Overview

- Charlotte’s Urban Street Design Guidelines (USDG)
- Why we need the USDG
- Objectives of the USDG
- Applications to Planning

Why Are We Developing the USDG?

1. We need to better prepare for growth
2. Our customers want better streets
“They Are Coming” to Charlotte

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

USDG Contents
- Ch. 1 – Redefining Charlotte’s Streets
- Ch. 2 – Designing Streets for Multiple Users
- Ch. 3 – Applying the Guidelines
- Ch. 4 – Segments
- Ch. 5 – Intersections
- Ch. 6 – Glossary
- Appendices
Context-Based Streets

- Main Street
- Avenue
- Boulevard
- Parkway
- Local Street
- Land Uses and Street Designs
- Pedestrian-Oriented
- Auto-Oriented

Changing Philosophy

**Current:**
- Focus is on motorists
- Little (no?) distinction by land use

**USDG:**
- All modes considered equally
- Defined land use/urban design expectations

USDG and Planning

- Street Classifications
- Signalized Intersections
- CIP Projects
- CIP Programs
- Other integrated planning processes
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)

High Congestion Locations
Changes Under 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

Impact on HCL List?
• Under traditional approach
  –136 intersections meet conditions for “improvements”
• Under the new approach
  –46 intersections meet at least one condition for “improvements”

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
The Six Step Process

The USDG and CIP Programs

- Recommending programs to implement USDG:
  - “Farm to Market” Roads
  - Connectivity
  - Livable Centers
  - Mid-Block Crossings

Where are we now?

- USDG currently under public review
- Adoption expected in fall
- Implementation to be ongoing
In summary, the USDG:
• Are starting to affect priorities for City projects
• Are affecting design of City projects
• Need to be supplemented with various implementation actions
• Need to be supplemented with $$$

And, USDG will need to be:
• Supplemented with various policy implementation actions
• Supplemented with $$$

Questions?