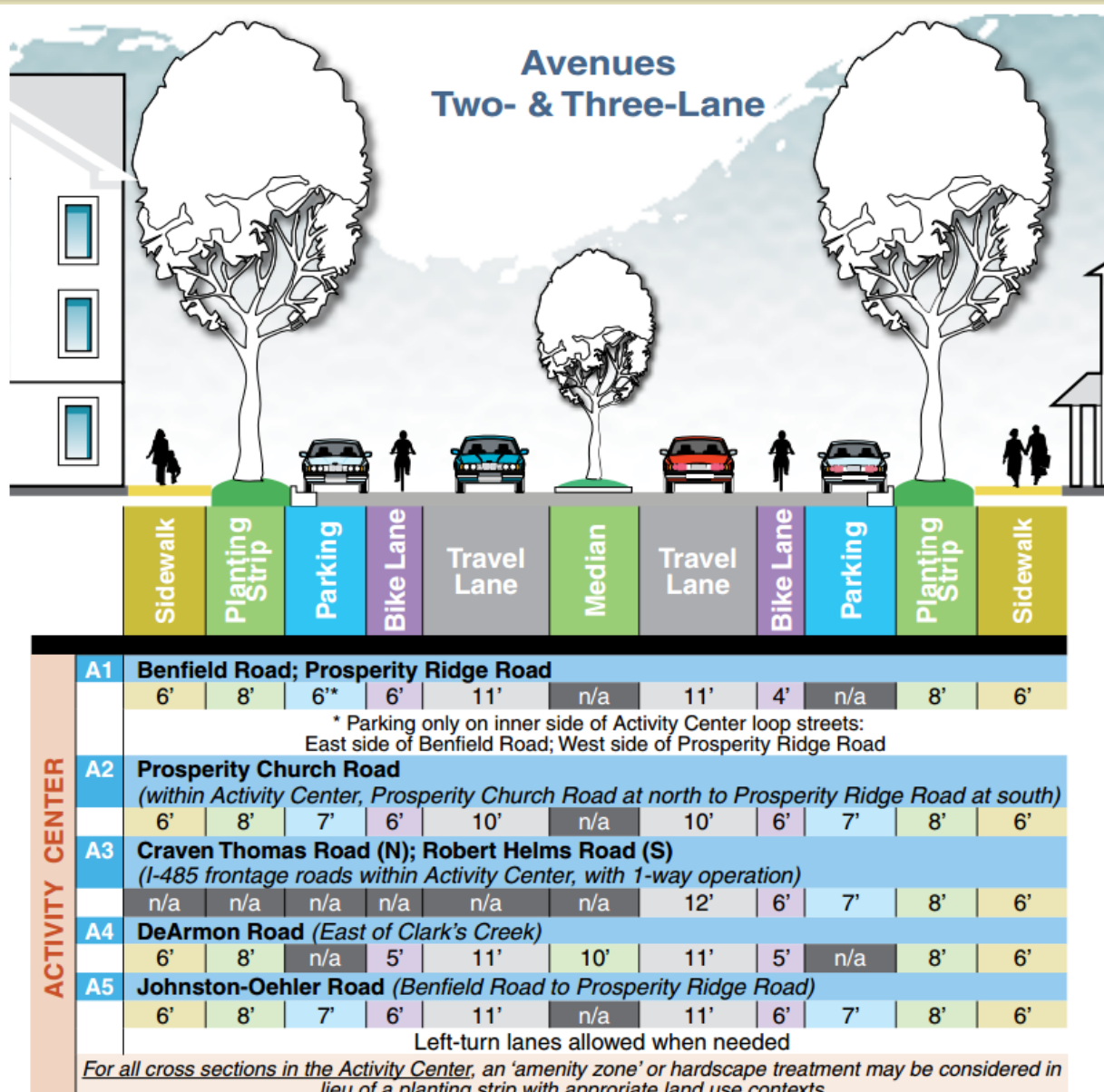
Less Prescriptive

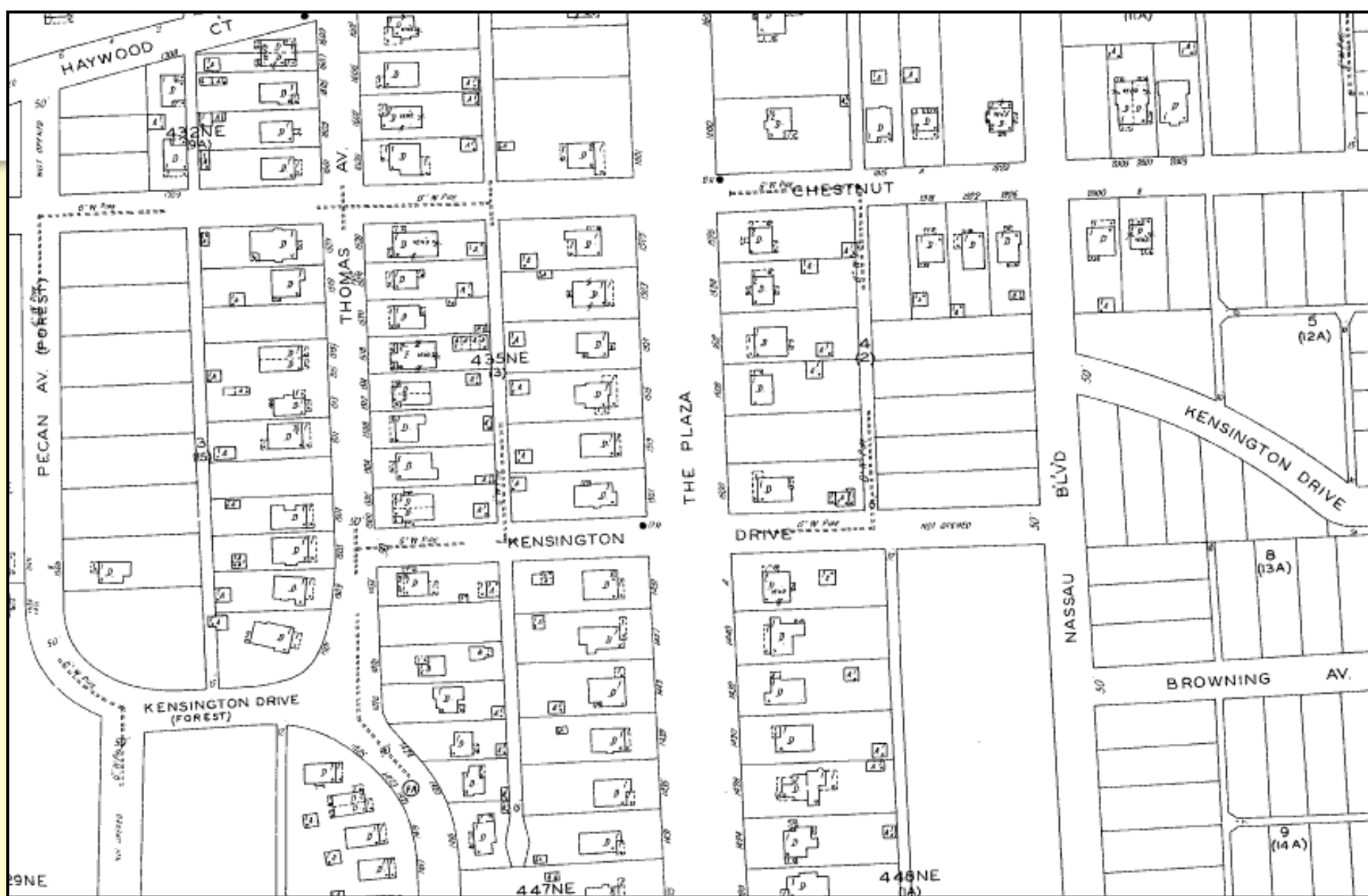


Street Network and Classifications



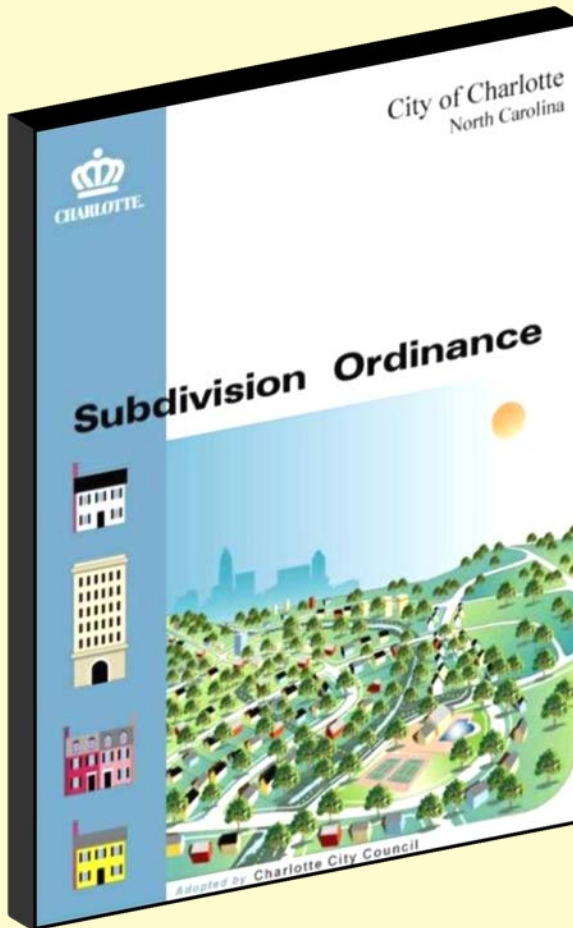
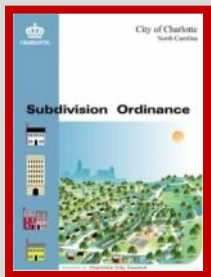
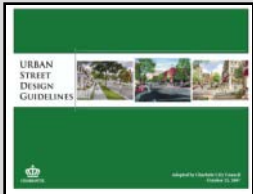
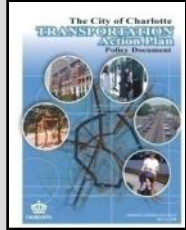
Street Cross-Sections





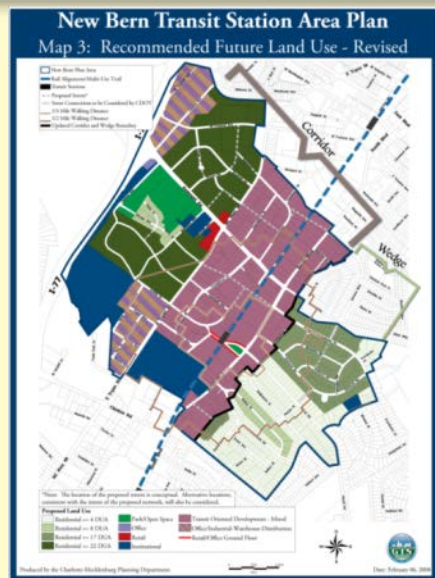
Most streets are local streets
and private developers build local streets

Subdivision Ordinance



- Establishes requirements for all subdivision activity
- Determines how street network will be created during development
- Has force of law

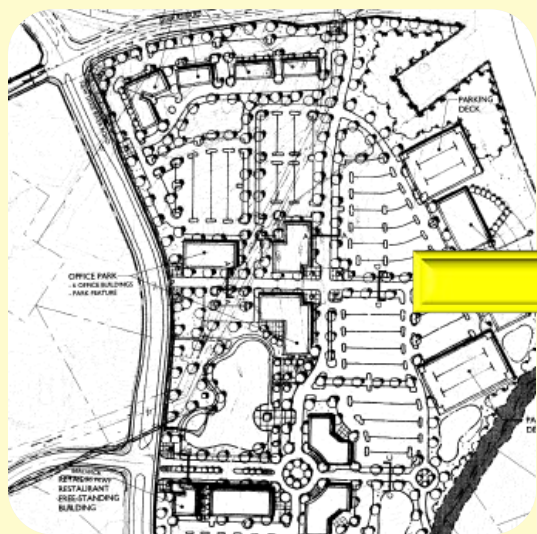
Modifying Ordinance Based on Experience



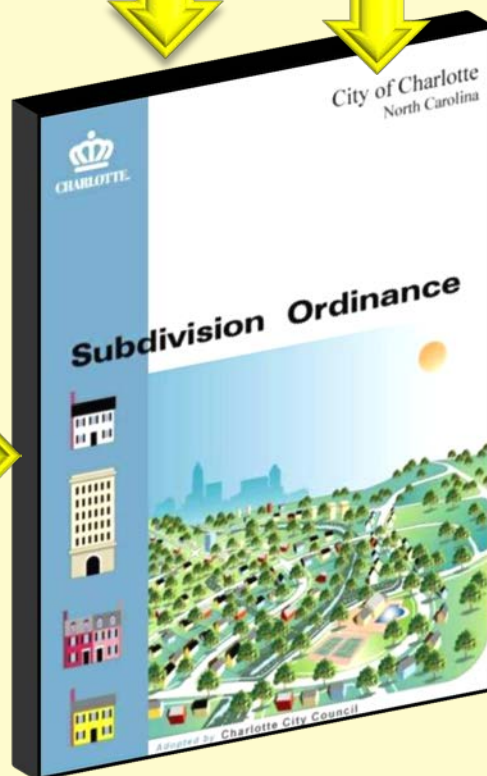
Area
Plans



CIP Projects



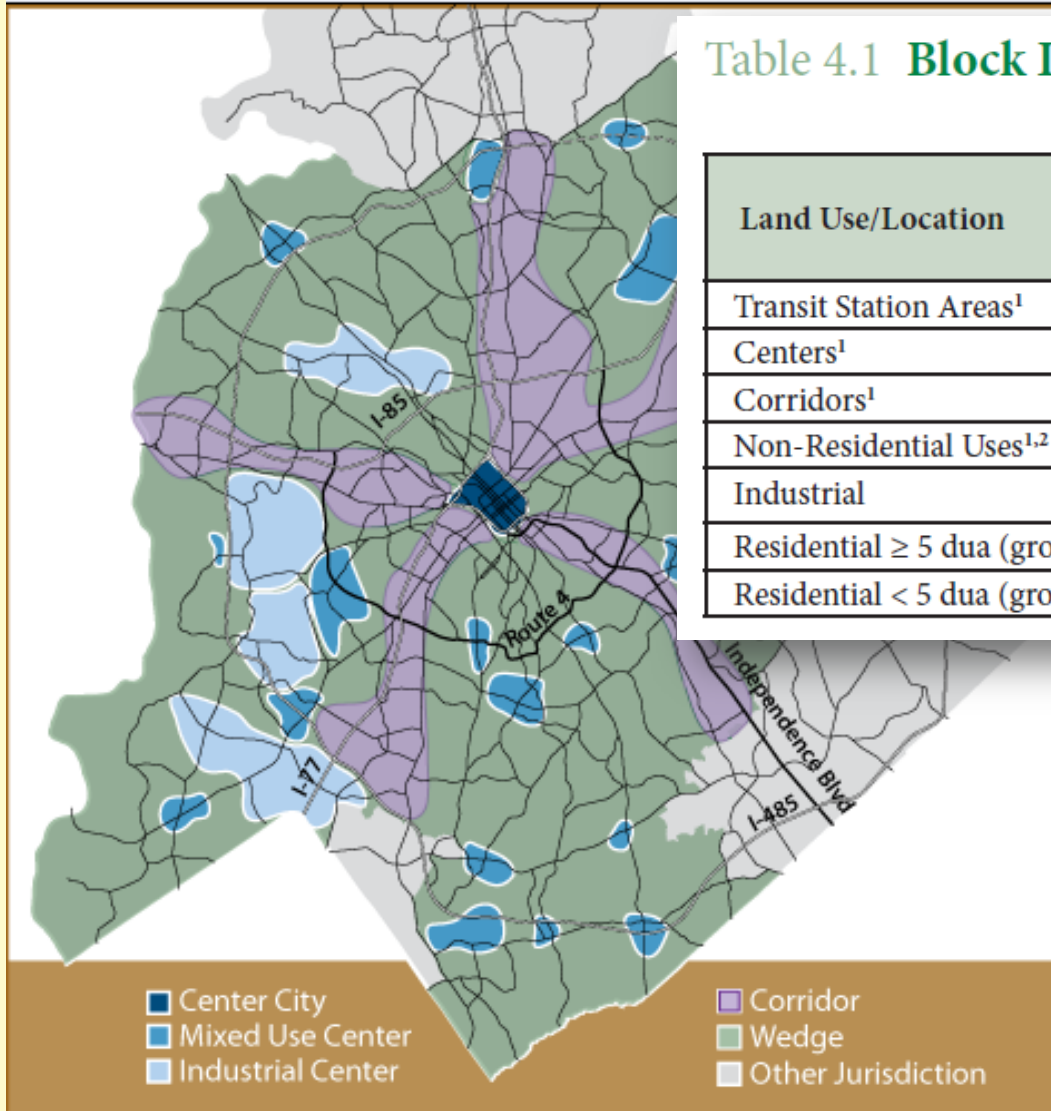
Conditional Zoning



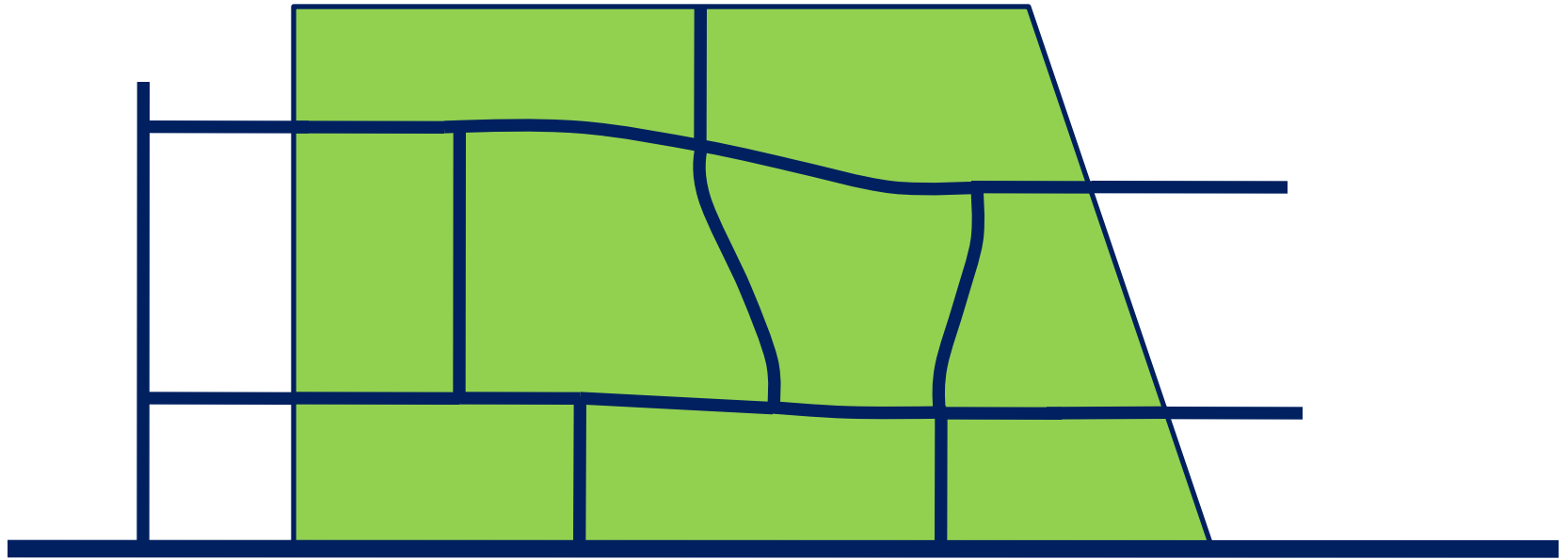
Preferred and Maximum Block Lengths

Table 4.1 Block Lengths for Local Streets

Land Use/Location	Preferred or Typical Block Lengths for Local Streets	Maximum Block Length for Local Streets
Transit Station Areas ¹	400'	600'
Centers ¹	500'	650'
Corridors ¹	600'	650'
Non-Residential Uses ^{1,2}	500'	650'
Industrial	600'	1,000'
Residential $\geq$ 5 du/a (gross) in Wedges	600'	650'
Residential $<$ 5 du/a (gross) in Wedges	600'	800'

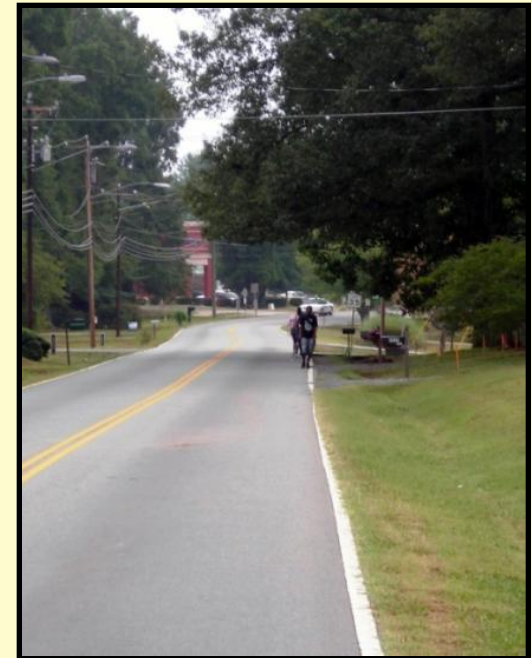


“Filling in” Street Network



New Performance Measures

- ~20% thoroughfares - highly congested
- ~40% thoroughfares - no sidewalks
- ~70% local streets - no sidewalks
- ~50% signalized intersections - poor pedestrian level-of-service
- ~95% intersections - poor bicycle level-of-service

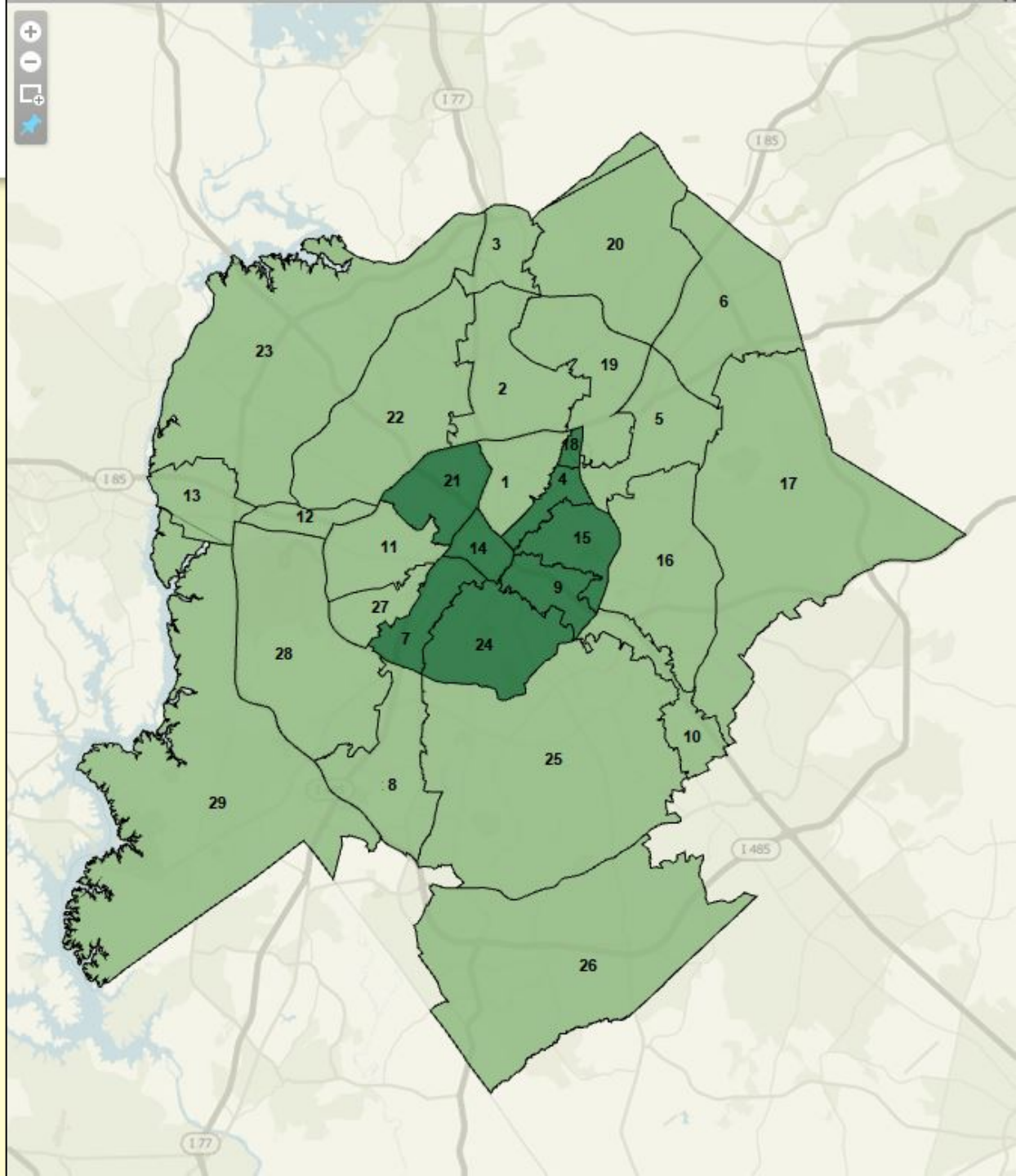


LOS for Pedestrians and Bicyclists

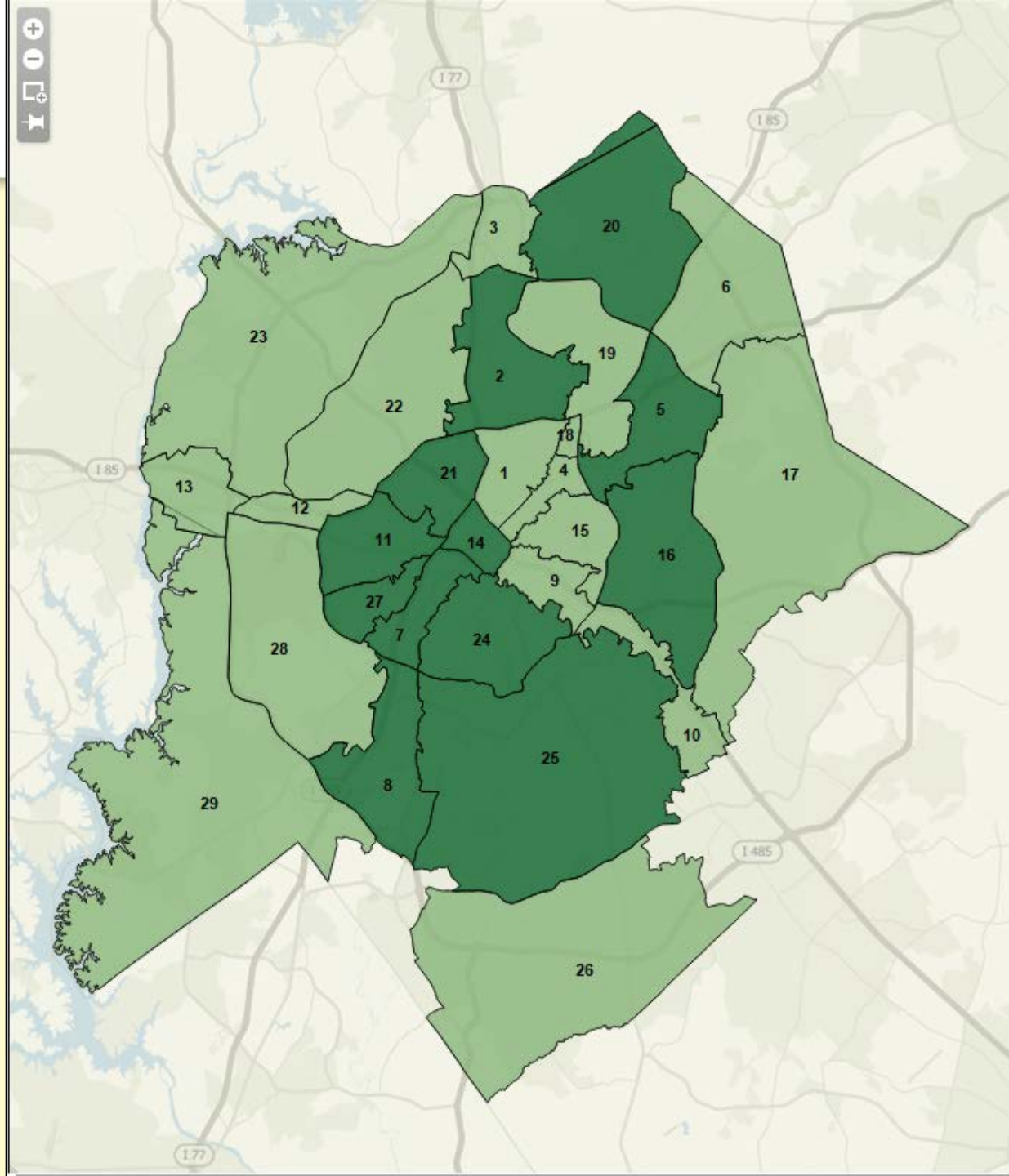
- Level of Service at signalized intersections
- Traditional analysis – LOS only for motor vehicles
- New analysis measures – Bike and Ped LOS
 - Developed by CDOT
 - Intended to allow direct or similar comparisons
 - Provides diagnostic information



Pedestrian LOS at Signalized Intersections



Miles of Thoroughfares with Bike Lanes

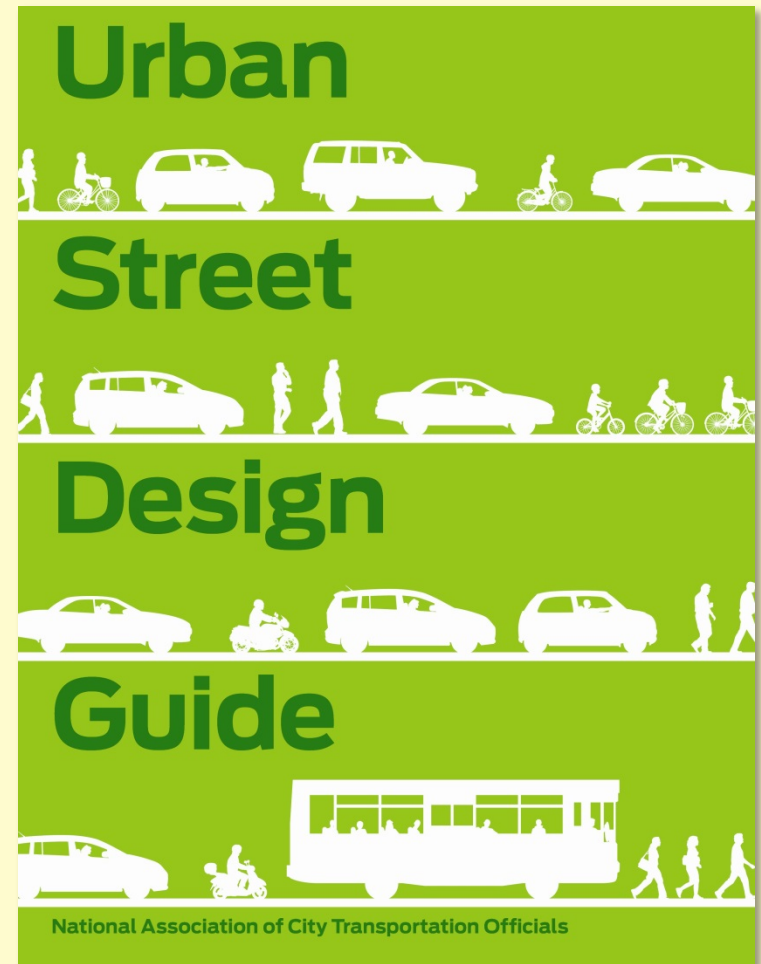


Policies + \$ = Projects

~\$450 million in bond-funded projects

- Rozzelles Ferry Rd.
- Charlottetowne Ave.
- Cindy Ln.
- East Blvd.
- Hickory Grove Rd.
- Old Pineville Rd
- Prosperity Church Rd.
- Stonewall Ave.
- Morris Field Dr.
- W. Trade/Rozzelles Ferry
- Woodlawn/South
- 49/John Kirk





Work in Progress



Before



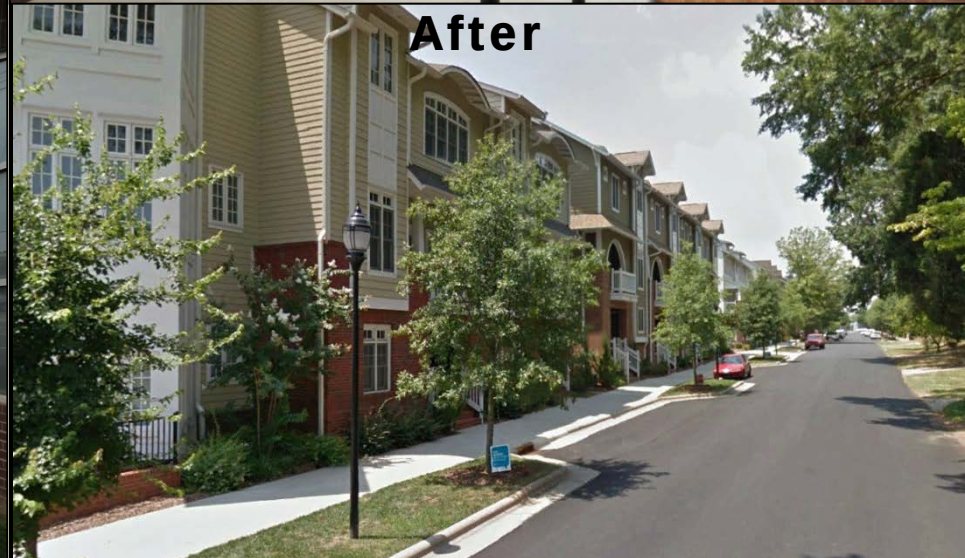
After



After



After



We Have Changed Policies and Methods

Measures

- New performance measures

CTP

- CTP – 4 modes

TAP

- TAP – production quantities

USDG

- USDG – qualities of streets

Subdivision

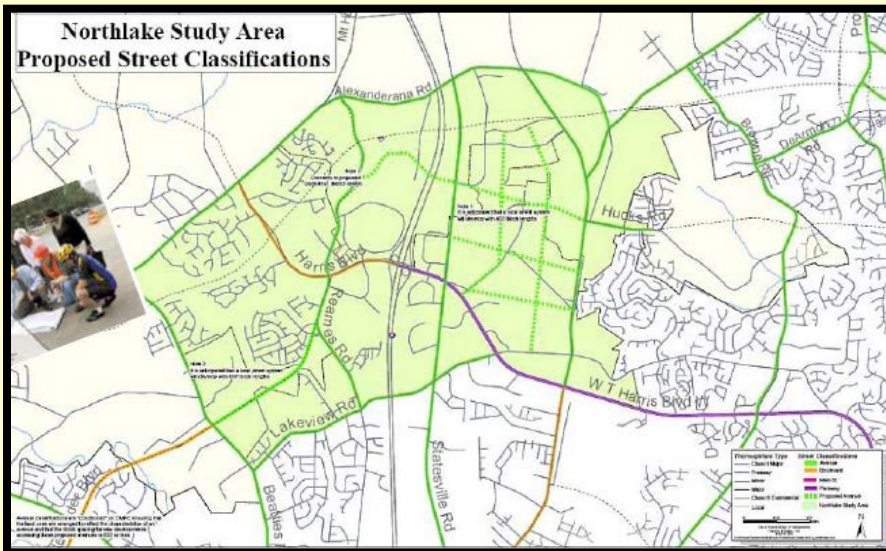
- Subdivision Ordinance

Zoning

- Zoning Ordinance

Processes we use to create Complete Streets

- Area Plans
- Capital Improvement Projects
- Private Land Developments





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<http://charmack.org>

