



CHARLOTTE
CHARLOTTE DEPARTMENT
OF TRANSPORTATION

Complete Streets – MUMPO TCC Discussion(s)



MUMPO TCC
Staff Meeting
April 13, 2011



- Prepare for public review of NCDOT Complete Streets Guidelines
- Discuss complete streets concepts and content items (and understand any questions that TCC might have about complete streets)
- Define how MUMPO will respond to NCDOT draft Planning and Design Guidelines framework

- What are Complete Streets?
- Charlotte's experience with Complete Streets
 - Purpose and goals
 - Content related to the policies and guidelines
 - Lessons learned



What are Complete Streets?

- National Complete Streets Coalition:
 - “...designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.”
- Resource: www.completestreets.org
- USDOT Policy Statement on Bicycle and Pedestrian Accommodation, Regulations, and Recommendations:
 - “...we are encouraging investments that go beyond the minimum requirements and provide facilities for bicyclists and pedestrians of all ages and abilities.”

Secretary Ray LaHood

Tuckaseegee Rd.





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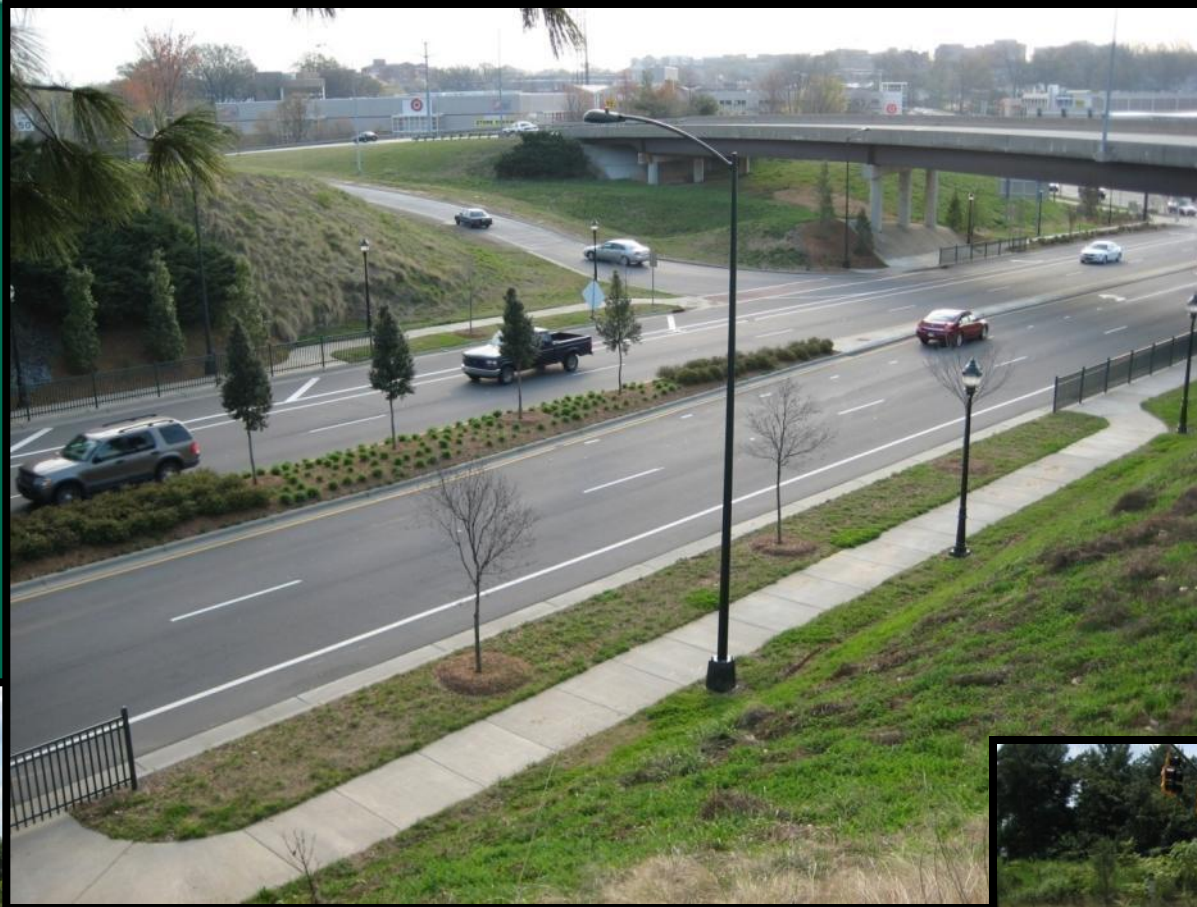
Rozzelles Ferry & West Trade



West Morehead Street



Stonewall Street



Planning for Complete Streets

- “Quality” design creates long-lasting value
- Strive for mobility, safety, and convenience for:
 - Motorists
 - Bicyclists
 - Pedestrians
 - Transit riders
 - Neighborhood residents
 - Property owners



What Are Incomplete Streets?

- Prevent/limit travel by pedestrians and bicyclists
 - Physical deficiencies
 - Perceived constraints
- Provide only short-term capacity for motorists
- Are not valued positively





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CHARMECK.ORG

Why Does Charlotte Need Complete Streets?

- Existing Deficiencies
- Public Opinion
- Growth



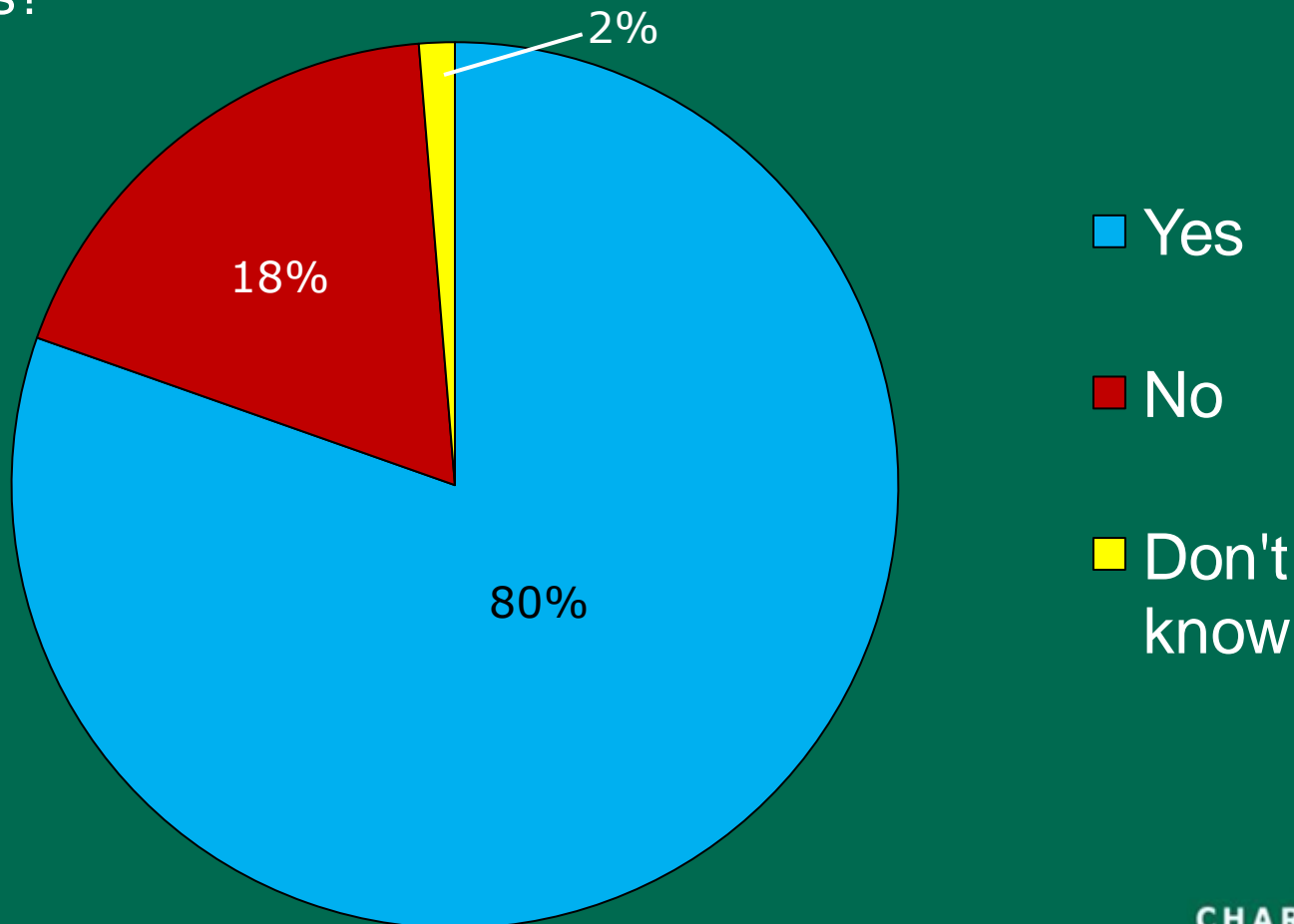
Existing Deficiencies

- ~45% thoroughfares - no sidewalks
- ~75% local streets - no sidewalks
- ~50% intersections - poor pedestrian level-of-service
- ~95% intersections - poor bicycle level-of-service
- ~20% thoroughfares - highly congested



2010 Charlotte-Mecklenburg Annual Survey

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



“They Are Coming”

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

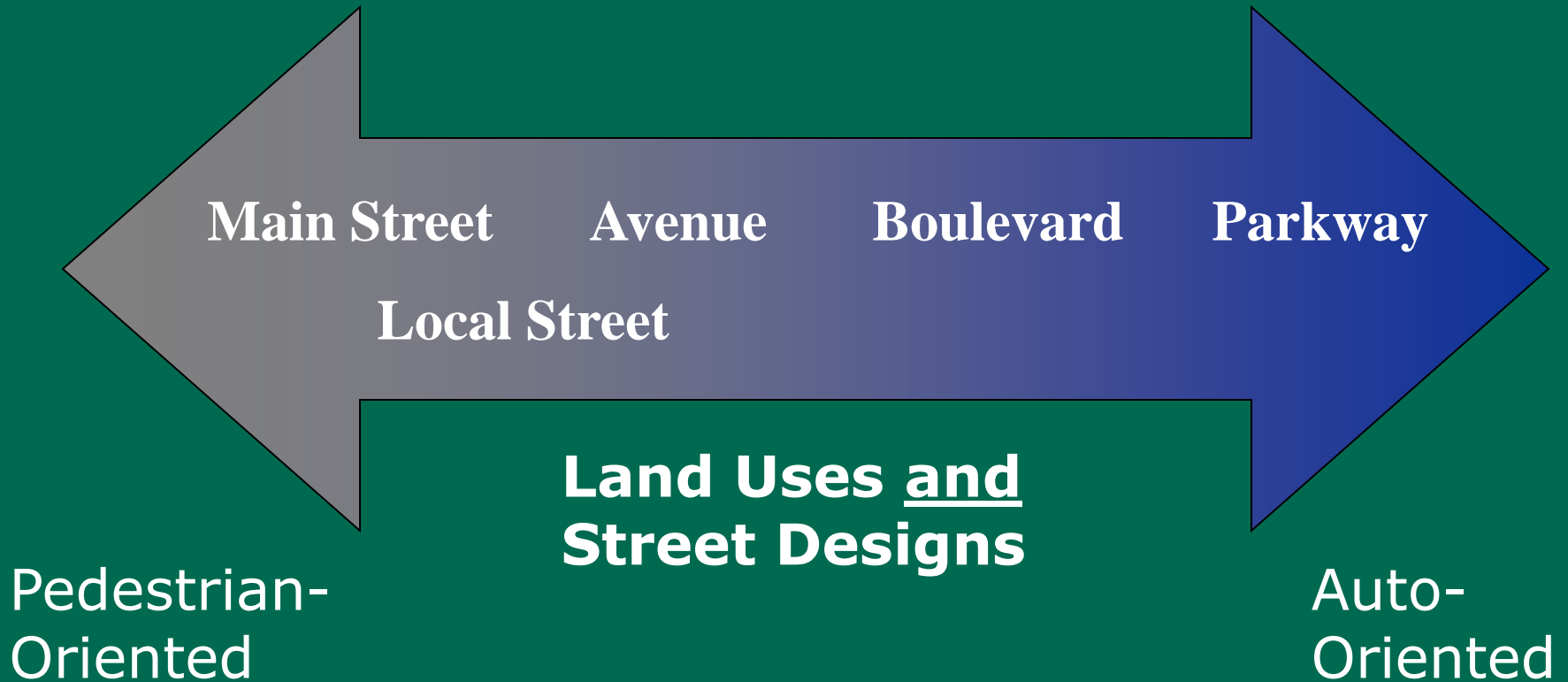


Goals of the USDG

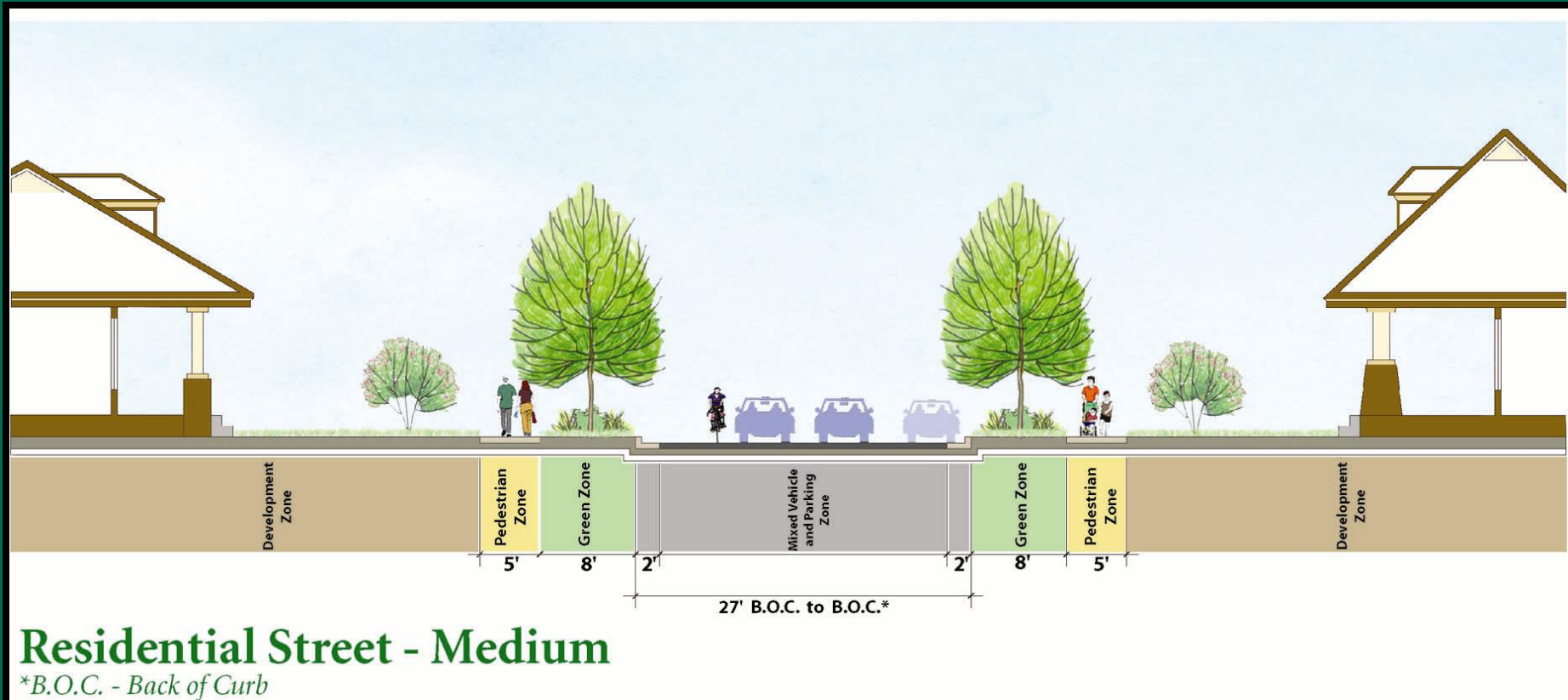
1. Context-based streets – reflect a variety of urban contexts
2. “Complete” streets – safety and functionality for all modes – expanded choices
3. “Complete” street network – variety of ways to create and maintain capacity



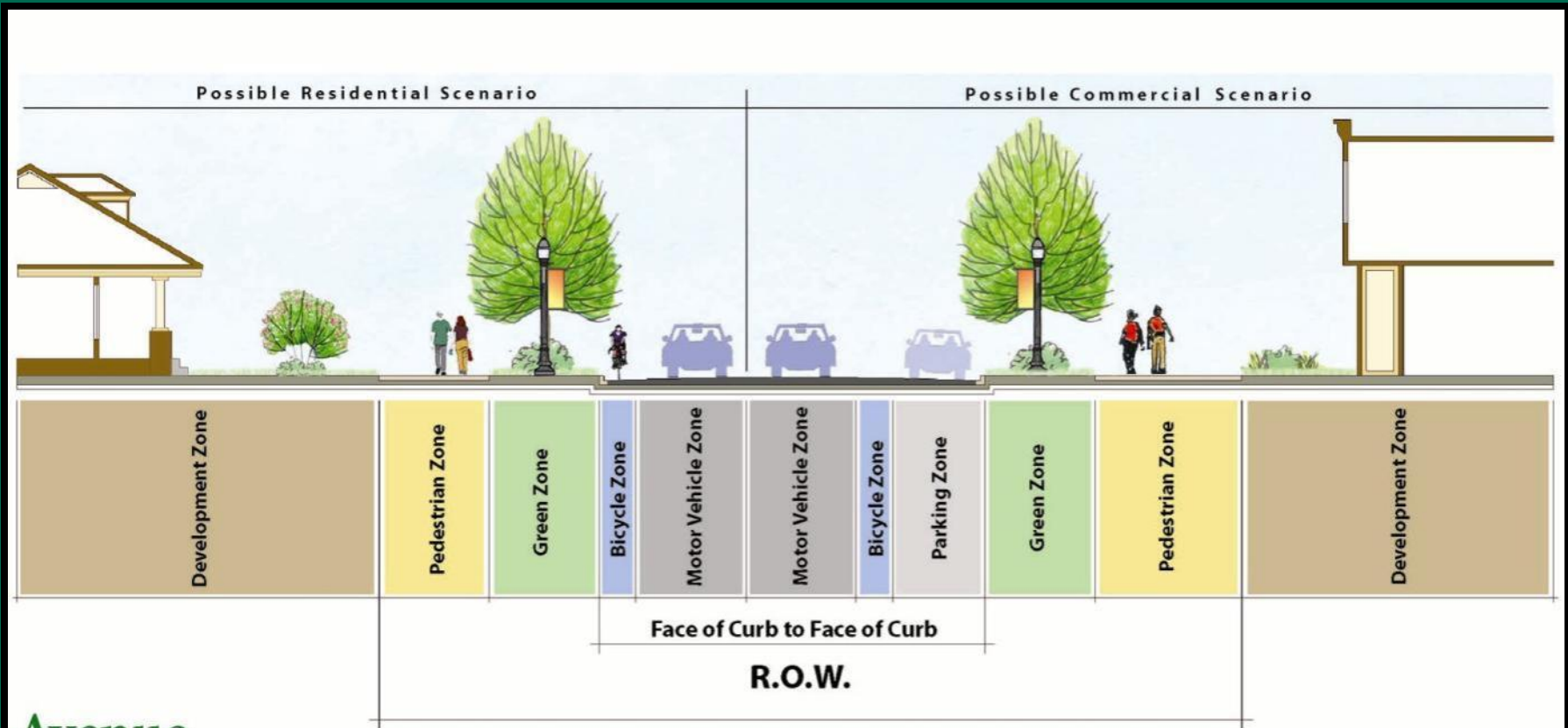
USDG - A Variety of Street Types



Context-Based Prescriptive Design



Context-Based “Not Prescriptive” Design

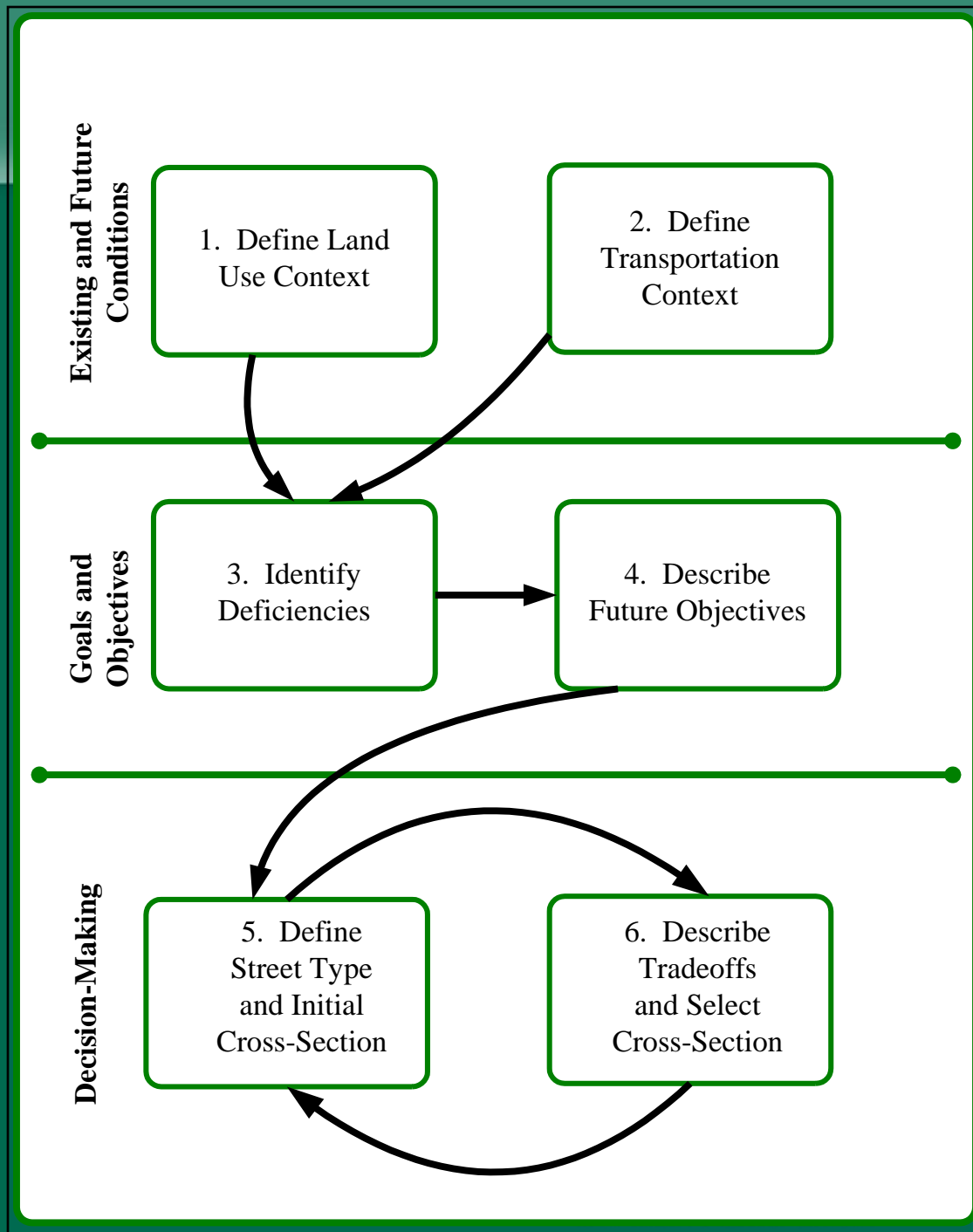


Avenue

For dimensional information refer to specific guidelines for each zone (development, pedestrian, green, bicycle, parking, motor vehicle)



The USDG Six-Step Process



1. Sidewalks on both sides of thoroughfares
2. Sidewalks on both sides of local streets
3. Sidewalks at least 6' wide on thoroughfares
4. Sidewalks at least 5' wide on local streets
5. Bike lanes on thoroughfares
6. Bike lanes not needed on local streets
7. Planting strips wide enough for street trees
8. Definition/selection of area types for planning and designing streets

- Continue staff discussion(s) as needed
- TCC discussion in May
- MUMPO Board educational session in May



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