Bicycle Advisory Committee

March 22, 2022
The Vision For Our Growth

How We Shape:

Public
Investment in Mobility

Priority Investment Strategy

Streets Manual

Streets Map

Comprehensive Transportation Review (CTR)

How We Shape:

Private
Investment in Mobility

Public Investment in Mobility

Private Investment in Mobility
Goal 5: Safe and Equitable Mobility

Objectives

Safe
Eliminate transportation-related fatalities and serious injuries to make our streets safe for everyone.

Connected
Increase the share of trips made without a car and broaden multimodal connectivity to expand the capacity of our transportation infrastructure.

Prosperous
Prioritize transportation investments that promote economic vibrancy by managing congestion, connecting our workforce with opportunities, and advancing community priorities.

Equitable
Increase investment and access in our historically underinvested communities and modes of transportation to support equitable and affordable mobility options.

Sustainable
Increase access to sustainable and zero carbon transportation modes and mobility options to support our Strategic Energy Action Plan.

Innovative
Integrate and implement emerging transportation services, technologies, and programs that align with community goals.
Charlotte’s Mobility Evolution

THE EARLY CITY
- Trade and Tryon crossroads
  - Two major Native American trading paths intersected on high ground in what would become “Uptown” in future generations
  - These paths didn’t follow compass directions and became the main streets for the early grid with roughly 400-foot square blocks

Mid 1800s Railroads
- Two main lines and two feeder lines ran through Charlotte with connections to Columbia/Charleston, Greensboro/High Point, Statesville, and Wilmington.
- City population doubled during the 1850s spurred by the railroads, an emerging textile industry, and a gold rush

Turn of Century Streetcar Service
- Built to unlock land to be developed in current day Dilworth and to connect first ring suburbs: Elizabeth, Wilmore, Wesley Heights, and Myers Park
- At its peak, the streetcar system had 50 operating trolley cars and 29 miles of track service ran through 1938

THE MODERN CITY
- Auto-Oriented Transportation
  - Focus was on highway construction - widening thoroughfares and building major interstates
  - I-77 built in late 1960s
  - I-85 built from 1960s - 70s
  - I-77 built in 1980s
  - I-485 started in late 1990s

THE MULTI-MODAL CITY
- Investment in Multi-Modal Travel Options
  - CATS established in 1998
  - LYNX Blue Line Light Rail service begins in 2007
  - Investment in regional greenway and rail trail projects like the Cross Charlotte Trail and Carolina Thread Trail
  - City/lynx Gold Line Streetcar service begins in 2015
  - Blue Line extension opens and future Silver Line approved in late 2015
  - Investment in technology, micromobility, and shared mobility (e.g., rideshare options, e-scooters, bike share, electric car charging stations)
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Streets Map

Why is it Important?

• Defines Street Types that establishes our multimodal vision for our streets.

• Protects the needed right-of-way for our arterial street network.

• The street-specific requirements are incorporated into the UDO, ensuring standards are required by ordinance.
Streets Map
Arterial Street Types
Based on adopted plans & policies

Parkways
Streets that provide efficient regional multimodal connectivity with limited direct access to adjacent land uses.

Boulevards
Streets that provide efficient city-wide multimodal connectivity with direct access to and supporting adjacent land uses.

Avenues
Streets that provide access between neighborhoods and activity centers in a range of land uses, balancing all modes of transportation.

Main Streets
Streets that provide multimodal access to centers of civic, social, and commercial activity, designed to provide the highest level of pedestrian comfort and support mixed use activity.
Streets Map
Technical Inputs and Details

Building on Adopted Plans

Transportation Action Plan (TAP)
Urban Street Design Guidelines (USDG)
Charlotte Bikes
Charlotte Walks
Comprehensive Transportation Plan (CTP)

Inputs and layers

Street Classifications + Future Number of Lanes + Bike Facility
Example: Streets Map + Unified Development Ordinance

Street Map

Boulevard - (4 Lanes w/Center Turn Lane)

- Centerline distance to Back of Curb: 33 Feet
- Planting Strip: 8 Feet
- Shared Use Path: 12 Feet
- Setback: 24 Feet

UDO Example: Community Activity Center

Unified Development Ordinance

Building Siting (setback)

A. Building Siting

Building siting mechanisms are the placement of buildings on lots, and are intended to ensure that developed structures complement with the surrounding context and the street of the applicable zoning district.

B. Building Articulation

Building articulation mechanisms govern the dimensions of building facade elements and window features, and are intended to facilitate the enhancement of a pedestrian-oriented environment.
Demonstration:
Parkwood Avenue
<table>
<thead>
<tr>
<th>Land Use</th>
<th>Mobility</th>
<th>Development</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Place Type:</strong> Neighborhood 2</td>
<td><strong>Streets Map:</strong> Avenue</td>
<td><strong>Zoning:</strong> Neighborhood 2 (N2-A, N2-B, N2-C)</td>
</tr>
<tr>
<td>Places that are higher density housing areas that provide a variety of housing types such as townhomes and apartments alongside neighborhood-serving shops and services</td>
<td>Streets that provide access between neighborhoods and activity centers in a range of land uses, balancing all modes of transportation.</td>
<td>Intended to accommodate a mixture of moderate to high-intensity residential development types and may also serve as a transition between less intense residential development and higher-intensity mixed-use centers.</td>
</tr>
</tbody>
</table>
**Demonstration:**

**Parkwood Avenue**

**Place Type**
Neighborhood 2

**UDO**

Neighborhood 2 (N2-A, N2-B, N2-C)

**Streets Map**

Avenue

**Travel Lanes**
2 Lanes + Center Turn Lane

**Buffered Bike Lane**
8 feet

**Frontage Setback Line**
24-30 feet (from back of curb)

**Building Articulation**

**Planting Strip**
8 feet

**Sidewalk**
6 - 8 feet
**Place Type:**
Regional Activity Center
High-density mixed-use areas, typically along transit corridors or major roadways, that provide access to goods, services, dining, office, entertainment, and residential for regional residents and visitors

**Streets Map:**
Avenue
Streets that provide access between neighborhoods and activity centers in a range of land uses, balancing all modes of transportation.

**Zoning:**
Transit Urban Center (TOD-UC)
Of the TOD Districts, permits the greatest building heights, demands the uppermost level of site and architectural design, permits the least amount of parking, and requires the most urban form of streetscape and public realm.
Frontage
Setback Line
24 feet (from back of curb)

Building Articulation

UDO
Transit Urban Center

Demonstration:
South Boulevard

Place Type
Regional Activity Center

Streets Map
Avenue

Sidewalk
8 feet

Planting Strip
8 feet

On-Street Parking
7 feet (from face of curb)

Buffered Bike Lane
8 feet

Travel Lanes
4 Lanes + Center Turn Lane
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Land Use
Development

Mobility

Comprehensive Transportation Review (CTR)
Why is it Important?

- The CTR guidelines will replace the City’s current Traffic Impact Study (TIS) guidelines.
- We are proposing to reduce trip thresholds and incorporate new multimodal assessments for development.
- UDO will ultimately “rezone” Charlotte - these guidelines are necessary to ensure we mitigate the by-right development envisioned in the UDO.
Today

Traffic Impact Study Process

Focused on vehicle trip impacts
One threshold (2,500 trips)
Applied primarily in the conditional rezoning process

2040 Plan Policy

Policy 5.12

Include in the development regulations an integrated Traffic Impact Study (TIS)/Transportation Demand Management (TDM) program to evaluate and address the multi-modal transportation impacts of the development.
How do we get there?

Need new development to answer 3 questions:

1. How are we **Moving People?**
   Multimodal Infrastructure Assessment

2. How are we **Reducing Trips?**
   Transportation Demand Management (TDM)

3. How are we **Managing Traffic?**
   Traffic Impact Studies (TIS)

What’s New

Simple assessment to identify pedestrian needs (ADA curb ramps, sidewalk gaps, pedestrian crossings)

In high intensity & transit supportive places, identify TDM strategies (transit passes, on-site bike/shower facilities, transit stop enhancements)

Revised, intensity-based TIS trip thresholds to identify vehicular needs in our fast-growing places
How are we: Moving People & Reducing Trips?

Multimodal & TDM Assessments:

1. Context
   What UDO Zoning District?
   (high to low intensity)

2. Land Use
   What use?
   Residential
   Commercial
   Office
   Mixed Use

3. Scale
   How Big?
   (number of trips)

Defined Menu:
Multimodal & TDM Investment

- Sidewalk Gaps
- Accessible Signals
- Pedestrian Crossings
- Transit Stop Enhancements
- Transit Pass Program
- Bicycle Parking
- Reduced Parking

Defines "Tiers" of investment based on context, land use and scale

Determine investment from a defined menu of pedestrian projects and TDM Strategies
CTR Development Example: 500 East Morehead

Need new development to answer 3 questions:

1. How are we Moving People?
   Multimodal Assessment
   - YES – Multimodal Assessment
     Fund or construct planned signal at Caldwell & Morehead (pedestrian crossing)

2. How are we Reducing Trips?
   Transportation Demand Management (TDM)
   - YES – TDM Assessment
     TDM plan implemented by property manager (e.g. transit passes, on-site bike/shower facilities)

3. How are we Managing Traffic?
   Traffic Impact Studies (TIS)
   - NO - Traffic Impact Study
     Focus is on multimodal/TDM investment in higher intensity, urban locations
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Land Use

Development
How We Shape:

Public Investment in Mobility

Building a Connected Network

- Bike
- Walk
- Transit
- Roadway
How We Shape:
Public Investment in Mobility

Priority Investment Strategy

- Bike Priority Network
- Sidewalk & Pedestrian Safety
- Transit & Bus Priority Network
- Mobility Improvement Corridors

Building a Connected Network

Bike
Walk
Transit
Roadway
Next Steps

Committee & Council

Milestones:

April:
• City Council Strategy Session (policy review)

May:
• Transportation & Planning Committee (policy review)
• Release Draft of SMP

June:
• Transportation & Planning Committee (policy review)
• Public Hearing
• Council Adoption
Questions & Discussion

https://charlottenc.gov/Transportation/Charlotte-smp/Pages/default.aspx