

North Tryon Streetscape Case Study

The North Tryon Streetscape is phase I of a three phased approach to upgrade 4 miles of the North Tryon Street corridor, the primary link between Center City Charlotte and the University of North Carolina at Charlotte. North Tryon is a 4-lane undivided arterial with 9-foot travel lanes and limited dedicated turn lanes. Currently the innermost 4 miles of the corridor are inadequate to serve all modes of travel. The presence of the Amtrak Station and the area's potential for redevelopment, demonstrated by recent private investments, only increases future multimodal pressure. In response to this growth, the City has identified \$9 million to improve the public infrastructure to support current and future multimodal demands.

The City adopted its Urban Street Design Guidelines (USDG) and Transportation Action Plan, which taken together effectively comprise a set of complete streets policies. Within the USDG is the six-step process, which guides project teams, made up of multiple departments, on decision making processes throughout the planning and design of projects. This six-step process was applied to the North Tryon Streetscape project to evaluate benefits and trade-offs in order to deliver the best possible project.

In order to improve pedestrian, bicycle, and vehicular facilities within the North Tryon corridor, multiple design challenges including constrained right-of-way, business access needs, utility relocation, and lack of pedestrian and bicycle amenities, team was discussed each potential trade off and the impact on the goals of the project.

Using the 6-step process, the project team created design alternatives to minimize impacts to adjacent properties and utilities. The initial concept of a median divided four-lane section was rejected because of constrained right-of-way and access issues for numerous industrial businesses throughout the project limits. Moving to the opposite extreme and removing the entire median eliminated the potential for pedestrian upgrades and other improvements that were primary objectives of the project. The team took a step back and asked what could be done differently. The concept a one-way pair was developed. At first the concept seemed too expensive and possibly challenged for public support. Despite these concerns the project team evaluated the pros and cons of the idea and ultimately concluded that the one way pair was the best solution.

In order to gain support for the project, the team conducted public meetings as well as door-to-door meetings with over sixty individual property owners. The project is currently in design. The planning process and the level of commitment from each department to build the best possible project was critical to thinking outside the box and has led to a project that will be unique and allow for growth in the corridor.

For Further Information Contact

James Shapard: jshapard@charlottenc.gov

Matt Magnasco: mmagnasco@charlottenc.gov

MEDIAN OPTION



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ONE WAY PAIR OPTION



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