

Appendix B: Bicycle Plan Policies - Coordination and Support of TAP

Recommendation Number	Bicycle Plan Policy	Which TAP Objective/Policy does the Bicycle Plan Policy Support?
1.1	The City and NCDOT will require bicycle lanes designed consistent with the Urban Street Design Guidelines, on all new or reconstructed roadways within the city. 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 2.6.1
1.2	The City of Charlotte prefers bicycle lanes over wide outside lanes on both City and State-maintained roads.	Policy 2.6.1
1.3	The City will strive to complete the near to medium-term bicycle route network by 2015.	Objective 2.6
1.4	The City should install a signed bicycle route system that links major destinations in Charlotte.	Policy 2.6.2 and Policy 2.6.4
1.5	The City will seek to implement the recommendations included in the Near to Mid-Term Opportunities map and the long-term Bicycle Route Network map.	Objective 2.6
1.6	The City will strive to continue to fund the full-time Bicycle Program Manager position to spearhead the City's bicycle planning efforts.	Objective 2.2 and Objective 2.6
1.7	The City should consider a variety of methods to expand and implement the recommendations in this Plan.	Objective 2.1 and accompanying policies Objective 2.6 and accompanying policies
1.8	Continue to appoint the Bicycle Program Manager to the MPO Technical Coordinating Committee.	Objective 2.1, Objective 2.2, and Objective 2.6
1.9	Continue to support the Bicycle Advisory Committee's role in improving bicycling in Charlotte.	Objective 2.1, Objective 2.2 and Objective 2.6
1.10	The City will require that bicycle issues be considered in all plan reviews and that the Bicycle Program Manager has a voice in all roadway construction review processes.	Policy 2.1.2, Policy 2.1.3, Policy 2.1.4, Policy 2.1.5, Objective 2.2 and Policy 2.2.7
1.11	The Bicycle Program Manager and/or the BAC should provide an annual briefing to the City Council regarding priority projects, ongoing concerns, etc.	Policy 2.1.3, Objective 2.2, Policy 2.2.1, Policy 2.2.5 and Policy 2.2.6 and Objective 5.1
1.12	The City will explore ways that the Urban Street Design Guidelines and key code changes can provide for bicycle connections between residential developments and activity centers and between new roads and the existing road network.	Policy 2.1.1, Policy 2.1.3, Policy 2.1.4, Policy 2.6.1 and Policy 2.6.3
1.13	The City will consider amending the subdivision and zoning ordinances to incorporate provisions for on-road bicycle facilities and other bicycle-friendly amenities.	Policy 2.1.4, Policy 2.6.6, Policy 2.6.7
1.14	The City will continue to incorporate prioritized bicycle improvements into the annual Transportation Improvement Program (TIP).	Policy 2.1.3 and Policy 2.2.7
1.15	The City should update the Bicycle Master Plan every five years in conjunction with TAP updates.	Policy 2.6.8
1.16	Consider lowering the speed limit on streets that provide important bicycle connections.	Policy 2.1.1 and Policy 2.1.2
1.17	The City should continue to incorporate bicycle planning activities into its day-to-day activities.	Objective 2.1, Policy 2.1.2, Policy 2.1.4, Policy 2.1.5, Policies 2.6.1 - 2.6.7
2.1	The City will strive to provide an annual allotment for bicycle improvements in the City budget to implement bicycle projects called for in this Plan and to leverage other funds.	Policy 2.2.7 and Objective 2.6
2.2	The City will implement bikeway improvements as part of all new roadway projects.	Policy 2.6.3, Policy 2.6.4 and Policy 2.6.7
2.3	The City will seek State and Federal funds for bicycle projects.	Policy 2.1.5

Recommendation Number	Policy	Retained from previous Plan
2.4	The City will seek additional funding and partnerships for planning, design and construction of critical greenway and bike connection projects.	Policy 2.6.4
2.5	The City will seek public and private partnerships to implement bicycle improvements.	Policy 2.6.7
3.1	The City will consider bicycle accommodations in the planning, design and development of all rapid transit corridors, station areas and transit hubs.	Policy 2.1.2
3.2	The City will coordinate with the Mecklenburg County Parks and Recreation Department to provide connections between on-street bikeways and greenway trails.	Policy 2.6.4, Policy 2.6.5, and Policy 2.6.6
3.3	The City will coordinate the implementation of the Greenway Master Plan and the Bicycle Master Plan.	Objective 2.6 and Policy 2.6.4
3.4	CDOT and Mecklenburg County Parks and Recreation Department should continue to meet regularly to provide progress updates for each individual network, capital planning projects and overland bike to greenway connectors and should consider developing a yearly summit to address departmental concerns and progress regarding non-motorized connectivity.	Objective 2.1
3.5	The City will work with the County to provide 24-hour a day, seven day a week access to greenways that are used for transportation purposes in the bicycle route network.	Objective 2.1, Policy 2.6.4
3.6	The City will develop design standards and guidelines for intersection and greenway/bike crossings.	Policy 2.6.4
4.1	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 2.6.1
4.2	The City will seek to implement a minimum 5-foot bicycle lane on all new or reconstructed bridges and overpasses depending on posted speeds and on-street parking.	Objective 2.6
4.3	The City will conduct field tests of various emerging design treatments to improve bicycling conditions in the City.	Policy 2.1.3 and Policy 2.2.1
4.4	The City will further study how to retrofit drainage grates in a way that would accommodate paving over the gutter pan.	Policy 2.4.4
4.5	The City will consider eliminating or reducing the gutter pan to 12-inches on roadways with constrained right-of-way.	Policy 2.4.4
4.6	The City will seek to use the curb reconstruction procedure detailed in Figure 3 below as its method for determining how curb lines will be required as part of proposed new development.	Policy 2.6.3
4.7	The City and NCDOT should continue to work in close partnership on the appropriate design of bicycle facilities with the assumption that bike lanes or other facilities identified in this Plan will always be provided on new and reconstructed roads.	Policy 2.1.5
5.1	The City will seek to provide the bicycle facilities identified in this Plan as part of the road resurfacing process.	Policy 2.6.3
5.2	The City will seek to improve coordination between resurfacing and bicycle planning efforts.	Policy 2.6.3
5.3	The City should publicize the "Dial 311" system as an effective means for addressing bicycle-specific spot improvement needs.	Policy 2.1.2, Policy 2.2.6 and Policy 2.4.1

Recommendation Number	Policy	Retained from previous Plan
5.4	The City will seek to reduce the minimum vertical separation tolerance requirement to decrease the acceptable vertical distance between the gutter and the road surface.	Policy 2.6.1
6.1	The City will initiate and hold annual bike events to provide education opportunities and raise awareness of bicycling.	Policy 2.2.6
6.2	The City will educate bicyclists on the use of bike racks on buses to promote safe usage.	Policy 2.2.6 and Policy 2.3.3
6.3	The City will work with government agencies as well as private employers to provide incentives for biking to work.	Policy 2.2.6
6.4	The City will encourage Mecklenburg County Schools to implement a bicycle education curriculum in local school.	Policy 2.2.6
6.5	Encourage law enforcement agencies and community organizations to improve bicycle safety through increased bicycle helmet usage.	Policy 2.2.6
6.6	The City will consider supporting the inclusion of bicycle safety information in the State of North Carolina's Department of Motor Vehicles (DMV) procedures as part of the City's annual legislative request and lobbying efforts.	Policy 2.2.6
6.7	The City will support and encourage programs that promote motorist awareness of bicycle rights.	Policy 2.2.6
6.8	The City will support and encourage programs that educate bicyclists of responsibilities and safe riding habits.	Policy 2.2.6
6.9	The City will consider supporting the addition of bicycle safety information in the local Safety and Health Council of North Carolina driver safety courses.	Policy 2.2.6
6.10	The City will conduct regular before and after bicycle counts and studies to evaluate the impact of the emerging bicycle network.	Policy 2.2.1 and Policy 2.6.5
6.11	The City will continue to conduct annual accident analyses to determine local accident characteristics.	Policy 2.2.5 and Policy 2.5.2
7.1	The City should continue to provide bicycle racks at major destinations and provide bicycle racks and lockers at major transit connections.	Objective 2.1 and Policy 2.1.2
7.2	The City will seek to improve enforcement of the bicycle parking ordinance to ensure that parking is located close to building entrances.	Policy 2.6.7
7.3	The City will provide bicycle parking in all City garages and encourage bicycle parking in private garages.	Objective 2.1, Policy 2.1.2, and Policy 2.6.8