

Center City Transportation Plan Policies

Adopted by Charlotte City Council April 24, 2006

Consistency with the Transportation Action Plan (TAP)

The Center City Transportation Plan (CCTP) implements the Centers and Corridors strategy, Goal #1 of the TAP, by accommodating more employment, civic, cultural and residential development in the region's largest center. The CCTP also prioritizes transportation choices that are consistent with increased land use intensity, while improving safety and the person-flow efficiency of transportation facilities (Goal #2 of the TAP). The recommended transportation facilities will accommodate mobility requirements, while serving as a major expression of Center City's character.

Implementation Strategies

The following plans, programs and strategies are the means to implement the CCTP in a manner that is consistent with current City priorities and compatible with adopted plans and existing standards.

Plans and Programs (Affect, Update)

- 2030 Long Range Transportation Plan (MUMPO)
- Transit System Plan
- City's Economic Development Program
- City's Capital Improvement Program

Parking (Strategies)

- On-street parking supply and revenue
- Parking Collaborative Management Program
- Off-street parking supply and economic development objectives

Codes/Ordinances (Adopt/Amend)

1. Adopt Center City Street Enhancement Guidelines Map (See attachment)
2. Apply the Hierarchy of Pedestrian Streets
3. Update Uptown Streetscape Guidelines

Policies

Land Use – Guiding Principles

- Charlotte will be the premier city in the country for integrating land use and transportation choices
- Continue emphasis of the 2010 Vision Plan to *concentrate high-rise offices along Trade and Tryon Streets*, and near rapid transit stations
- Encourage mixtures of land uses to support the intent of UMUD

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Land Use – Policies

- Use transportation and parking strategies to support growth and intensification of various land uses, with emphasis on office employment
 - Provide multi-modal transportation solutions to support land use recommendations that will produce a memorable, vibrant Center City
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Urban Design – Guiding Principles

- Center City streets should serve dual purposes - as major expression of Center City's character while accommodating mobility
- Quality of the pedestrian realm should be enhanced through Pedestrian Street Standards
- Tryon and Trade Streets should be the most memorable streets

Urban Design – Policies

- Promote pedestrian vitality through the design of Center City streets by enhancing human scale and street-level features.
 - Adopt and apply Street Enhancement Guidelines Map. Determine and apply special design treatments feasible on Special Design (SD) streets when land development or redevelopment occurs.
 - Apply framework of vehicle and pedestrian/transit gateways and memorable streets
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Vehicle Circulation – Guiding Principles

- Center City is a destination and I-77/I-277 Loop is primary thoroughfare and distributor
- High-speed traffic flow is inconsistent with vision for Center City streets

Vehicle Circulation – Policies

- Modify or add ramps to I-77/I-277 loop to/from Center City
- Retain One-Way Streets:
 - College and Church Streets
 - Third, Fourth, Fifth, Sixth and Eleventh Streets
- Convert from One-Way to Two-Way:
 - Second Street
 - Brevard, Caldwell, **Mint, and Poplar Streets (Poplar: 2nd to 3rd Street) ***
 - Sections of Hill, **Fourth (Graham to Mint Street at Third Ward Park)** and Eleventh Streets to support pedestrian-oriented development

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- Construct new street segments:
 - **New and modified streets near Charlotte Gateway Station***
 - **New Street: 4th to 2nd Street***
 - **3rd Street: New Street to Graham Street***
 - **2nd Street: Graham Street to Cedar Street (Subject to Feasibility Study)***
 - **Poplar Street: 2nd Street to 1st Street***
 - Davidson Street – Euclid Street Connection
 - New Second Ward Streets
 - Fifth Street Extension: McDowell Street to Kings Boulevard
 - Myers Street Extension: Sixth Street to Seventh Street
 - Tenth Street: Tryon Street to Brevard Street

- Eliminate or modify high-speed connectors and turn lanes to enhance pedestrian travel:
 - Tenth Street at Church Street
 - Sixth Street at Graham Street
 - Trade Street at Johnson & Wales Way
 - Fourth Street at Johnson & Wales Way
 - Fourth Street at Church Street
 - Fourth Street at entrance to Grant Thornton Bldg garage
 - Fourth Street at Davidson Street
 - Third Street at Church Street
 - Third Street at College Street

Parking – Guiding Principles

- Parking structures and access system must be designed and managed to support the objectives for streets and transit
- A collaborative approach involving parking owners and managers of parking systems can enhance efficiency

Note: Proposals currently under review for an uptown baseball park and/or West Park may require re-addressing these policies **in bold. An update will be provided along with recommended policy changes, if needed, following decisions regarding these facility locations.*

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Parking – Policies

- Increase on-street parking
 - Balance parking supply with transit service
 - Implement Vehicular Wayfinding System to efficiently direct motorists to the parking supply available on a real-time basis
 - Utilize financial strategies to support parking as incentive for employment and retail development
 - Create a Collaborative Parking Management System
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Transit – Guiding Principles

Transit development strategy in Center City is essential to:

- Support expanded and intensified mixture of land uses
- Reduce traffic and parking demands
- Emphasize mobility and vitality of streets providing clear connections to rapid transit

Transit – Policies

- Integrate recommendations for street operations and standards with new rapid transit stations and alignments.
 - Implement Pedestrian Wayfinding System
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Pedestrian Circulation/Walkability – Guiding Principles

- Pedestrians are the most important travelers in Center City.
- Tryon and Trade Streets are models for most memorable streets
- Quality of pedestrian realm also needs to be enhanced along other streets

Pedestrian Circulation/Walkability – Policies

1. Adopt Center City Street Enhancement Guidelines Map
 2. Apply the Hierarchy of Pedestrian Streets
 3. Update Uptown Streetscape Guidelines
 4. Implement the Pedestrian Wayfinding System
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Bicycle Circulation – Guiding Principles

- Bicyclists require and deserve safe and efficient access to, from and within Center City
- Location and design of bicycle travel ways should be based on adequately serving a range of bicyclists' skills levels

Bicycle Circulation – Policies

- Create a network of dedicated bicycle lanes and signed routes
- Modify gateway underpasses and overpasses of I-77/I-277 Loop to enhance pedestrian and bicycle connectivity between Center City and surrounding neighborhoods