

## **Streets Map - Frequently Asked Questions**

### **What is the Streets Map?**

- The Charlotte Streets Map (Streets Map) depicts the future multimodal cross-section of every existing and future arterial in the city and in the ETJ. It reflects adopted transportation policies intended to achieve safe and equitable mobility options for all travelers.
- The Streets Map is a supporting document to the Unified Development Ordinance (UDO). Used in conjunction with the UDO it determines the setbacks and building placement to preserve the space required to build out the ultimate multimodal cross-section.
- The Streets Map is not a list of projects and does not indicate priority for future project investment.

### **Collectors**

#### **What does it mean if a street is designated as an “Collector”?**

- Collectors are streets that “collect” traffic from local streets and other collectors and distribute the traffic to the overall Arterial street network. Collectors serve an important role in the overall street network, providing vehicular, pedestrian and bicycle connections to multiple destinations and land uses.

#### **What does it mean if a street is designated as a “Future Collector”?**

- Future Collectors are planned streets intended to expand connectivity as development occurs. As shown on the Streets Map, Future Collectors indicate a general alignment and are intended to be built through the private land development process when land is developed or re-developed.

### **Future Streets**

#### **When will the City build the future street alignments shown on the Streets Map?**

- The Streets Map depicts the future multimodal cross-section of every existing and future arterial in the city and in the ETJ. It does not define projects or indicate priority for future project investment. The Streets Map streets, including future streets, will be built incrementally through combinations of land development, city investment and State investment.

#### **Why are future streets and street connections important?**

- A mobility network functions best when it is well-connected and has enough streets to ensure mode and route options for all people, no matter how they’re traveling. Where the network is sparse or not well-connected, it’s harder to find direct routes for people to reach important destinations. A less-connected network tends to discourage non-vehicular modes by increasing travel distance. It also forces vehicular traffic to fewer, larger, streets that are less hospitable for people who are walking, biking, or using transit.

- A complete mobility network is comprised of a hierarchy of streets starting with quiet local streets, a range of arterials varying in size and design, but intended to connect people to places, and ending with interstates and freeways intended to move high volumes of people at high speeds.
- The future streets shown on the Streets Map represent the range of arterials important to building out a complete multimodal street network moving forward.
- Future streets are built incrementally over time through a combination of public and private investments.

### **Bike Facilities**

#### **How were the specific bike facilities chosen for the various corridors?**

- The Streets Map incorporates several different *categories* of bicycle facilities, based on the policy guidance provided in Charlotte Bikes (adopted 2017). Typically, the facility types within each category share similar dimensions. The Streets Map is protecting the space for the category of bike facility, ensuring the ability to choose and build the most appropriate facility in the future.

### **NCDOT**

#### **How does the Streets Map apply to State maintained streets and in the ETJ?**

- The Streets Map works in conjunction with the UDO to determine setbacks and building placement to preserve the space required to build out the ultimate multimodal cross-section. The elements of the cross-section built by development are determined in the ordinance and at the time of permitting. The determination of maintenance is dependent upon jurisdictional boundaries at the times the various elements are implemented.