

# The City of Charlotte **TRANSPORTATION** **Action Plan** Policy Document



CHARLOTTE.

**5 Year Update**

*Adopted by City Council: August 22, 2011*

*Original Adoption: May 22, 2006*



# Transportation Action Plan

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## *Policy Document*

*5 Year Update*

*Adopted by City Council*

*August 22, 2011*

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Original Adoption

May 22, 2006



**CHARLOTTE.**

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*Planning is bringing the future into the present so  
that you can do something about it now.*

Alan Lakein, writer

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# Introduction



*The **Transportation Action Plan (TAP)** is the City of Charlotte's comprehensive transportation plan originally adopted by City Council in 2006 and updated in 2011. The TAP consists of the TAP Policy Document and the TAP Technical Document.*

*The **TAP Policy Document** (this document) provides background information on what the TAP is and why it is an important tool for Charlotte's future. In addition, this document provides a detailed summary of the TAP Goals, Objectives and Policies and maps and figures (beginning on page 13) that are adopted by City Council to help Charlotte achieve its transportation vision.*

*The **TAP Technical Document** includes six chapters that detail Charlotte's existing and future transportation conditions. The Technical Document contains background and reference materials that provide the foundation for both near-term and long-term transportation decisions.*

*Charlotte will be the premier city in the country for integrating land use and transportation choices.*

— City of Charlotte Focus Area Plan, 2010

## *What is the Transportation Action Plan?*

The City of Charlotte is committed to “becoming the premier city in the country for integrating land use and transportation choices.” In order to achieve this vision, the Charlotte City Council adopted the City’s first comprehensive transportation plan, known as the **Transportation Action Plan (TAP)** in May, 2006. The TAP consists of a *TAP Policy Document* (this document) and a *TAP Technical Document*.

- ▶ The TAP describes the policies and implementation strategies to achieve the City’s transportation-related goals.
- ▶ The TAP provides citizens, elected officials and staff with a *comprehensive plan* that includes the City’s goals, policies and implementation strategies to achieve the City’s transportation vision.

This TAP Policy Document is supplemented by the TAP Technical Document which includes specific details regarding Charlotte’s transportation needs, projects and programs through 2035.



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*The TAP will help guide Charlotte decision-making over the next 25 years.*

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## Why is the TAP necessary?

The City of Charlotte is growing rapidly, and the decisions we make today are crucial for determining how well we will accommodate ongoing growth.

The growth expected during the next 25 years, while providing great economic opportunities, will bring significant challenges for transportation and land use planning.

Already a fast-growing city, Charlotte will find growth even more challenging in the years ahead. Over the next 25 years, approximately 225,000 new residents will move to Charlotte. This is comparable to the popula-

tion of Durham, Birmingham or Orlando moving to Charlotte. Charlotte is now the nation's 18th most populous city and could become the 14th most populous by 2035. This growth will increasingly strain Charlotte's limited transportation infrastructure.

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*The population of Charlotte will increase by the equivalent of the population of Orlando (225,000) over the next 25 years.*

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- ▶ *The TAP defines short-term and long-term policies together with an implementation "blueprint" for achieving the City's transportation vision, while accommodating a significant increase in travel and protecting our quality of life.*

## *How are transportation and land use goals integrated in the TAP?*

The direct beneficial relationship between transportation and land use decisions is the foundation of Charlotte's Centers, Corridors and Wedges Growth Framework and the TAP.

The TAP is based on the transportation objectives and expectations of the Centers, Corridors and Wedges Growth Framework to ensure that Charlotte achieves its transportation goals, while simultaneously protecting Charlotte's quality of life.

Transportation systems and land use patterns have well-documented reciprocal relationships. The Centers, Corridors and Wedges Growth Framework uses a simple and clear development vision to provide a foundation for Charlotte's economic growth while protecting the quality of life in Charlotte's neighborhoods.

- ▶ *By increasing and intensifying development in appropriate locations identified in area plans for Activity Centers and Growth Corridors, additional employment opportunities and housing choices can make the best use of existing infrastructure and transportation resources.*

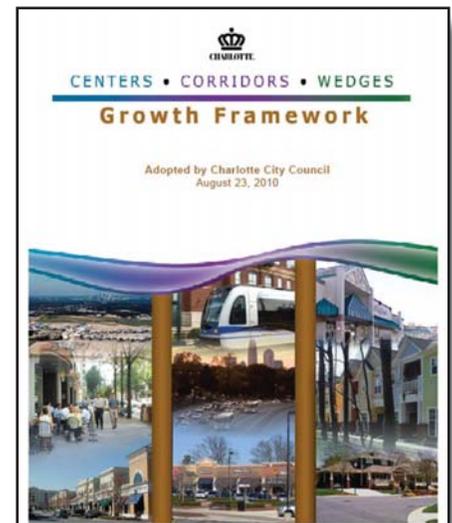
Rapidly growing communities, like Charlotte, must depend on an appropriate land use strategy, upgraded multi-modal transportation systems, and a variety of forward-thinking solutions to accomplish the commitment to protecting those quality of life elements that make them attractive and livable places.

The TAP's continued adherence to the Centers, Corridors and Wedges Growth Framework and to the Transportation Action Plan policies will result in a transportation and land use approach that is consistent with the City's mission to "become the premier city in the country for integrating transportation and land use choices."

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*Adherence to the Centers, Corridors and Wedges Growth Framework will help Charlotte meet its transportation goals.*

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## *Is the TAP only about motor vehicles?*

The City's Centers, Corridors and Wedges Growth Framework and the Transportation Action Plan recognize that Charlotte's transportation system needs to become more diversified. While the TAP calls for a significant number of roadway improvements, it also recognizes that transit, bicycle and pedestrian modes need to be upgraded and accommodated.



The City's bus transit plans and developing rapid transit system are an integral component of the City's Centers, Corridors and Wedges Growth Framework. In the TAP, the City also recognizes the need to make Charlotte more bicycle and pedestrian friendly.

To protect our quality of life and provide a variety of transportation choices, Charlotte must ensure that its neighborhoods are highly-connected, walkable and bicycle-friendly.

- ▶ *The TAP's goals, policies and recommended programs are intended to enhance the multi-modal capacity and connectivity of streets and thoroughfares, so that over the next 25-year period an increasing percentage of our residents are within short distances to neighborhood-serving land uses such as parks, schools, greenways, retail stores and employment areas.*

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*While many streets need to be built and improved, providing more transportation choices is an important component of Charlotte's transportation future.*

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## *Does the TAP identify options for financing transportation?*

A key component of the TAP is that it be financially attainable. Under current revenues, it is clear that financial resources available to the city to fund new streets, transit services and facilities, bicycle facilities, and pedestrian pathways are *not* sufficient to attain the City's vision.

Chapter 6 of the TAP Technical Document demonstrates the long-term challenges to the transportation system under existing funding sources and levels. It also describes the enhanced funding level necessary for the City to reduce existing deficiencies and provide more capacity and choices for the future. Chapter 6 also identifies potential funding sources that City Council may want to consider further in order to fund our transportation projects and programs.



*Charlotte needs to increase transportation funding to meet its transportation goals and adequately maintain its transportation infrastructure.*

## *What does the TAP say about NCDOT roadways?*

The TAP describes how a comprehensive network of freeways, high-occupancy vehicle (HOV) lanes and high-occupancy toll (HOT) lanes are needed to serve longer distance travel and reduce travel demand on streets. These roads are generally maintained by the North Carolina Department of Transportation (NCDOT). This approach is consistent with the Centers, Corridors and Wedges Growth Framework.

The TAP also defines the City's policies and strategies for working with NCDOT to create more "complete streets." This will help ensure that the State's roadways are designed and implemented to be consistent with the City's transportation vision and that they also meet the needs of our residents and businesses.

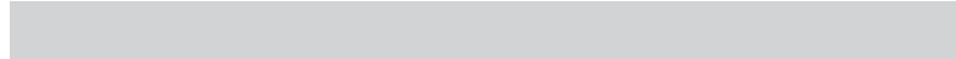
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*NCDOT maintains many roadways, such as Providence Road.*

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## *What are the contents of the TAP?*



### **Chapter 1 – Mission Statement and Introduction**

This chapter describes the City’s transportation mission and vision, and the challenges and opportunities for achieving these goals.

This chapter also summarizes the Centers, Corridors and Wedges Growth Framework and discusses the importance of following its framework to accommodate Charlotte’s unprecedented growth, while protecting the City’s quality of life.

### **Chapter 2 – Purpose of Plan**

This chapter explains the need for a comprehensive transportation plan and how this plan is beneficial in promoting land use and transportation choices.

This chapter also explains the benefits of having a comprehensive transportation plan that includes the City’s transportation policies, programs, projects and financial resources so that elected officials and City staff can then use the TAP to make day-to-day and long-term transportation choices which will influence land use decisions.

### **Chapter 3 – Goals, Objectives and Policies**

This chapter defines the City’s goals and provides a comprehensive listing of objectives and policies to implement the goals and mission statement.

Chapter 3 also shows the measurable objectives and policies that are aligned under each goal. Aligning the objectives and policies under each goal enables document users to fully understand how individual policies are working in conjunction with other policies to implement the City’s mission statement and goals.

## TAP Overview (continued)

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*The City's  
Transportation  
Goals include  
measurable  
objectives and  
policies.*

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### City of Charlotte Transportation Action Plan Goals

- **Goal 1**  
Continue implementation of the Centers, Corridors and Wedges Growth Framework.
- **Goal 2**  
Prioritize, design, construct and maintain convenient and efficient transportation facilities to improve safety, neighborhood livability, promote transportation choices and active living, and meet land use objectives.
- **Goal 3**  
Collaborate with local and regional partners on land use, transportation and air quality to enhance environmental quality and promote long-term regional sustainability.
- **Goal 4**  
Communicate land use and transportation objectives and services to key stakeholders.
- **Goal 5**  
Seek financial resources, external grants and funding partnerships necessary to implement transportation programs and services.

## TAP Overview (continued)



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*A key TAP goal is that streets be appropriately designed to protect and enhance Charlotte's quality of life.*

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### Chapter 4 – Existing Conditions

This chapter describes existing baseline conditions to determine if we are meeting the City's mission of becoming the premier city in the nation for integrating land use and transportation choices. Using a report card format, this chapter also identifies existing transportation needs and current shortfalls to determine what, if any, changes should be considered in order to meet the City's mission statement.

This chapter also presents key land use and baseline transportation measures that will be used throughout the 25-year planning horizon to determine how well the City is advancing the Centers, Corridors and Wedges Growth Framework.

## TAP Overview (continued)

### Chapter 5 – Future Conditions

This chapter assesses anticipated transportation projects to be implemented by, and the transportation conditions expected for, 2015, 2025 and 2035. This chapter enables the City to determine if existing and projected

funding levels are adequate to deliver quality transportation service and implement the City's mission and transportation goals.

Using a report card format, this chapter assesses key land use and transportation measures

(as detailed in Chapter 4) to determine how well the City is advancing the Centers, Corridors and Wedges Growth Framework and meeting its transportation goals.

### Chapter 6 – Financial Element

This chapter describes the existing and anticipated transportation revenue sources through 2035. The information regarding Federal, State, City and other sources is used in Chapters 4 and 5 to determine transportation capital investments and operation projections. This chapter identifies funding shortfalls that may impede the City from achieving its transportation mission and vision.

This chapter also focuses on identifying alternative funding scenarios and funding mechanisms that are being considered by other communities that may help to minimize the funding shortfall(s).

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*Rapid growth will continue to challenge the City's transportation infrastructure supply.*

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## *Was City Council asked to adopt the entire TAP Policy Document?*

**N**o, City Council was asked to officially adopt only pages 13-38 of this document and the series of figures listed in the appendix. The other sections of the TAP Policy Document and TAP Technical Document will be used for background and reference purposes.

- ▶ *Pages 13-38 of the TAP Policy Document include the City's transportation mission statement, defines the City's five transportation-related goals and provides a comprehensive listing of measurable objectives and policies to guide Charlotte towards becoming the premier city in the country for integrating land use and transportation choices.*

Charlotte residents, elected officials and City staff can use these goals, objectives and policies to make day-to-day and long-term decisions to achieve the City's transportation vision.



# Goals Objectives

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## Policies

*City Council was asked to adopt the Goals, Objectives and Policies on pages 13-38, and the series of maps in the Appendix of this document.*

*These goals, objectives and policies can be used in making day-to-day and long-term decisions to achieve the City's transportation vision.*

### **Legal Disclaimer**

*City Council's adoption of the Transportation Action Plan enacts no policies not explicitly included in the Plan. Nothing herein is intended or should be interpreted to establish a legal obligation on or standard of care for the City of Charlotte, or to provide individuals or businesses with a legally enforceable right, benefit, or expectation in the goals, objectives, or policies.*



*Continue implementation of the Centers, Corridors and Wedges Growth Framework.*

Goal  
1

**Objective 1.1**

**The City will continue to track development in Activity Centers and Growth Corridors to help assess the effectiveness of the Growth Framework.**

**Policy 1.1.1**

The City will continue to refine the boundaries of the Growth Corridors, Activity Centers and Wedges through the area planning process and reflect these refinements in Figure 1.

**Policy 1.1.2**

The City will encourage a minimum of 70% of new multi-family units, 75% of new office development and 75% of new total employment to be in Activity Centers and Growth Corridors, consistent with adopted area plans.

**Policy 1.1.3**

The City will encourage a minimum of 63.5% of Charlotte residents to reside within ¼ mile of transit service.

**Policy 1.1.4**

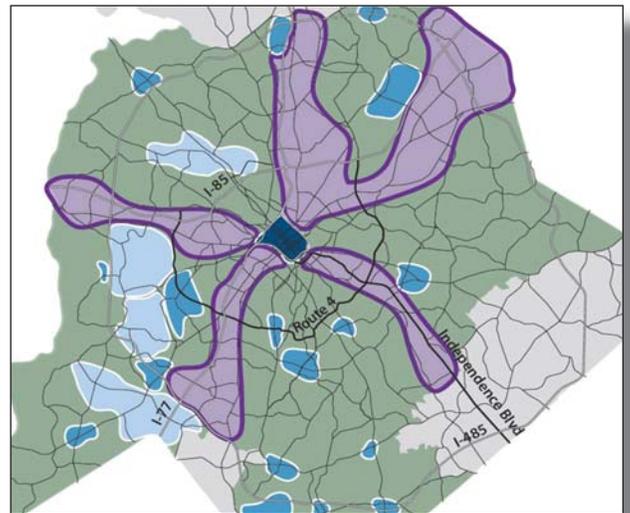
The City will work with the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) to ensure that the Long Range Transportation Plan is consistent with and supports the City's Centers, Corridors and Wedges Growth Framework.

**Policy 1.1.5**

The City intends for the TAP to support and enhance City Council's adopted housing and neighborhood improvement plans.

**Policy 1.1.6**

The City recognizes and will continue to support the Charlotte-Douglas International Airport as a significant multi-modal transportation facility, major employment center and important regional economic generator.



*The Centers, Corridors and Wedges Growth Framework will be used to guide growth into areas where it can best be served.*

## 1.2 CIP Coordination

### Objective 1.2

The City will ensure that the Capital Investment Plan priority projects are fully coordinated with the Centers, Corridors and Wedges Growth Framework.

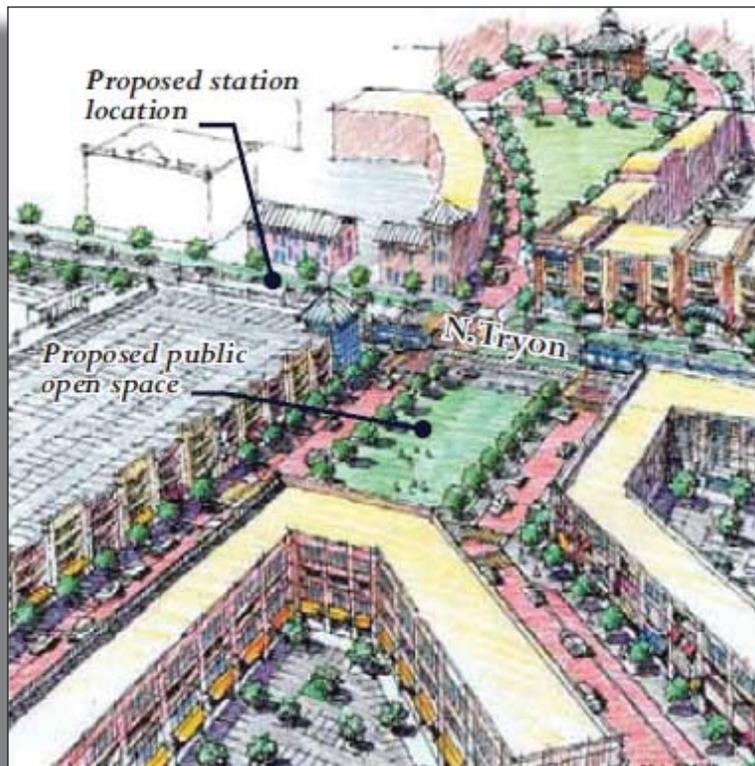
#### Policy 1.2.1

The City will utilize the Capital Investment Plan (CIP) to advance transportation projects that support the Centers, Corridors and Wedges Growth Framework.

#### Policy 1.2.2

The City will use public infrastructure investment as a catalyst for new transit-supportive development in select station areas.

*The City will invest in infrastructure in station areas, consistent with the Centers, Corridors and Wedges Growth Framework.*



*proposed Rocky River Station*

**Objective 1.3**

**CATS will continue implementing the 2030 Corridor System Plan consistent with the Centers, Corridors and Wedges Growth Framework.**

**Policy 1.3.1**

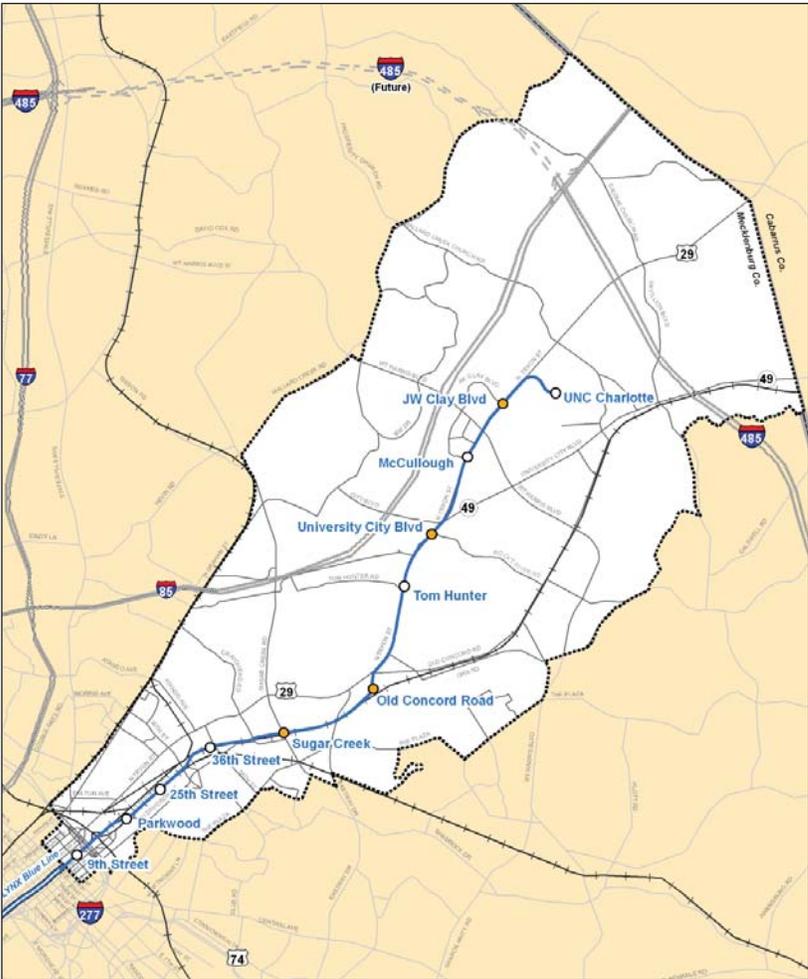
CATS will continue implementation of the four rapid transit corridors to support the Centers, Corridors and Wedges Growth Framework.

**Policy 1.3.2**

CATS and Engineering & Property Management will implement the Streetcar starter project in support of the Centers, Corridors and Wedges Growth Framework.

**Policy 1.3.3**

CATS will preserve existing countywide transit service levels, while making strategic enhancements that ensure competitive service and growth in transit ridership while maximizing commuter choice.



*Northeast Corridor  
Blue Line Extension*

**Goal  
2**

*Prioritize, design, construct and maintain convenient and efficient transportation facilities to improve safety and neighborhood livability, foster economic development, promote transportation choices and active living, and meet land use objectives.*

**Objective 2.1**

**The City intends for all transportation projects to improve safety and neighborhood livability, foster economic development, promote transportation choices and active living, and support the Centers, Corridors and Wedges Growth Framework.**

**Policy 2.1.1**

The City will classify existing and future streets based on the Urban Street Design Guidelines (see Figure 3).

**Policy 2.1.2**

The City will promote a balanced and multi-modal transportation system that serves the mobility needs of all segments of the population, accommodates all travel modes and promotes community economic development (see Appendix Figure 4 for the proposed categories of locally funded transportation expenditures), while furthering the Centers, Corridors and Wedges Growth Framework.

**Policy 2.1.3**

The City will prioritize intersection improvements in the Capital Investment Plan based on crash rates, congestion levels, pedestrian level of

*East Boulevard is a well-designed street that balances the interests of all users.*



### Objective 2.1 (continued)

The City intends for all transportation projects to improve safety and neighborhood livability, foster economic development, promote transportation choices and active living, and support the Centers, Corridors and Wedges Growth Framework.

#### Policy 2.1.3 (continued)

service and bicycle level of service as described in the Urban Street Design Guidelines.

#### Policy 2.1.4

The City will build complete streets (i.e., by designing transportation projects within the context of adjacent land uses to improve safety and neighborhood livability, promote transportation choices and meet land use objectives) consistent with the City's Urban Street Design Guidelines.

#### Policy 2.1.5

The City will work with NCDOT to create context-based streets that include transit, bicycle and pedestrian design features as part of new or widened NCDOT street construction projects or on State-maintained streets.

#### Policy 2.1.6

The City will continue to implement overhead street name markers, when installing new signals and during signal maintenance, in an effort to create more user-friendly and visible street signage at signalized intersections.

#### Policy 2.1.7

The City will work with MUMPO to ensure that the Long Range Transportation Plan advances transportation projects that improve safety, neighborhood livability, promote transportation choices, meet land use objectives and support the Centers, Corridors and Wedges Growth Framework.



*Harris Boulevard is a NCDOT roadway that is missing several context-sensitive treatments and fails to promote transportation choices.*

## 2.2 Monitoring

### Objective 2.2

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**The City will monitor and report Level of Service for motorists, bicyclists and pedestrians, every five years.**

---

#### Policy 2.2.1

The City will monitor levels of service for motorists, bicyclists and pedestrians at signalized intersections.

#### Policy 2.2.2

By 2015, the City will consider defining transportation adequacy policies.



#### Policy 2.2.3

The City will conduct turning movement counts at signalized intersections and roadway segment counts, on a two-year rotation, in order to monitor transportation level of service and to fulfill formal agreements with NCDOT related to the maintenance and operation of State system signals.

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*The intersection of Sharon Road and Fairview Road has poor levels of service for motorists, bicyclists and pedestrians.*

---

#### Policy 2.2.4

The City will continue to apply flexible transportation mitigation measures, within Activity Centers and Growth Corridors, in an effort to promote infill development.

#### Policy 2.2.5

The City will maintain seven years of crash data and conduct trend and crash pattern analysis to support ongoing programs.

#### Policy 2.2.6

The City will take an active role in the education of motorists, pedestrians and bicyclists through annual transportation safety campaigns.

#### Policy 2.2.7

The City will prioritize major roadway projects based on the following ten CIP prioritization criteria: (1) reduce congestion, (2) improve safety,

### **Objective 2.3**

**CATS will improve the quality of life for everyone in the greater Charlotte region by providing outstanding community-wide public transportation services while proactively contributing to focused growth and sustainable regional development.**

#### **Policy 2.2.7 (continued)**

(3) support rapid and express bus transit, (4) support the Centers, Corridors and Wedges Growth Framework and Area Plans, (5) increase accessibility to Uptown and other Economic Centers in the Charlotte Sphere of Influence, (6) improve connectivity, (7) provide multimodal options, (8) support “fragile” and “threatened” neighborhoods, (9) improve intermodal connectivity and (10) provide positive cost-effectiveness.

#### **Policy 2.3.1**

The City recognizes that service policies related to achieving this objective will be governed by the Metropolitan Transit Commission (MTC) that is alternately chaired by the Mayor of Charlotte and the Chair of the Mecklenburg County Commission. The MTC is responsible for the operating policies of CATS and sets the policies that govern the expansion, operation and maintenance of transit services within the entire CATS system.

#### **Policy 2.3.2**

CATS will preserve the local bus system to support the incremental development of a fixed guideway system in key corridors to meet the transportation needs of our diverse population and provide greater mobility throughout the community and region.

#### **Policy 2.3.3**

CATS will provide expanded, competitive service to grow transit ridership, support land use objectives and maximize commuter choice.



*CATS provided bicycle accommodations on the Lynx trains.*

## 2.3

### Public Transportation

(continued)

#### Objective 2.3 (continued)

CATS will improve the quality of life for everyone in the greater Charlotte region by providing outstanding community-wide public transportation services while proactively contributing to focused growth and sustainable regional development.

#### Policy 2.3.4

CATS headways for local and neighborhood shuttle bus routes will be no more than 60 minutes. In peak periods, 30-minute headways will be the norm on local routes unless low demand warrants less frequent service. Express and Regional Express services will have a minimum of three (3)

trips in each peak direction. CATS light rail services will operate at a frequency of ten (10) minutes or better in the peak and at least 30 minutes in the off-peak.

#### Policy 2.3.5

The standard span of service for CATS local bus routes, Special Transportation Services and Light Rail will be 5:00 a.m. to 1:30 a.m. Exceptions will be based on ridership and productivity.



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*CATS express and regional bus service serves longer-distance commuters.*

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#### Policy 2.3.6

The City recognizes that the MTC's adopted service policies regulate stop spacing and amenities.

#### Policy 2.3.7

All new CATS services will be subject to performance evaluation and will be expected to meet the performance standards for its service type within two years of implementation.

#### Policy 2.3.8

New CATS shuttle services in employment areas may require a financial contribution from business community stakeholders up to 100 percent of the marginal operating cost.

### Objective 2.3 (continued)

CATS will improve the quality of life for everyone in the greater Charlotte region by providing outstanding community-wide public transportation services while proactively contributing to focused growth and sustainable regional development.

#### Policy 2.3.9

The local collector portion of CATS express routes will not exceed 15 minutes in travel time or 50 percent of the travel time on the express portion of the route, whichever is less.

#### Policy 2.3.10

CATS will monitor routes with an overall index score between 0.75 and 0.99, and make changes to the service as needed. Routes falling between 0.50 and 0.74 should be subject to a more detailed analysis that examines performance by route segment and time of day and makes appropriate recommendations.



*CATS ridership  
has more than  
doubled  
since 1998.*

## 2.4 *Pavement Conditions*

### **Objective 2.4**

**The City will maintain a 12-year resurfacing schedule and an average pavement conditions rating of 90 on all City-maintained streets.**

#### **Policy 2.4.1**

The City will monitor and report pavement condition ratings through the use of bi-annual pavement condition surveys and pavement management data.

#### **Policy 2.4.2**

The City will continue to identify ways to enhance the City's pavement conditions and will conduct a peer comparison of other jurisdictions' standards every 5 years.

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*The City has been able to return to a 12-year resurfacing cycle due to increased funding and lower material costs.*

---



#### **Policy 2.4.3**

The City will update and refine maintenance-related policies and operating procedures every three years.

#### **Policy 2.4.4**

The City will implement bicycle-friendly maintenance procedures and maintain bicycle facilities appropriately.

## Objective 2.5

**The City intends to review and implement transportation safety and operation improvements as needed.**

### Policy 2.5.1

The City will identify and analyze roadways where speed-related collisions constitute a higher percentage of all crashes in order to prescribe engineering or enforcement countermeasures, consistent with the Urban Street Design Guidelines, to address excessive vehicle speeds.

### Policy 2.5.2

The City will analyze locations with significantly higher crash rates to develop projects and programs, consistent with the Urban Street Design Guidelines, to reduce both the number of crashes and the overall crash rate.

### Policy 2.5.3

The City will track and report the results of safety improvement programs and projects annually.

### Policy 2.5.4

The City will seek to maximize capacity of existing streets by investing in technology such as improved controllers, expanding the coordinated signal system and implementing Intelligent Transportation Systems.

### Policy 2.5.5

The City intends for all traffic signals to be part of a coordinated signal system by 2030.

### Policy 2.5.6

The City intends to replace 50 obsolete signal controllers annually in order to maintain the efficient operation of the City's signalized intersections.

### Policy 2.5.7

The City intends for a minimum of 90% of transportation detection systems (loops and video detectors) to be operable at all times, and failed detection devices to be repaired within 30 calendar days.



*The City is committed to improving safety through a wide array of initiatives.*



*The City currently maintains over 725 signalized intersections.*

## 2.6 *Bicycle Facilities*

### Objective 2.6

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**The City will complete at least 150 miles of bikeway facilities within the city by 2015, and an additional 350 miles by 2035.**

---

#### Policy 2.6.1

On street types where the Urban Street Design Guidelines recommend the provision of bicycle lanes, the City will require bicycle lanes on all new or reconstructed roadways within the city, where feasible. Where bicycle lanes are not feasible, justifications will be included as part of the road preliminary design process and alternative routes will be identified.

#### Policy 2.6.2

The City will place bike route signs on selected local streets as bike routes, as needed, to provide a connected network of bikeways.

#### Policy 2.6.3

The City will continue to create bicycle lanes as part of the road resurfacing program, where possible, by narrowing traffic lanes and striping bicycle lanes, consistent with the Urban Street Design Guidelines.

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*When roads are resurfaced, the City looks for opportunities to stripe bicycle lanes as part of the project.*

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**Objective 2.6 (continued)**

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The City will complete at least 150 miles of bikeway facilities within the city by 2015, and an additional 350 miles by 2035.

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**Policy 2.6.4**

The City will coordinate the construction of bicycle connection projects with the implementation of ongoing transit and greenway projects.

**Policy 2.6.5**

The City will study and identify off-road bicycle trail opportunities (in addition to existing/planned greenways) as part of the City's Bicycle Plan. The City will consider an increased role in providing multi-use trails to create a comprehensive network of bikeways.

**Policy 2.6.6**

The City will continue to seek opportunities to increase the availability of bicycle parking in Charlotte.



**Policy 2.6.7**

The City will update the Bicycle Plan every five years.

---

*Charlotte's bicycle parking requirements make Charlotte more bicycle-friendly.*

---

## 2.7 Sidewalks

### Objective 2.7

The City will construct over 375 miles of new sidewalks by 2035.



*Every trip begins  
and ends as a  
pedestrian trip.*

#### Policy 2.7.1

The City, when constructing sidewalks on existing streets, will construct sidewalks on both sides of all thoroughfares, on one side of all collector streets and (when requested) on one side of all local streets, consistent with the sidewalk prioritization process.

#### Policy 2.7.2

The City will prioritize sidewalk projects based on the City's adopted sidewalk prioritization process.

#### Policy 2.7.3

The City will provide sidewalks, crosswalks, pedestrian signals, lighting and other facilities consistent with the Urban Street Design Guidelines to make it safer, easier and more comfortable for people to walk.



*Charlotte's  
sidewalk program  
makes Charlotte  
a more walkable  
community for  
all users.*

#### Policy 2.7.4

The City will require new development to construct sidewalks consistent with City Code.

#### Policy 2.7.5

By 2012, the City will complete a sidewalk inventory of existing sidewalks and pedestrian elements.

#### Policy 2.7.6

By 2012, the City will adopt a pedestrian plan.

#### Policy 2.7.7

In 2011, the City will consider appointing a Pedestrian Advisory Committee to create a more walkable city and to promote a better pedestrian environment.

## Objective 2.8

**The City will continue to implement traffic calming in an effort to improve safety and neighborhood livability, promote transportation choices and meet land use objectives.**

### Policy 2.8.1

The City will implement neighborhood traffic calming, where requested and in accordance with City policy, to help minimize speeding through a variety of approved remedies, including: speed limit reductions, multi-way stops, speed humps, and other traffic calming measures as deemed appropriate.

### Policy 2.8.2

By 2012, the City will further develop requirements and standards for new local streets to be designed to include traffic calming design features consistent with City Code.

### Policy 2.8.3

The City will continue implementing traffic calming measures on non-local streets, as deemed appropriate, to improve safety, livability, transportation choices and meet land use objectives.

### Policy 2.8.4

By 2012, the City will review its traffic calming processes and procedures, and continue to update them to reflect emerging practices.

### Policy 2.8.5

The City intends for all school speed zones to meet the standards for signs, markings, and other safety features set forth in the School Speed Zone and Crossing Policy, as adopted in June, 2004.



*Charlotte's improved sidewalk and planting strip requirements are creating more walkable streets.*

*Traffic calming, such as chokers, helps moderate travel speeds through neighborhoods.*

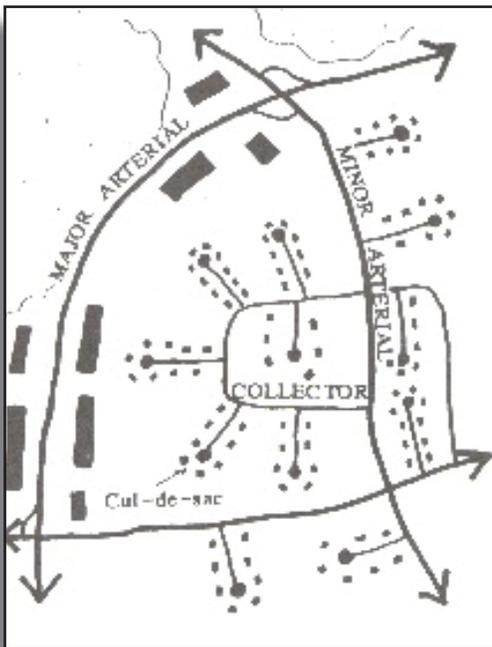
## 2.9 Connectivity

### Objective 2.9

The City will maintain its connectivity ratio of 1.45 inside Route 4, and increase its connectivity ratio outside Route 4 from 1.19 to 1.35, by 2020.

#### Policy 2.9.1

The City will support connectivity by continuing to create new connections, both through new development and by identifying and implementing connectivity opportunities.



#### Policy 2.9.2

The City will require that new development provide for public access, ingress, and egress by interconnecting streets within developments and with adjoining developments, consistent with City Code.

#### Policy 2.9.3

The City will continue to require that the proposed street system will be designed to provide a network of interconnected streets to facilitate the most advantageous development of the entire area. The City intends for existing and new residential developments to be connected by streets and/or bikeways and pedestrian networks to reduce vehicle miles of travel (VMT). This will help accommodate travel between new residential developments and nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial land uses, office developments and other compatible land uses and developable lands.

*Disconnected development patterns like the one above result in longer trips and increase congestion.*

#### Policy 2.9.4

The City will consider implementing a CIP-funded bridge/street creek crossing program, to facilitate connectivity.

**Objective 2.9 (continued)**

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The City will maintain its connectivity ratio of 1.45 inside Route 4, and increase its connectivity ratio outside Route 4 from 1.19 to 1.35, by 2020.

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**Policy 2.9.5**

The City will preserve the existing and future connected street system by protecting individual existing street connections and platted non-existing streets, and will consider restoring appropriate street, bicycle and pedestrian connections that were previously severed.



**Policy 2.9.6**

The City will require block length spacing and street connection requirements consistent with City Code.

**Policy 2.9.7**

The City will consider adopting connectivity mitigation measures as a condition of conditional rezoning and development approvals.

**Policy 2.9.8**

The City will consider additional policies to further discourage gated roadways except in unique circumstances.

**Policy 2.9.9**

By 2012, the City will evaluate optional methods for measuring and tracking connectivity.

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*Excessive use of cul-de-sacs has resulted in increased congestion, increased VMT and higher costs to provide City services. In many neighborhoods you can no longer “take a walk around the block” because there is little to no block structure.*

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## 2.10 Land Development

### Objective 2.10

**The City will adopt policies, guidelines and ordinances that ensure land develops in a manner consistent with achieving this goal.**

#### Policy 2.10.1

The City recognizes the Thoroughfare Map, as adopted by MUMPO, as the official document/map stating the alignment of existing and future thoroughfares (see *Appendix Figure 6*).



#### Policy 2.10.2

The City will use the MUMPO Thoroughfare Plan Map and the City's Collector Map for acquisition and reservation of rights-of-way and for review of all development proposals and subdivision plats (see *Figure 7*).

#### Policy 2.10.3

The City will adopt and apply the Urban Street Design Guidelines Classification Map to help guide the planning and design of existing and future thoroughfares.

#### Policy 2.10.4

The City will review and update its right-of-way requirements and ordinances to help ensure the City is preserving thoroughfare rights-of-way, consistent with the Urban Street Design Guidelines, as necessary to accommodate the City's desired multimodal cross-sections for existing and future needs.

#### Policy 2.10.5

The City will continue to implement comprehensive access management and context-sensitive sight triangle and site design requirements, consistent with the Urban Street Design Guidelines.

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*The City must add street capacity through road widenings and create a more connected street network to accommodate Charlotte's growth.*

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**Objective 2.10 (continued)**

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The City will adopt policies, guidelines and ordinances that ensure land develops in a manner consistent with achieving this goal.

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**Policy 2.10.6**

The City will continue refining the existing CDOT Traffic Impact Study Guidelines so that any site development that generates 2,500 or more vehicular trips per day will be required to complete a multimodal transportation impact analysis.

**Policy 2.10.7**

The City will continue refining the requirements for transportation impact analyses to reflect the multimodal objectives and methods included in the Urban Street Design Guidelines and General Development Policies.

**Goal  
3**

*Collaborate with local and regional partners on land use, transportation and air quality to enhance environmental quality and promote long-term regional sustainability.*

**Objective 3.1**

**The City will coordinate and collaborate with local and regional partners as needed.**

**Policy 3.1.1**

The City will coordinate with local and regional partners to ensure that the Long Range Transportation Plan complements and supports the TAP.

**Policy 3.1.2**

The City will continue to promote intergovernmental coordination with regional and local partners such as NCDOT, MPOs, CRAFT, COG and adjacent jurisdictions to address transportation, land use and air quality issues.

**Policy 3.1.3**

The City recognizes that reducing VMT per capita is critical to improving the region's air quality and will continue to coordinate with regional partners to develop and implement strategies to reduce per capita VMT.

*NCDOT is facing funding shortfalls for state highways and interstates.*



**Objective 3.1 (continued)**

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**The City will coordinate and collaborate with local and regional partners as needed.**

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**Policy 3.1.4**

The City will continue to annually collect and analyze data regarding local, regional and national trends in VMT, uncongested and congested travel times, population, employment, fuel prices and air quality, and report this information in the Transportation Action Plan Annual Report. The City will consider changing the Focus Area Plans for Transportation and the Environment to incorporate targets for reducing vehicle trips and VMT.

**Policy 3.1.5**

The City will ensure that new area plans continue to consider transportation, VMT, economic and air quality impacts, and will consider VMT and vehicle reduction targets.



**Policy 3.1.6**

The City will work cooperatively with NCDOT to ensure that their transportation projects in the region meet the region’s transportation and land use vision and air quality objectives.

**Policy 3.1.7**

The City will work with its regional partners to ensure that the regional travel model is maintained and utilized to evaluate regional transportation and land use scenarios.

**Policy 3.1.8**

The City will coordinate with the Charlotte-Mecklenburg School system in an effort to locate more schools where children can walk or bicycle to school sites in an effort to reduce VMT, reduce energy consumption and create more livable neighborhoods.

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*To create a sustainable community, we must accommodate the needs of all travelers.*

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### 3.1

## Local and Regional Coordination

(continued)

### Objective 3.1 (Continued)

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The City will coordinate and collaborate with local and regional partners as needed.

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#### Policy 3.1.9

The City will continue to work with its regional partners to evaluate the Centralina Council of Governments' Regional Transportation Planning Study to assess its recommendations and to determine how, or if, they should be implemented.

#### Policy 3.1.10

The City intends to use the Capital Investment Plan and Long Range Transportation Plan process, so that transportation projects that promote intermodal freight and goods movement are appropriately prioritized.



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*CATS Vanpools provide a comfortable, cost-effective way for groups of 5 to 15 commuters to share their ride to work.*

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#### Policy 3.1.11

The City will work with regional partners to promote a regional network of express and local bus service and vanpool facilities to enhance regional air quality and multimodal travel choices.

#### Policy 3.1.12

CATS will continue to collaborate with MTC member jurisdictions on the adoption and promotion of Joint Development Policies as guidance in implementing the Joint Development Principles that were adopted by all MTC members with jurisdiction over a rapid transit corridor.

#### Policy 3.1.13

The City will work with transportation partners to implement the recommendations of the regional Managed Lanes Study and create a regional network of high-occupancy toll (HOT) lanes and/or high occupancy vehicle (HOV) lanes.

*Communicate land use and transportation objectives and services to key stakeholders.*

Goal  
4

#### **Objective 4.1**

**The City will communicate and periodically update its land use and transportation objectives to stakeholders.**

##### **Policy 4.1.1**

The City will update the Transportation Action Plan every five years, at a minimum, to ensure that Charlotte residents are provided the latest information regarding the City's short-term and long-term transportation conditions, objectives and accomplishments.

##### **Policy 4.1.2**

The City will develop a Transportation Action Plan Annual Report that can be distributed both in hard copy and electronically.

##### **Policy 4.1.3**

The City intends for periodic updates of the Capital Investment Plan (CIP) to be consistent with the Transportation Action Plan.

##### **Policy 4.1.4**

The City will continue to implement a bi-annual survey to determine baseline public awareness and knowledge of the strategies recommended in the TAP, including the Centers, Corridors and Wedges Growth Framework and the City's multimodal transportation approach.

##### **Policy 4.1.5**

The City intends for information presented to the public regarding transportation and land use plans undertaken by the City to include a description on how the plans and projects are consistent with and support accomplishing the goals and objectives of the Transportation Action Plan and the Centers, Corridors and Wedges Growth Framework.

##### **Policy 4.1.6**

The City will prepare an annual report describing the supply (quantities) of roadway miles, sidewalks, bikeways, transit service and the multi-modal characteristics of thoroughfares, local streets and intersections.

**Goal  
5**

*Seek financial resources, external grants and funding partnerships necessary to implement transportation programs and services.*

**Objective 5.1**

**The City will annually review and update transportation conditions and funding assumptions to assess whether the City is “keeping pace” with transportation demands generated by growth and development.**

**Policy 5.1.1**

The City will consider all potential funding opportunities to implement the Transportation Action Plan.

**Policy 5.1.2**

The City will update (no less than every 5 years) its list of financially feasible and proposed transportation projects in 5 and 10-year increments in conjunction with updates to the CIP and TIP.

**Policy 5.1.3**

The City will monitor current transportation funding revenues and expenditures on an annual basis to ensure that they are keeping pace with the assumptions in the Transportation Action Plan.

**Policy 5.1.4**

The City will continue to research opportunities to implement alternative transportation funding sources as identified by the Committee of 21.

*The City will need to seek additional funding to keep pace with its transportation maintenance, capacity and livability needs.*



**Objective 5.1 (continued)**

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The City will annually review and update transportation conditions and funding assumptions to assess whether the City is “keeping pace” with transportation demands generated by growth and development.

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**Policy 5.1.5**

The City adopts the following figures by reference:

- Figure 1: **Centers, Corridors and Wedges Map**
- Figure 2: **2030 Corridor System Plan**
- Figure 3: **USDG Street Classification Map (Future Conditions)**
- Figure 4: **Locally Funded Transportation Programs and Improvements List**
- Figure 5: **Existing Bicycle Facilities Map**
- Figure 6: **Charlotte Thoroughfare Map**
- Figure 7: **Existing and Proposed Major Collectors**

*(Figures 1-7 are included in the appendix of this document.)*

## Conclusion

**T**he **Transportation Action Plan** will help Charlotte achieve its mission of becoming the premier city in the country for integrating land use and transportation choices. The TAP provides short-term and long-term tools for Charlotte residents, elected officials and staff to make the appropriate decisions for us to best accommodate our projected growth and maintain our quality of life.

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*The TAP will help Charlotte become the premier city in the country for integrating land use and transportation choices.*

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# *Appendix*

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Figure 1: **Centers, Corridors and Wedges Map**

Figure 2: **2030 Corridor System Plan**

Figure 3: **USDG Street Classification Map (Future Conditions)**

Figure 4: **Locally Funded Transportation Programs and  
Improvements List**

Figure 5: **Existing Bicycle Facilities Map**

Figure 6: **Charlotte Thoroughfare Map**

Figure 7: **Existing and Proposed Major Collectors**

