



**CHARLOTTE**
CHARLOTTE DEPARTMENT
OF TRANSPORTATION

Urban Street Design Guidelines

Complete Streets
Session

Sacramento, CA
July 10, 2009



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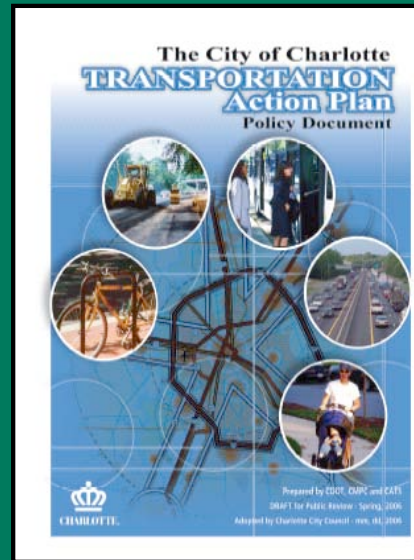
More Streets for More People: A Complete Street Network

1. Transportation Action Plan
2. USDG Philosophy and Approach
3. Applying the Six-Step Plan/Design Process

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The "TAP"

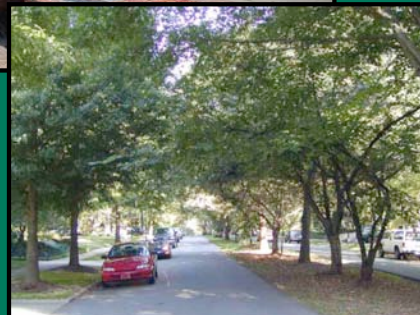
- Our first comprehensive transportation plan
- Describes policies, projects and programs
- No specific reference to "Complete Streets", BUT...



Urban Street Design Guidelines...



...are crucial to implementing the TAP by creating "complete streets"



Queens Road West



South Boulevard



Most Preferred Residential Street Image



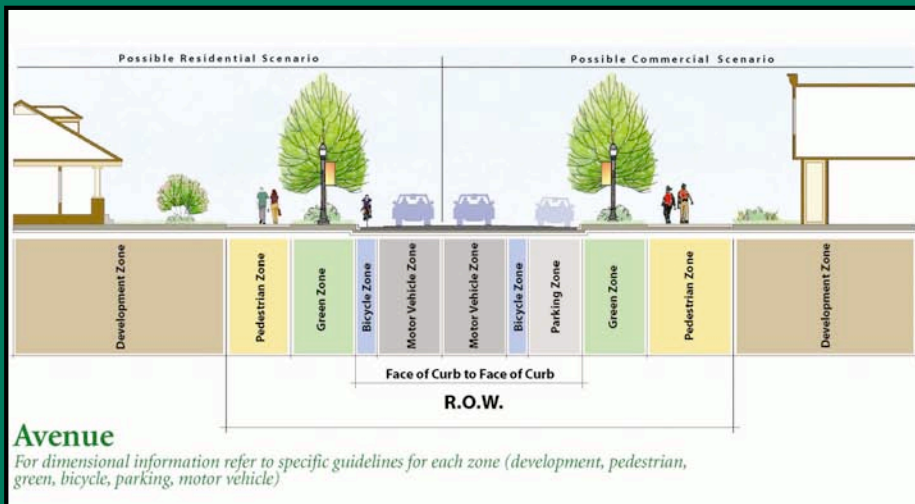
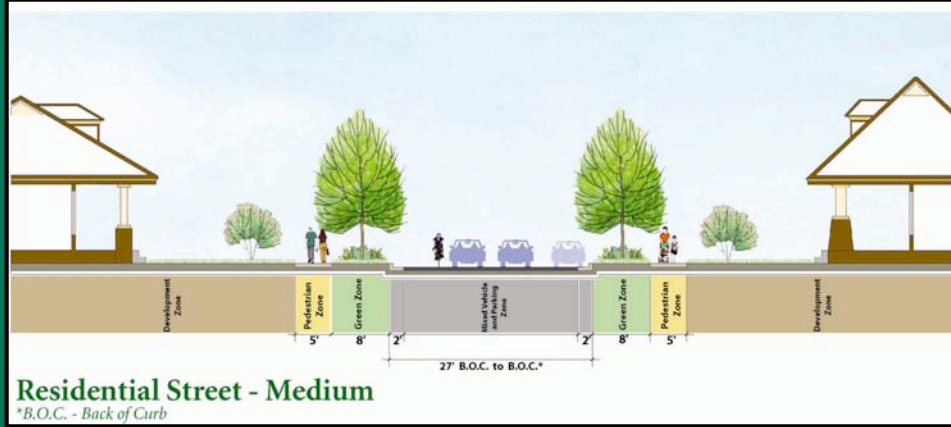
Least Preferred Residential Street Image



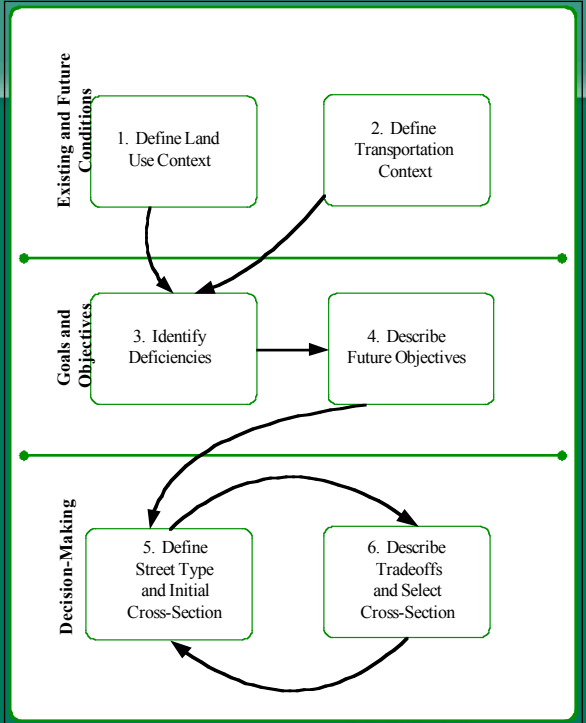


Previous:  **USDG:**

- | | |
|---|--|
| <ul style="list-style-type: none">• Focused on motorists• Little (no?) distinction by land use | <ul style="list-style-type: none">• All modes <u>considered</u> equally• Defined land use/urban design expectations |
|---|--|

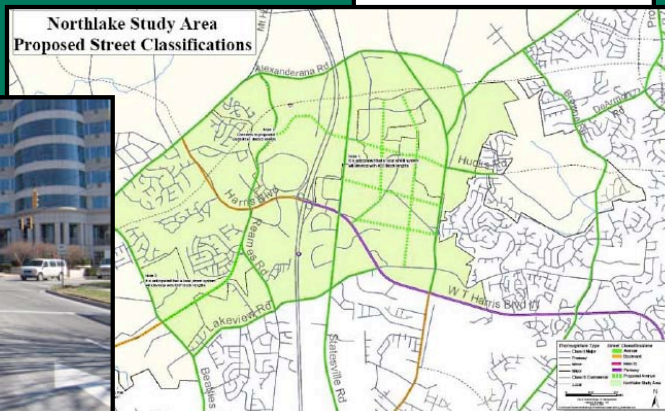
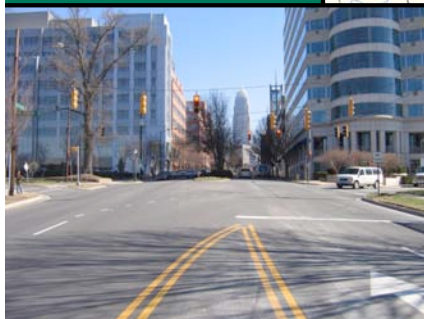
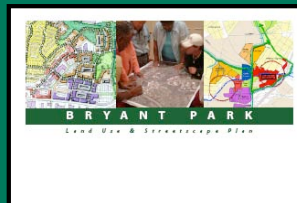


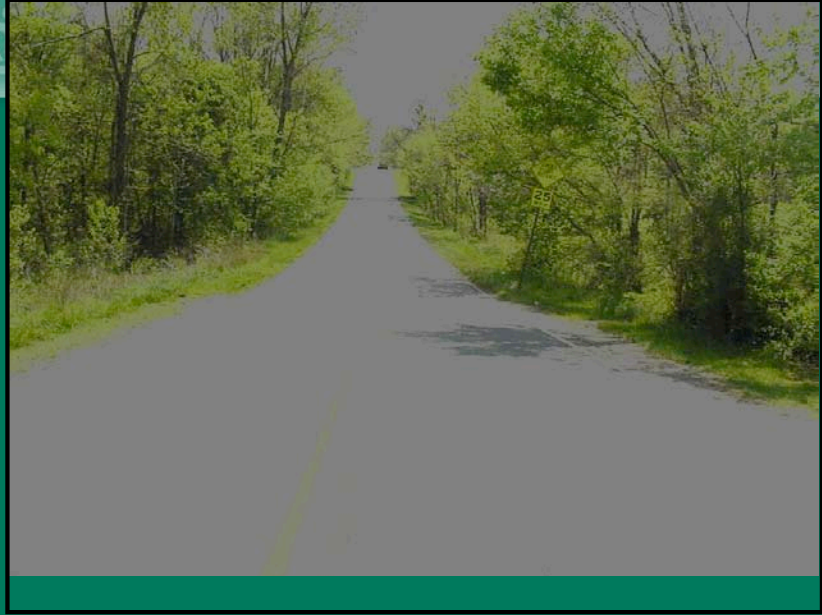
The Six-Step Process



How the Process Begins

- An area plan?
- A street project?
- A neighborhood improvement project?
- Other?





Rea Road

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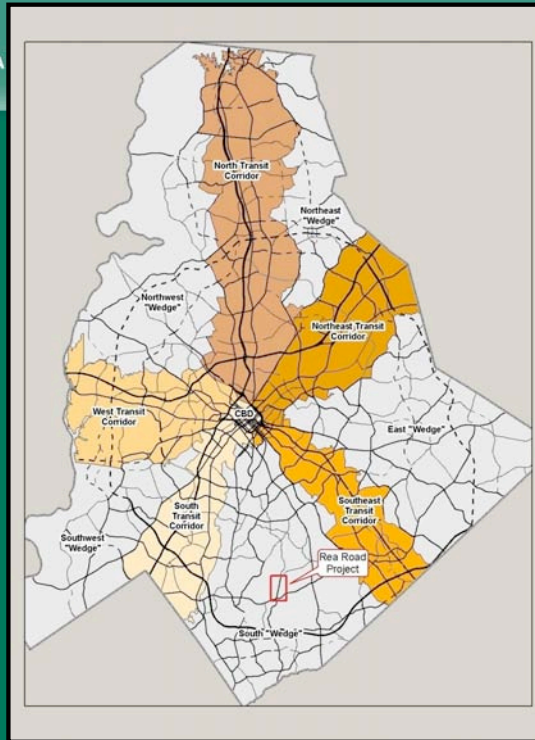


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Step 1. Define Existing and Future Land Use Context

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Major Land Use Considerations:

- “Wedge” location
- Stable residential area
- New neighborhood center at northern end of project
- High-growth, commercial/residential corridor at southern end of project

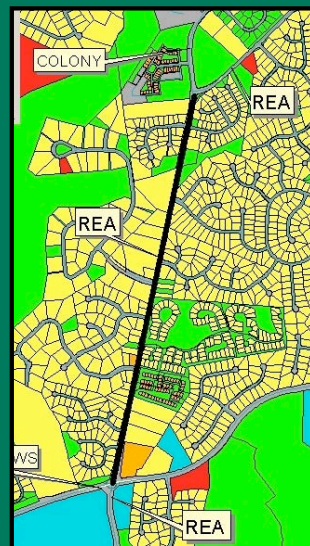
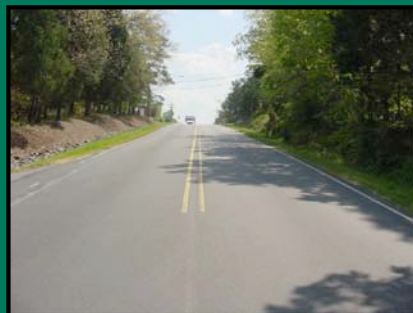


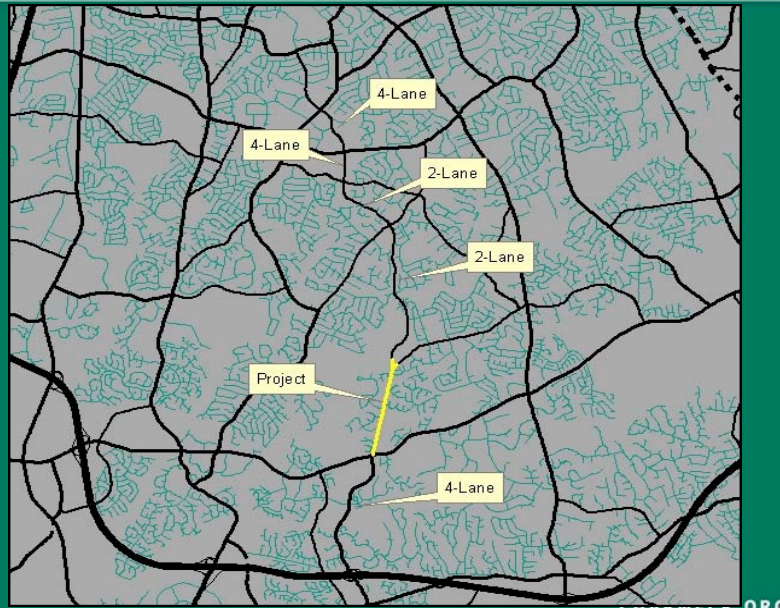
Step 2. Define Existing and Future Transportation Context

Step 3. Identify Deficiencies

Major Transportation Considerations:

- 17,000 ADT
- Connects two different types of streets
- Lack of connectivity (cul-de-sacs)
- Gaps in pedestrian/bike networks
- Speed/sight distance issues
- Surrounding t-fare network not likely to expand

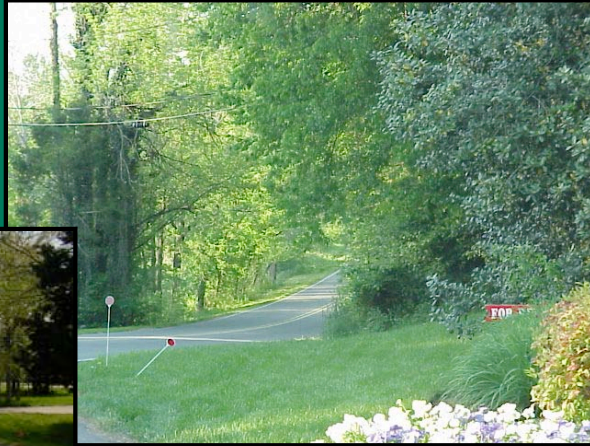




Step 4. Describe Future Objectives

Step 5. Recommend Street Classification and Test Initial Cross-Section

- Topography
- Hydrology
- Trees



Step 6. Describe Tradeoffs and Select [Final] Cross-Section

It's a question of:

- Evaluating tradeoffs between motorists', neighbors', and others' requirements
- Every foot of space potentially being contested
- Whether this segment will be more like the segment to its north or to its south





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Recommendation?

- Avenue classification
- “Improvements” had to include better bike and pedestrian provisions
- Potential 3-lane cross-section?
- Intersection improvements
- Flexibility in sidewalk and planting strip location/dimensions

Recommendation Based On:

- What we heard from the residents
 - “No 4 lanes!”
 - “This is a neighborhood street”
- What the public at-large expected from the project
 - Reduced delays for vehicles
 - Improved safety
- What the analysis supported
 - Additional travel lanes might not provide a true benefit
 - Southern end of project serves as a better transition in street function

- One 11' Travel Lane in Each Direction
- 16' Landscaped Median with Turn Lane Pockets
- 5' Bike Lanes
- 8' Planting Strips (?)
- 6' Sidewalk
- 2' Sidewalk and Utility Easement



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The Six-Step Process Gives Us:

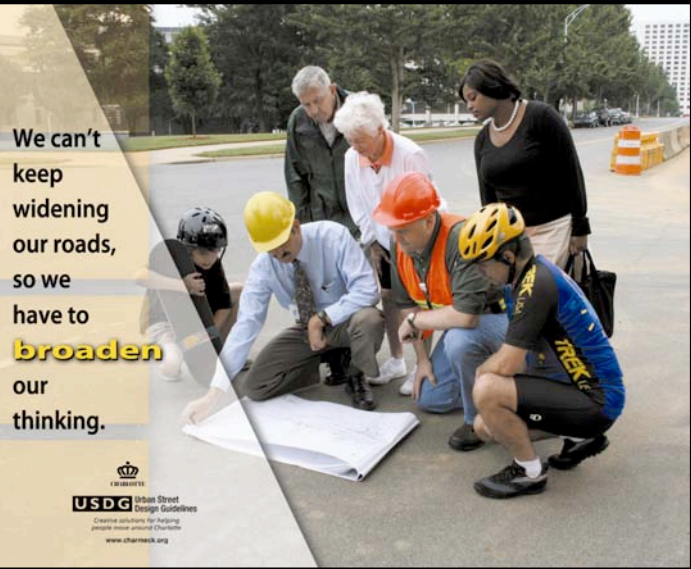
- A focused approach to providing the most complete street for a given context
- A reminder to include all stakeholders
- A defined thought process for evaluating tradeoffs
- A framework for applying new tools and techniques
- Accountability and transparency

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Questions?





We can't
keep
widening
our roads,
so we
have to
broaden
our
thinking.


USDG Urban Street
Design Guidelines
Charlotte solutions for helping
people move around Charlotte
www.charmeck.org