

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



CHARLOTTE.

*Adopted by Charlotte City Council
May 22, 2006*

Transportation Action Plan

Policy Document

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*To accomplish great things, we must not only act
but also dream. Not only plan but also believe.*

Anatole France (1844-1924)
French critic, writer, Penguin Island

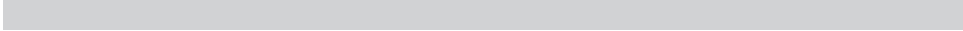
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Introduction



*The **Transportation Action Plan (TAP)** is the City of Charlotte's first comprehensive transportation plan. 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 the TAP 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 will be adopted by City Council to help Charlotte achieve its transportation vision.*

*The **TAP Technical Document** will include six chapters that detail Charlotte's existing and future transportation conditions. The Technical Document will provide 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, 2005

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)**. 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 conditions, projects and programs through 2030.



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

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.

Charlotte is currently the 20th most populous city in the nation and could become the 10th by 2030. Over the next 25 years there will be approximately 350,000 more residents in Charlotte. This increase is comparable

to the existing population of St. Louis, Pittsburgh or Cincinnati.

Serving this growth in travel (caused by the additional population and employment) will be a challenge to Charlotte's limited transportation infrastructure.

► The TAP defines short-term and long-term policies together with an implementation "blue-

print" for achieving the City's transportation vision, while accommodating a significant increase in travel and protecting our quality of life.

The population of Charlotte will increase by the equivalent of the population of St. Louis (348,000) over the next 25 years



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 and Corridors strategy and the TAP.

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

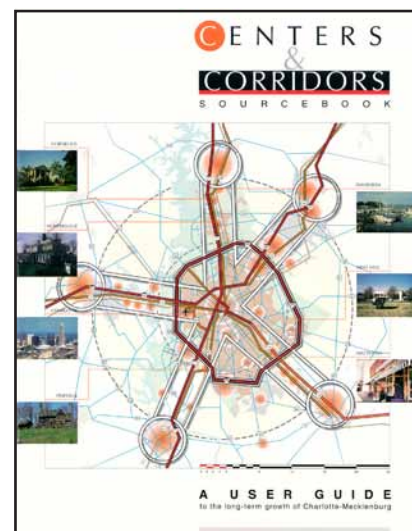
Transportation systems and land use patterns have well-documented reciprocal relationships. The Centers, Corridors and Wedges concept (which is currently being updated) uses a simple and clear development pattern to provide a foundation for Charlotte's economic growth while protecting the quality of life in the City's neighborhoods.

- ▶ *By increasing and intensifying development in centers and 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 and Corridors strategies 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."

Adherence to the Centers and Corridors strategy will help Charlotte meet its transportation goals



Is the TAP only about motor vehicles?

The City's Centers and Corridor strategy 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.

While many streets need to be built and improved, providing more transportation choices (including those for seniors) is an important component of Charlotte's transportation future



The City's bus transit plans and developing rapid transit system are an integral component of the City's Centers and Corridors strategy. 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.*

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.



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 and Corridors strategy.

The TAP also defines the City's policies and strategies for working with NCDOT. This ensures 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.

*NCDOT
maintains many
roadways, such as
Providence Road*



What are the contents of the TAP Technical Document?



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 and Corridors strategy 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 transportation plan to make day-to-day and long-term transportation and 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.

Beginning in the fall of 2004, the Charlotte City Council's Transportation Committee worked to develop draft goals and undertook a policy scan of existing City transportation policy. The Committee and staff identified a series of policy "gaps" which are now addressed in the Transportation Action Plan. The Committee's goals include:

TAP Overview (continued)

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

City of Charlotte Transportation Action Plan Goals

- **Goal 1**
Continue implementation of the Centers and Corridors strategy.
- **Goal 2**
Prioritize, design, construct and maintain convenient and efficient transportation facilities to improve safety, neighborhood livability, promote transportation choices 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.

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.



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

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 and Corridors strategy.

TAP Overview (continued)



Chapter 5 – Future Conditions

This chapter assesses anticipated transportation projects to be implemented by, and the transportation conditions expected for, 2010, 2020 and

2030. 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 and Corridors strategies and meeting its transportation goals.

Chapter 6 – Financial Element

This chapter describes the existing and anticipated transportation revenue sources through 2030. 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).

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



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

No, 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

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 and Corridors strategy.

**Goal
1**

Objective 1.1

By 2007, the City will use annual measurements to verify that the Centers and Corridors strategy is being met.

Policy 1.1.1

The City will adopt definitions of centers, corridors and wedges and a map delineating these locations for policy and implementation purposes (See figure 1).

Policy 1.1.2

The City will encourage a minimum of 40% of new households and 70% of new multi-family units to be located within Centers and Corridors.

Policy 1.1.3

The City will encourage 75% of new office development and 75% of new employment to be in Centers and Corridors.



The Centers and Corridors strategy will be used to guide growth into areas where it can best be served. Figure 1 will continue to be refined by the City during 2006.

Policy 1.1.4

The City will encourage a minimum of 65% of Charlotte residents to be located within ¼ mile of transit service.

Policy 1.1.5

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 and Corridors strategy.

Policy 1.1.6

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

Policy 1.1.7

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.

1.2 CIP Coordination

Objective 1.2

The City will ensure that the Capital Investment Plan priority projects are fully coordinated with the Centers and Corridors strategy by 2007.

Policy 1.2.1

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

Policy 1.2.2

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

Policy 1.2.3

The City will implement the I-485 Interchange Analysis transportation recommendations (as adopted by MUMPO in July, 1999) and ensure they are consistent with the Centers and Corridors strategy.

*The City
will invest in
infrastructure in
station areas, con-
sistent with the
Centers and Cor-
ridors strategy*



proposed Scaleybark Transit Station

Objective 1.3

CATS will continue implementing the 2025 Corridor Systems Plan consistent with the Centers and Corridors Strategy.

Policy 1.3.1

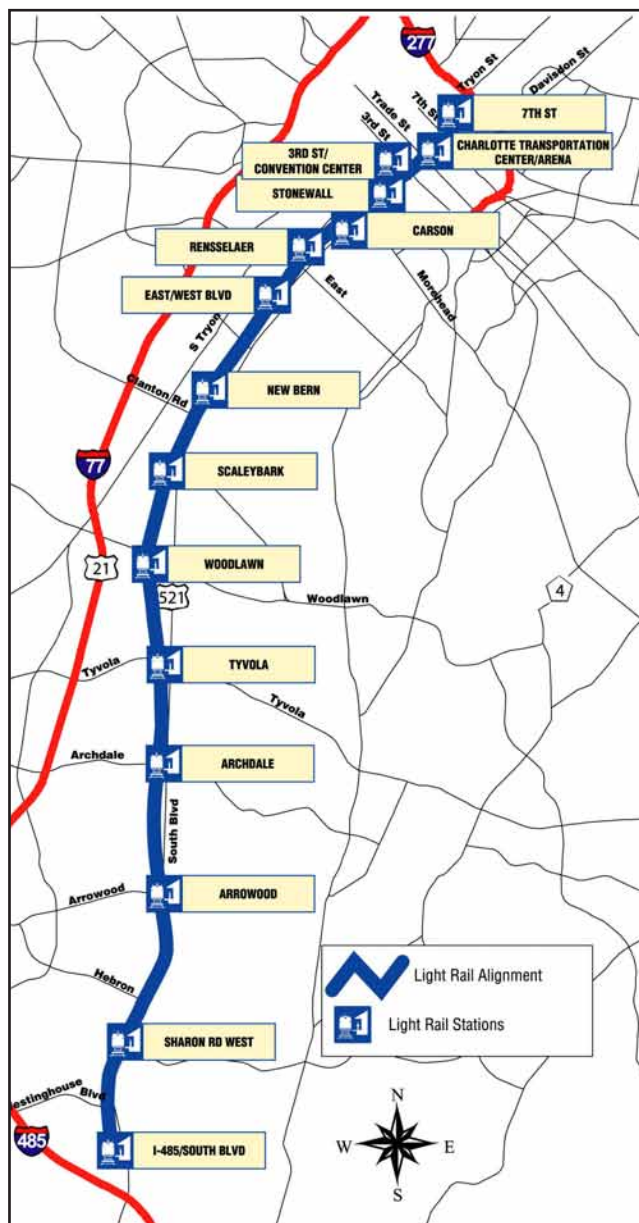
CATS will continue construction of the five rapid transit corridors to support the Centers and Corridors Strategy. (see figure 2).

Policy 1.3.2

CATS will implement Streetcar service to support the Centers and Corridors strategy

Policy 1.3.3

CATS will continue expansion of countywide transit service to ensure competitive service and growth in transit ridership while maximizing commuter choice.



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 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 meet land use objectives.

Policy 2.1.1

The City will classify existing and future streets based on the classification system defined in 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 needs (see figure 4 for the proposed categories of locally funded transportation expenditures).

Policy 2.1.3

The City will annually prioritize intersection improvements in the Capital Investment Plan based on crash rates, congestion levels, pedestrian level of service and bicycle level of service as listed in the Urban Street Design Guidelines.

Queens Road 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, promote transportation choices and meet land use objectives.

Policy 2.1.4

The City will promote context-sensitive 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-sensitive streets that include transit, bicycle and pedestrian friendly design features as part of new or widened NCDOT street construction projects.

Policy 2.1.6

By 2007, the City will study opportunities and develop costs to create user-friendly and more 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 and meet land use objectives.

Policy 2.1.8

The City will adopt a "Major and Minor Thoroughfares Not to be Widened Map" and will update this map every five years in conjunction with the TAP update (see figure 5).



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

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 2008, 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 NC-DOT related to the maintenance and operation of State system signals.

Policy 2.2.4

By 2008, the City will consider adopting flexible transportation mitigation measures, within Centers and 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 roadway projects based on the following ten CIP prioritization criteria: 1) reduce congestion, 2) improve safety, 3) support rapid and express bus transit, 4) support land use objectives, 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.

*Billy Graham
Parkway has
poor levels of
service for
motorists,
bicyclists and
pedestrians*

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 2.3.1

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 expand 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 and maximize commuter choice.

Policy 2.3.4

CATS headways for local 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.

Policy 2.3.5

The standard span of service for CATS local bus routes serving Uptown Charlotte will be 5:00 a.m. to 2:00 a.m. Span of service on cross-town routes will be 6:00 a.m. to 6:00 p.m. Exceptions will be based on ridership and productivity.



The bike-on-bus program continues to grow – now with over 52,000 bike-on-bus boardings annually

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.

The Independence Boulevard bus lanes provide expedited bus service for numerous transit users



Policy 2.3.6

The City recognizes that the MTC's adopted service policies regulate stop spacing and amenities. Stops are limited to 6-8 per mile along bus routes, except in Uptown Charlotte and other high-activity areas. Bus shelters will be provided at locations with at least 70 daily boardings. Benches will be provided at stops with at least 35 daily boardings.

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.

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 2.3.8

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.

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

The City recognizes that the MTC's service policies utilize the Route Performance Monitoring System as a statistical method to compare and analyze individual bus route performance over time and against comparable services. A rating of 1.0 represents average service. Routes performing below 1.0 are monitored and adjusted as needed to improve performance. Routes below 0.5 are closely scrutinized and written action plans for improvement are developed to address poor performance.



CATS ridership has increased almost 50% since 1997

2.4

Pavement Conditions

Objective 2.4

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

Policy 2.4.1

The City will annually monitor and report pavement condition ratings.

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.

Historically, the City resurfaced its roads at an optimal cycle of every 12 years, but that has slipped to a 20-25 year cycle



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.

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

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 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 intersections.

The City currently maintains over 650 signalized intersections

Policy 2.5.7

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

2.6

Bicycle Facilities

Objective 2.6

The City will complete at least 150 miles of bikeway facilities within the city by 2015, and an additional 350 miles by 2030. (See figure 6)

Policy 2.6.1

The City will require bicycle lanes designed consistent with the Urban Street Design Guidelines, 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 bike 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.

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



Objective 2.6 (continued)

The City will complete at least 150 miles of bikeway facilities within the city by 2015, and an additional 350 miles by 2030.

Policy 2.6.4

The City will coordinate the construction of bicycle connections with on-going transit and greenway planning and projects.

Policy 2.6.5

By 2007, 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

By 2008, the City will consider requiring off-road bicycle and pedestrian trails requirements and/or connections for new development.

Policy 2.6.7

The City will implement the adopted bicycle-parking requirements for new development.

Policy 2.6.8

The City will update the Bicycle Plan every five years at a minimum.



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

2.7 Sidewalks

Objective 2.7

The City will construct over 625 miles of new sidewalks by 2030.



*Every trip begins
and ends as a pe-
destrian 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 as adopted in May, 2005.

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 easier, safer and more enjoyable for people to walk.



Policy 2.7.4

The City will require new development to construct sidewalks consistent with the Urban Street Design Guidelines.

Policy 2.7.5

By 2007, the City will complete a sidewalk inventory of existing sidewalks and pedestrian elements.

Policy 2.7.6

By 2007, the City will adopt a pedestrian plan.

*Charlotte's
sidewalk program
and improved side-
walk requirements
make Charlotte a
more walkable
community for
all users*

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, 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.



Traffic calming, such as speed humps, helps moderate travel speeds through neighborhoods

Policy 2.8.2

The City will develop policies to require new subdivisions to be designed to include traffic calming design features consistent with the Urban Street Design Guidelines.

Policy 2.8.3

The City will provide 25mph speed limit signs, school crossing guards and/or signals based upon the number of student walkers, as deemed appropriate on thoroughfares next to elementary or middle schools.

Policy 2.8.4

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.



School zones require special attention and safety measures to protect children

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 2015.

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 street or subdivision designs that provide for public access, ingress, and egress by interconnecting streets, bike paths and walkways within developments and with adjoining developments.

Policy 2.9.3

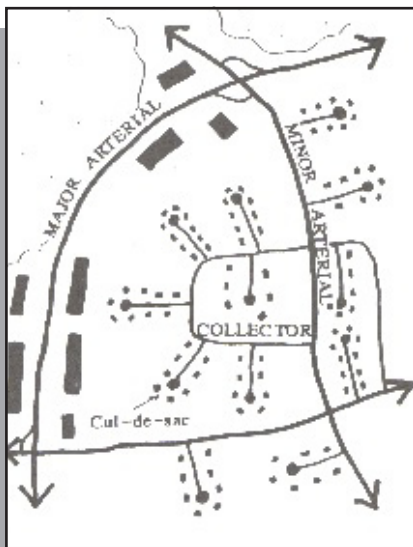
The City will continue to require that the proposed street system will be designed to provide a network of interconnected streets to facilitate the most advantageous development of the entire neighborhood area. Stub streets will be provided to adjacent properties in accordance with the Subdivision Ordinance. Cul-de-sacs and other permanently dead-end streets will be only permitted where certain conditions offer no practical alternative to connectivity.

Policy 2.9.4

The City intends for existing and new residential developments to be connected by streets, and/or bikeways and pedestrian systems 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.

Policy 2.9.5

By 2007, the City will consider implementing an annually funded bridge/street creek crossing program, to fund and facilitate connectivity between new residential subdivisions as they are permitted.



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

Objective 2.9 (continued)

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 2015.

Policy 2.9.6

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 2.9.7

The City will require block length spacing and connection requirements consistent with the Urban Street Design Guidelines and residential General Development Policies.

Policy 2.9.8

By 2007, the City will consider adopting connectivity mitigation requirements as a condition of conditional rezoning.

Policy 2.9.9

By 2007, the City will consider connectivity mitigation requirements as part of area plans, subdivision approvals and commercial building permits.

Policy 2.9.10

By 2008, the City will consider requiring that cul-de-sacs in new developments be connected via pedestrian/bicycle connections, where feasible.

Policy 2.9.11

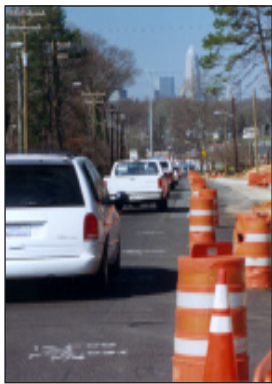
By 2008, the City will consider additional policy to further discourage private or gated roadways.



Excessive use of cul-de-sacs results 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

Objective 2.10

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



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

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 figure 7).

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 8).

Policy 2.10.3

The City will annually review and update the Urban Street Design Guidelines Classification Map and the adopted Collector Map.

Policy 2.10.4

The City will adopt and recognize the Urban Street Design Guidelines Classification Map as the official document guiding the planning and design of existing and future streets.

Policy 2.10.5

By 2007, the City will review and update necessary right-of-way requirements and policies, guidelines and ordinances associated with the Thoroughfare Plan Map and Collector Map to ensure the City is preserving the right-of-way, consistent with the Urban Street Design Guidelines, necessary to accommodate the City's desired multi-modal cross-sections for existing and future needs.

Policy 2.10.6

By 2007, the City will develop comprehensive access management and context-sensitive sight triangle and site design requirements, consistent with the Urban Street Design Guidelines .

Objective 2.10 (continued)

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

Policy 2.10.7

By 2006, the City will refine the existing CDOT Traffic Impact Study Guidelines so that any site development that generates 2500 or more vehicular trips per day will be required to complete a multi-modal transportation impact analysis.

Policy 2.10.8

By 2007, the City will refine the multi-modal transportation impact analysis to reflect the multi-modal objectives and methods included in the Urban Street Design Guidelines and General Development Policies.

Policy 2.10.9

By 2007, the City will consider requiring neighborhood transportation impact studies for new developments that exceed specific trip impact thresholds.

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.

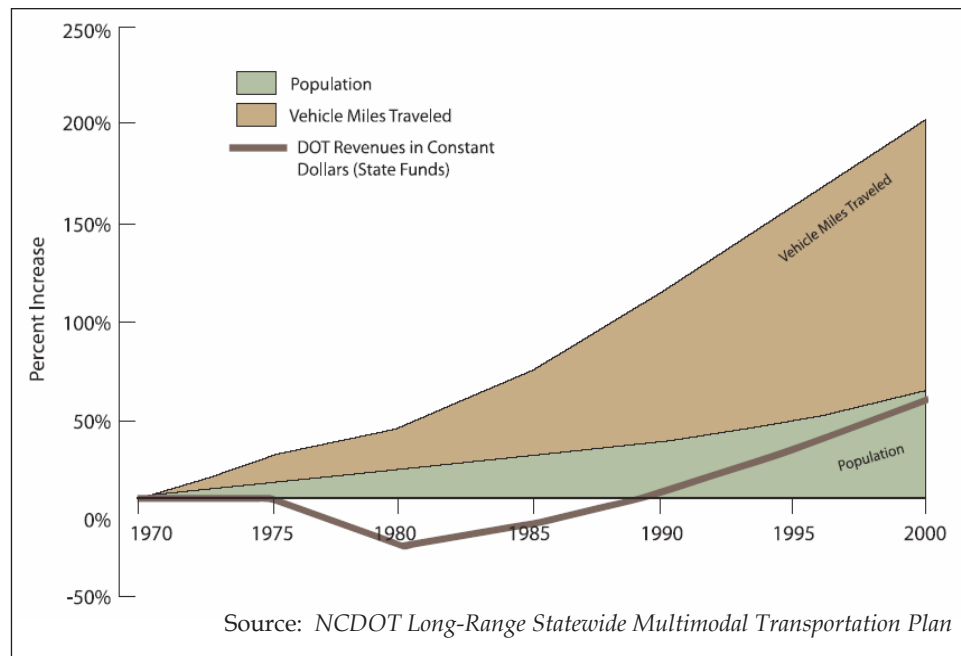
Policy 3.1.2

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 per capita VMT 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.

Across North Carolina, VMT is increasing at a faster rate than population. In Charlotte, residents inside Route 4 generate 50% fewer VMT per person than residents living outside Route 4



Objective 3.1 (continued)

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

Policy 3.1.4

The City will ensure that new area plans consider transportation, VMT and air quality impacts.

Policy 3.1.5

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.



To create a sustainable community, we must accommodate the needs of all users

Policy 3.1.6

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

Policy 3.1.7

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

Policy 3.1.8

By 2007, the City will work with regional partners to evaluate the benefits of forming a regional planning organization by combining MPO's.

Policy 3.1.9

By 2008, the City will work with local and regional partners to consider a regional policy to analyze developments of regional impact.

3.1

Local and Regional Coordination

(continued)

Objective 3.1 (Continued)

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

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.

Policy 3.1.11

The City will work with regional partners to promote a regional network of express and local bus service and vanpool programs to enhance regional air quality and promote regional transit access.

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 MTC adopted Joint Development Principles that were adopted by all MTC members with jurisdiction over a rapid transit corridor.

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, so 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 summary brochure 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

By 2007, the City will establish a survey to determine baseline public awareness and knowledge of the strategies recommended in the TAP, including the Centers and Corridors and the City's multi-modal transportation approach .

Policy 4.1.5

The City intends for information presented to the public regarding plans or projects undertaken by the City to include a description of how the plans and projects are consistent with and support accomplishing the goals and objectives of the Transportation Action Plan and Centers and Corridors strategy.

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.

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



Policy 5.1.4

By 2007, the City will conduct research on opportunities to implement alternative transportation funding sources and staff will compile a report for City Council to consider.

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 5.1.5

The City adopts the following figures by reference:

- Figure 1: **Centers and Corridors Map**
- Figure 2: **2025 Corridor System Plan**
- Figure 3: **USDG Street Classification Map (Future Conditions)**
- Figure 4: **Locally Funded Transportation Programs and Improvements List**
- Figure 5: **Major and Minor Thoroughfares Not Anticipated to be Widened Through 2030 Map**
- Figure 6: **Existing and Future Bicycle Facilities Map**
- Figure 7: **Charlotte Thoroughfare Map**
- Figure 8: **Existing and Proposed Major Collectors**

(Figures 1-8 are included in the appendix of this document.)

Conclusion

The 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.

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



Appendix

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