



Section 6:

TRANSPORTATION

Values:

Transportation Options, Connectivity, Safety, People-Oriented

Vision Statement:

Stallings has a transportation system designed to move vehicles and people quickly and safely, through connected, well designed streets, as well as a series of regional bike and walking facilities. Opportunities for future transit connections are made possible through intentional, directed growth, and regional transportation partnerships.

Town of Stallings Comprehensive Land Use Plan

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Introduction

Transportation Issues

Transportation Challenges

- Regional Context
- Congestion
- Choice
- TDM
- Connectivity
- Funding

Transportation Network

- Streets/Highways
- Air
- Bike/Pedestrian
- Public Transportation

Complete Streets

Transportation/Land Use Connection

Regional Cooperation

Goals

Strategies



Introduction

Transportation represents the lifeblood of a community. When transportation choices are available, practical and accessible to residents, and the capacity of the transportation system is meeting the needs of both locals and through commuters, then the community's transportation network is an asset. But if the needs of either group of users exceeds the system's capacity at any point, then the entire transportation framework can suffer and the system can be seen as detracting from a community. Stallings, like most towns, has a limited amount of control over the broader network and timing of transportation improvements, however, many transportation elements do lie within the Town's influence.

Developing a connected network of options, a complete system with multiple modes of travel, creates a "safety-valve" when one choice is not operating at full efficiency. The transportation network in Stallings offers great opportunity for the Town in terms of regional connectivity and access to jobs and services, as well as local quality of life elements that can be achieved through walking and biking facilities.

Several existing plans and reports hold essential information for painting a comprehensive transportation overview of Stallings. These plans are referenced as needed to focus on the Town's planning area. Referenced plans include:

- *Union County Multimodal Transportation Plan, 2016*
- *Charlotte Regional Transportation Planning Organization, 2045 Metropolitan Transportation Plan, 2012*
- *Town of Stallings Pedestrian Plan, 2008*
- *Western Union County Local Area Regional Transportation Plan, 2009*



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Transportation Issues

- Union County's expansive growth between 2000 and 2010 has created pressure on many two-lane roads originally intended for local use, that now serve as major connections between state and federal highways.
- Enhanced connectivity and the provision of multiple access points/routes to major destinations are becoming more crucial. Opportunities for increased connectivity are identified as new collector street alignments in the *Union County 2040 Roadway Improvement Plan*.
- Context-sensitive design principles are called for to develop transportation facilities that fit their physical settings and preserve scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility.
- Strategic and coordinated land use decisions are critical for meeting the increasing demand on transportation infrastructure posed by continued development.
- Rapid growth on the western side of Union County has created congestion issues that must be addressed through a variety of coordinated approaches.
- The number of major transportation improvement projects occurring in Stallings will temporarily increase congestion and travel delays.
- A regional, integrated network of greenways, open space, trails and sidewalks for non-motorized traffic connecting residential, commercial, mixed use and recreational areas is needed to provide transportation options.
- Most households in Stallings spend more than 25% of their income on transportation expenses. Expanding transportation options can reduce transportation costs and increase prosperity.
- Walkable connections are needed between neighborhoods and community destinations.
- As the senior population grows, local and flexible public transportation options will be needed.
- Existing corridors do not have a consistent streetscape pattern that includes multi-modal options (sidewalks, bike lanes, trees, medians, etc.).
- As congestion impacts surrounding communities, regional coordination of transportation issues is critical to Stallings' growth.
- The development of a regional light rail/ public transportation system is needed to provide alternative transportation options to Mecklenburg County.
- Projected transportation funding is not sufficient to construct all the projects that the Town may want. Stallings faces a challenge to provide the highest level of service possible using the limited amount of funding likely to be available.

Transportation Challenges

Regional Context

Transportation planning is a regional issue. The expansive interstate and state road network, including improvements to U.S. 74 and the completion of Interstate 485, has provided opportunities for Stallings residents to travel greater distances from home to employment and leisure activities. This has resulted in the expansion of housing markets



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away from the surrounding urban areas of Charlotte and Monroe. As daily travel movements became more regional in nature and less localized, the need for coordinated transportation planning has become apparent. Due to the Town's linear orientation along the Mecklenburg County border, Stallings' transportation network is profoundly affected by traffic generated from outside of the Town's boundaries. This volume of cut-through traffic presents a significant challenge to infill development and maintaining a compact suburban, livable community. Local transportation planning must therefore take place in coordination with greater regional efforts.

Congestion

Congestion occurs when the number of cars on the road exceeds the capacity of that road. Not only does congestion cause delay and personal frustration, but also reduces the efficiency of moving people and goods, resulting in excess greenhouse gas emissions, and increased stress on critical infrastructure. Regional economies are affected by these household and business-specific impacts which diminishes cost competitiveness and market growth opportunities, reducing the ability to maintain, develop, and draw businesses. To compensate for congestion, motor

carriers may need to add vehicles and drivers and extend their hours of operation, eventually passing these extra costs along to shippers and consumers. Congestion also impacts individuals and families financially through increased travel expenses and the value of their time expended on the road.

While rapid growth has contributed to long rush-hour commutes, much of the increase in traffic stems from an overwhelming reliance upon single occupancy vehicles. Current data suggest that Daily Vehicle Miles Traveled (VMT) continues to outpace population growth. Projected increases in population and employment for the Charlotte MSA area will bring with it an increased demand on the existing transportation network.

Choice

As Union County continues to grow, providing more travel choices will become increasingly important. Census data indicates that nearly 84% of workers 16 years of age or older living within the Town of Stallings commute to work alone in a car, truck or van. This means that less than 16% use some other means of transportation to get to their place of employment. The advantages of the personal automobile - with its instant availability, point-to-point

travel, and high speed capability - has made it an integral part of daily life for generations throughout the country. Automobile dependency has deeply influenced people's lifestyles and subsequently, the physical landscape of communities.

A transportation network should include walkable, connected neighborhoods, off-road greenway trails, a connected sidewalk system, and/or bike paths connected to major community destination points. It should also include multiple forms of transit, paratransit, and ride sharing options. While one alternative mode will not necessarily mitigate congestion, a multimodal transportation network can offer choices that, over time, will improve transportation efficiency. Options may also provide personal cost savings, increased comfort and safety, improved health, reduced need for a single-occupancy vehicle, and greater opportunity for travel for those who are unable to drive or afford a vehicle.

A multimodal transportation system includes choices for transporting people and goods throughout the community and emphasizes the importance of places and connecting people to these places. A multimodal system is the most effective solution to provide a sustainable network for all users at any scale,



Stallings
for the next 25 years

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Connectivity
is about linking
road,
walking
and cycling
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Town and externally,
that will support an
integrated and
sustainable
transportation
system
long term.



from the site plan level to cross community transportation. However, creating this system will require education on all levels, including elected officials, citizens, business owners, etc. This will require innovative ways to inform and educate people on the impacts of the current transportation system and the benefits of a system centered on providing users of all travel modes more options for mode and connectivity. As needs and travel behaviors change over time, having a multi-modal, multi-user system is essential for developing a sustainable, economically viable Town for future generations to enjoy.

Transportation Demand Management

Transportation Demand Management (TDM) covers a broad range of coordinated efforts to reduce single-occupant vehicle travel and increase efficiency of the transportation system. The specific objectives of TDM are to reduce traffic congestion, increase safety, improve mobility for nondrivers, enhance non-motorized travel, conserve energy, and reduce emissions.

Strategies for Transportation Demand Management primarily focus on peak travel times, when trips are made at the same time by large numbers of people and are, therefore, easier to replace

with alternative modes of travel. An effective TDM program maximizes the existing transportation system, thereby offsetting the need for costly system expansion.

As noted previously, travel demand can be served more efficiently by strengthening alternative modes of transportation including walking, bicycling, and public transportation. As a comprehensive TDM approach, regional and local strategies should include:

- Establishing performance measures for pedestrian and bicycle facilities;
- Identifying opportunities to make strategic sidewalk and bike lane improvements and linkages to enhance the effectiveness of transit;
- Evaluating and prioritizing project alternatives based on benefits for transit and non-motorized transportation; and,
- Reducing the number and length of trips through effective land use planning (i.e. increasing densities, mixing land uses, promoting infill).

Connectivity

Connectivity is about linking road, walking and cycling networks, within

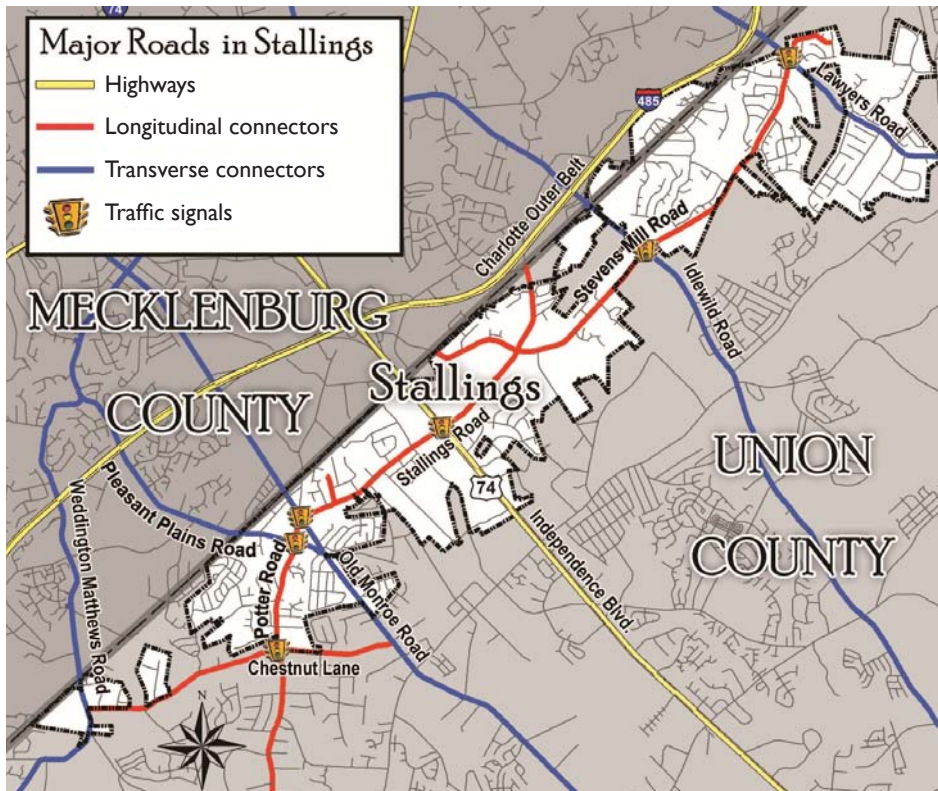
the Town and externally, to support an integrated and sustainable transportation system long term. The street system in Stallings is anchored by Stallings Road (north/south) and major arterials that cross Stallings Road, including Old Monroe Road, U.S. 74, Idlewild Road, and Lawyers Road. Other than U.S. 74, the system emerged from a framework of farm-to-market roads and residential connectors.

Historically, residential neighborhoods were constructed with minimal connections to the adjacent collector street system, creating pinch points along the network. Additional transportation connections can enhance choices for travel within and through Stallings; neighborhood to neighborhood, business to business, and all uses to adjacent streets. Connections can be made locally or regionally and take the form of actual street connections, curb cuts and/or stub outs for future development or non-vehicular connections such as biking or walking trails.

The Charlotte Regional Transportation Planning Organization (CRTPO) and NCDOT have developed programs and projects that enhance the development, integration, and connectivity of a multimodal transportation system. For example, the Monroe Expressway will improve cross-county travel be-

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Cross town connections in Stallings

tween Stallings and Marshville. This connector will also provide another link for movement of goods between rail, highway, and air. Future transit plans in Charlotte-Mecklenburg will provide many opportunities for the region's population to enjoy a more effective system to access the entire region. Park-and-ride lots will provide auto commuters an opportunity to access the current bus system, and will be available for the planned rapid transit

system. Bike racks on buses also allow people the flexibility to access bus stops by bike, improving the overall efficiency of the system.

Funding

In today's economic climate, transportation infrastructure dollars are scarce, making local project decisions challenging. Road building traditionally has been a state function, however,

Stallings and other growing towns have assumed a greater role in recent years as transportation needs statewide have far outstripped the state's ability to fund them. The N.C. Department of Transportation is in the driver's seat when it comes to most major road projects in Stallings, however the Town has helped steer millions of dollars in state and federal funds by helping to pay for projects and navigating them through planning and preliminary engineering. These actions have put much-needed road improvements into motion, which could have otherwise idled for years.

Currently, transportation projects within the Town are funded in one of two ways:

- NCDOT funds a project based on prioritization through the State Transportation Improvement Program (STIP); or,
- NCDOT and Stallings co-fund a project, which helps raise that project's priority.

The NCDOT State Transportation Improvement Program (STIP), which improves safety, and sets highway and bridge priorities consistent with environmental policy, is the primary source of construction funding for new transportation projects. Committed STIP projects, presently in various stages of

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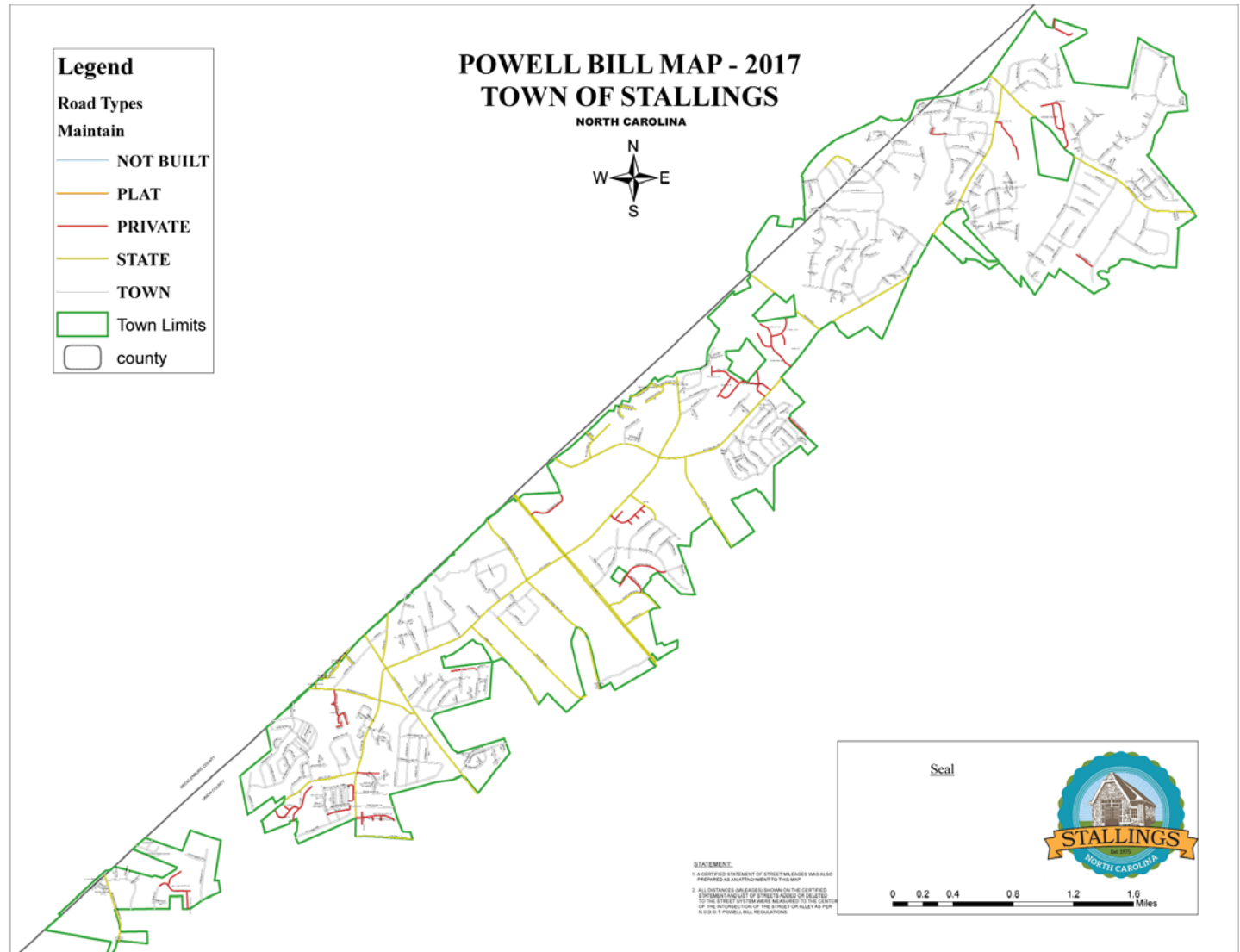
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development such as planning, design, land acquisition, and construction, will help meet local travel demand for future growth.

An additional funding source for road projects is mandated through the State Street-Aid Allocation Law, or the Powell Bill. Annually, Powell Bill allocations are made to incorporated municipalities that establish their eligibility and qualify as provided by the NC General Statutes. Powell Bill funds can be expended only for the purposes of maintaining, repairing, constructing, reconstructing or widening local streets that are the responsibility of the municipalities, or for the planning, construction, and maintenance of bike-ways or sidewalks along public streets and highways.

Regular maintenance of aging infrastructure is just as critical as new projects. Within Stallings there are numerous substandard NCDOT maintained streets, with many of these roads having only nine to ten foot lanes. New residential development is occurring rapidly on these substandard roads and the lack of lane width contributes to crashes. The substandard roads also provide no accommodation for a pedestrian or cyclist.

Options for transportation funding in

Stallings rely on regional coordination and pre-purchasing portions of the transportation construction process as a way to move a project forward. For example, the Town of Stallings can develop preliminary designs, pay for construction plans, or secure right-of-way for proposed projects.

Transportation Network

The transportation system is a network of structures – streets/highways, rural roads, rail, trails, sidewalks, etc. At the same time, it is also a system that links land uses, population centers, and economic opportunities.

To provide adequate facilities, Stallings

must prepare to meet future demand. Population projections, land use plans, and traffic patterns suggest that the Town will need to upgrade or expand some of its facilities, in addition to maintaining the current transportation network. Since funding is limited, the Town must prioritize the proposed improvements. Practical criteria for those choices could include traffic flow; safety; mobility; transit usage and the number of bicyclists and pedestrians; and access to other modes of transport.

Streets and Highways

Streets and highways make up the primary transportation network in Stallings. There are numerous transporta-

TAX INCREMENT FINANCING

Tax increment financing is a public finance mechanism by which local governments use bond proceeds to make public improvements that are necessary to spur private investment in a designated area. The new private investment is expected to raise property values within the designated area, which, in turn, increases property tax revenue. The increased tax revenue or “increment” is set aside to amortize the bonds that were used to pay for the public improvements. A TIF project begins when a local government designates an area as a TIF district, generally after finding that it needs to be developed or redeveloped. After choosing the TIF area, the relevant government unit creates a development plan, which in North Carolina and a few other states is sent to a statewide commission for final approval. If the plan is approved, the value of all the property in the district is measured in order to establish a “base valuation” on which to levy property taxes during the term of the TIF district, which in North Carolina can be up to 30 years. During that time, the sponsoring local government dedicates the new tax revenue arising from any increases in assessed property values in the district to servicing the bond debt.

Options

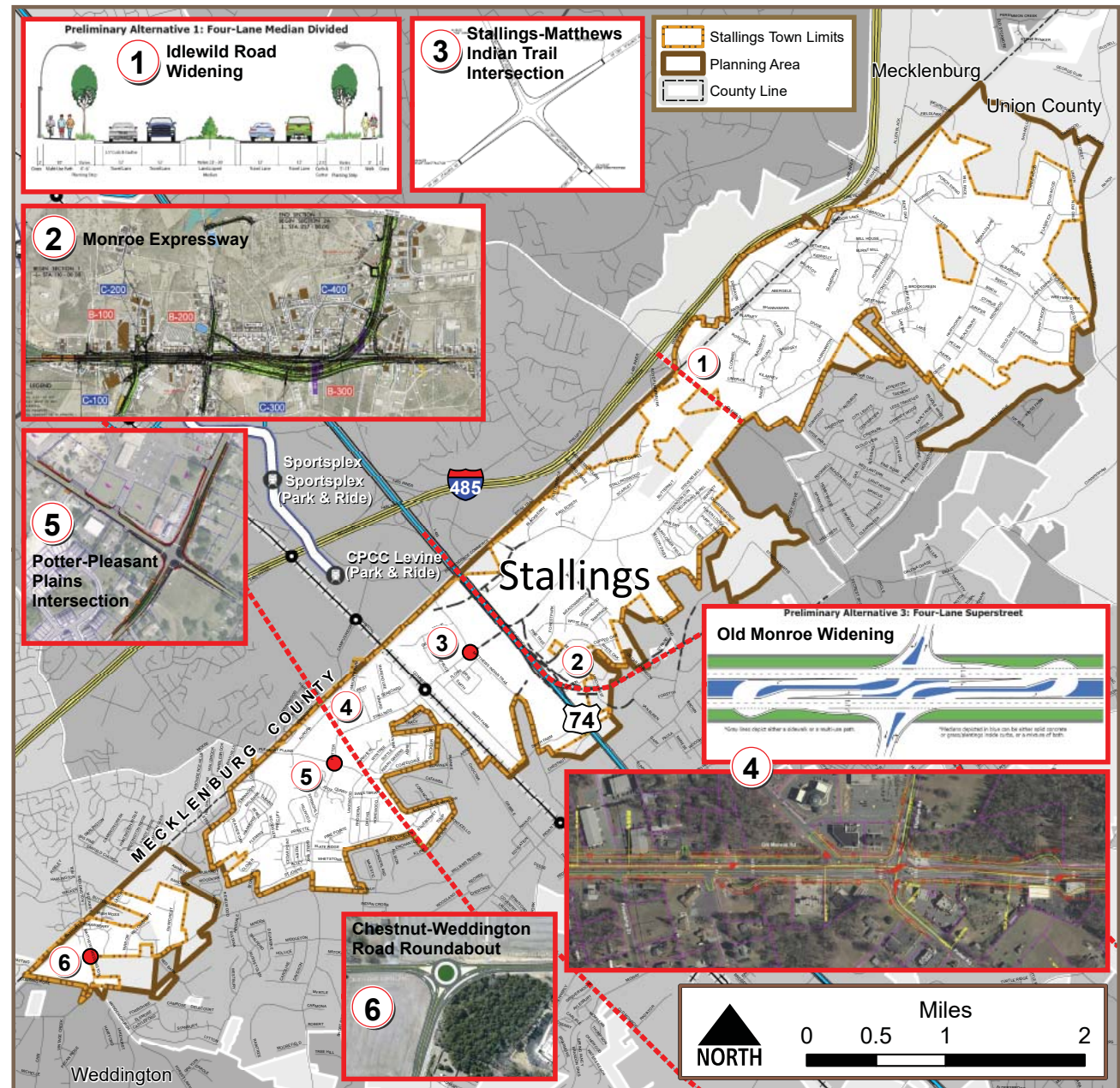
for transportation funding in Stallings rely on regional coordination and pre-purchasing portions of the transportation construction process as a way to move a project forward.

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- secure *right-of-way* for proposed projects.



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Transportation Scheduled Projects

	Project	Schedule
①	Idlewild Rd. Widening (U-4913)	R/W - 2020 Construct - 2021
②	Monroe Expressway (R-3329/R-2559)	Completion 2018 (tentative)
③	Stallings-Matthews Indian Trail Intersection (W-52100)	June 27 - December 2
④	Old Monroe Widening (U-47148)	R/W - 2020 Construct - 2022
⑤	Potter-Pleasant Plains Intersection (C-5112/W-5502)	2 nd Qtr. 2017
⑥	Chestnut-Weddington Rd. Roundabout (TIP-N/A)	Est. 2017-2018

● Road Projects - Spot Improvements

--- Road Projects - Alignments

--- Monroe Bypass

● LYNX SilverLine Stations

— LYNX SilverLine

— CATS Bus Routes

Existing Road Network

— Interstate

— US Highway

— NC Highway

— Local Streets

— Railroad

● Railroad Crossing

Map created by Centralina
Council of Governments
January 2017



tion projects currently planned within the Town's planning area over the next decade. This section outlines each major street and the improvements that are planned.

The adjacent map depicts the primary street network, the existing and proposed cross sections or improvements, and the status of those improvements. Additional information about the existing conditions and proposed improvements to the transportation network are also noted.

Monroe Expressway - U.S. 74 East

This corridor is the most complex and heavily traveled in Union County and provides the most direct route into Charlotte from the center of the county. Roughly 30% of Union County's employment falls within a one mile buffer of U.S. 74. This corridor is important to Stallings in providing retail, employment, and commercial development. While the median aids in the control of access from adjoining land uses, frequent driveways have been permitted throughout its length, contributing to both recurring and non-recurring traffic congestion (e.g., from accidents).

Within the town limits of Stallings, the U.S. 74 corridor is limited to vehicular access only, with no sidewalk or bicycle

access. There are almost no provisions for pedestrian crossing along or across the corridor either. This corridor also experiences the highest number of crashes in Union County.

Major changes are underway for U.S. 74 with the construction of the Monroe Expressway (R-3329 & R-2559), scheduled for completion in late 2018. Related improvements will extend the entire length of U.S. 74 in Stallings. The Monroe Expressway will extend nearly 20 miles from U.S. 74 near Interstate 485 in Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. Once complete, the Expressway will be operated by the North Carolina Turnpike Authority.



Monroe Expressway - U.S. 74 East / Stallings Road Interchange

Planned improvements call for U.S. 74 to cross over Stallings Road, with a toll facility located just east of the Stallings Road bridge, and an off-ramp that will permit local traffic to exit at toll zone 1-1. The toll road will then separate from U.S. 74 and continue northeast to



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Transportation Network



the eastern edge of Stallings. The project cross section included highlights the Stallings Road/U.S. 74 intersection. This construction will have a profound impact on Stallings, with new traffic patterns, land use potential, and conflicts with pedestrian and bicycle connectivity.

East John Street / Old Monroe Road (SR 1009)

Running parallel to the south of U.S. 74, this corridor is another heavily traveled roadway providing local access to businesses, and serving as a commuting route between Union County and Charlotte. Many local businesses are located within this corridor, with residential areas also directly accessible. This road is typically two to three lanes and has little to no control of access to adjacent residential and industrial properties. Sidewalks can be found only sporadically along this roadway and pedestrian crossing facilities and bicycle infrastructure is almost non-existent.

Planning and development are underway to widen approximately 6.5 miles of East John Street and Old Monroe Road – from Trade Street in Matthews, through Stallings, to Wesley Chapel-Stouts Road in Indian Trail. Proposed work would improve traffic flow, reduce travel delays and allow

for more vehicles to travel in the area. However, while NCDOT's project description maintains that bicyclists and pedestrians will be accommodated, the proposed Super Street - shown in Old Monroe Widening inset of the *Transportation Scheduled Projects* map - will have significant impact on the Town Center area.

Work would be divided into three sections:

- Trade Street to I-485 in Matthews
- I-485 to Waxhaw-Indian Trail Road in Stallings
- Waxhaw-Indian Trail Road to Wesley Chapel-Stouts Road in Indian Trail

Stallings Road - Potter Road (SR1365 - SR1357)

Stallings Road emerges from Mecklenburg County heading southward to enter the Town of Stallings and run essentially parallel to the Mecklenburg County line. It crosses U.S. 74 and East John Street / Old Monroe Road, where the roadway changes names to Potter Road. At the intersection, the road transitions from a two-lane, undivided street to a three-lane street (center two-way, left-turn lane) to allow turning onto Old Monroe Road and entrance to the Potter Square shopping center. Upon

reaching Chestnut Lane, it reverts back to a two-lane cross-section. The average and posted speeds drop between U.S. 74 and Old Monroe Road. This section is the most urbanized part of Potter Road, with numerous commercial driveways serving small, stand-alone retail shops to larger distribution facilities. Pedestrian facilities are needed to link the Town Center area, Stallings Park, and other amenities to nearby residential developments. Potter Road takes on a more rural character south of Chestnut Lane, losing sidewalks but still maintaining fairly high levels of traffic (8,000 vpd). This segment has no paved shoulders and no cycling facilities.

Stallings Road from the Mecklenburg County border to U.S. 74 is proposed for widening from a 2-lane to 3-lane section. South of U.S. 74, Stallings/Potter Road is proposed for improvement through access management strategies, including driveway consolidation. Both sections include the proposed improvements of 5' sidewalks and 5' shoulders.

In addition to bicycle and pedestrian improvements, there is a need to review the intersection of Stallings Road and Stevens Mill Road for future signalization. Currently, this intersection operates as a 4-way stop, however, as traffic counts increase, the need for a signal will become more pressing.

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Lawyers Road (SR 1004)

Lawyers Road is the northern-most primary entrance into Stallings. It is currently a 2-lane facility from the Mecklenburg County line through the Town of Stallings. While the 2025 *Union County Multimodal Transportation Plan* calls for a widening to a 4-lane cross section from I-485 to Stevens Mill Road, this project is not on the NC-DOT scheduled project list. The 2025 *Union County Multimodal Transportation Plan* calls for a 4-lane divided cross section for this facility.

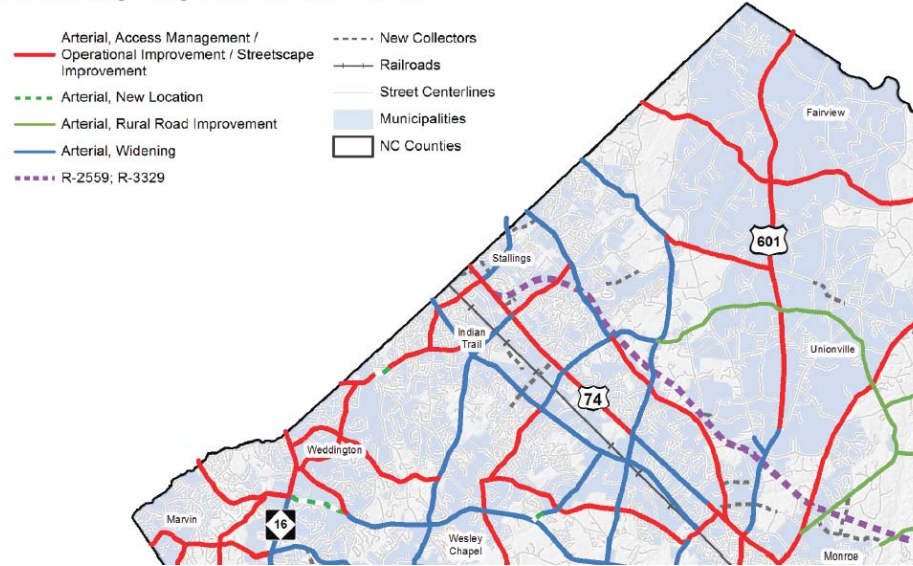
Idlewild Road (SR 1501)

Idlewild Road serves as another primary entrance into the northern half of Stallings. It is presently a 2-lane facility from the Mecklenburg County line through the Town, but is scheduled to be widened to a 4-lane median divided cross section from I-485 to Stallings Road (NCDOT Project U-4913) in concordance with the 2025 *Union County Multimodal Transportation Plan*.

Stevens Mill Road (SR 1524)

Stevens Mill Road begins in the Stevens Mill Neighborhood and crosses Lawyers Road as a 2-lane facility with median turn lanes. It continues as a 2-lane road southwest to run longitu-

Union County 2040 Roadway Improvement Plan



Union County Multimodal Transportation Plan, 2014

dinally through much of the northern side of Stallings. It crosses Idlewild Road, to Stallings Road where it bends west towards I-485 before crossing the county line and exiting Stallings. Sidewalks are intermittent along this road, primarily occurring adjacent to newer developments. Connecting these sidewalks to create additional connectivity will be needed. Striped crosswalks have been installed on two sides of the intersection with Stallings Road to serve the adjacent school.

Pleasant Plains Road (SR 1364)

Pleasant Plains Road begins at the historic Rock Store on Old Monroe Road and turns west to cross Potter Road and continue until the Mecklenburg County line. Pleasant Plains Road defines the southern edge of a tight triangle of roads (along with Old Monroe and Potter Roads) at the center of the Town where prominent businesses, food establishments and cultural landmarks are located. Sidewalks and a planting strip run the entire northern length of Pleasant Plains Road, continuing past I-485 in Mecklenburg County, where

Transportation Network



Complete Streets



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the road merges with South Trade Street.

Improvements are planned at the intersection of Potter and Pleasant Plains (C-5112/W5502) and will involve a widening of both roads and the intersection.

Collector Streets

In addition to the main network, additional collector streets are proposed to be constructed in Stallings with new development on an as-needed basis. Collector streets to be considered are outlined on the following map from the *Union County 2040 Roadway Improvement Plan*.

Complete Streets

There has been a shift in the United States from traditional automobile-dominated roadway design to the

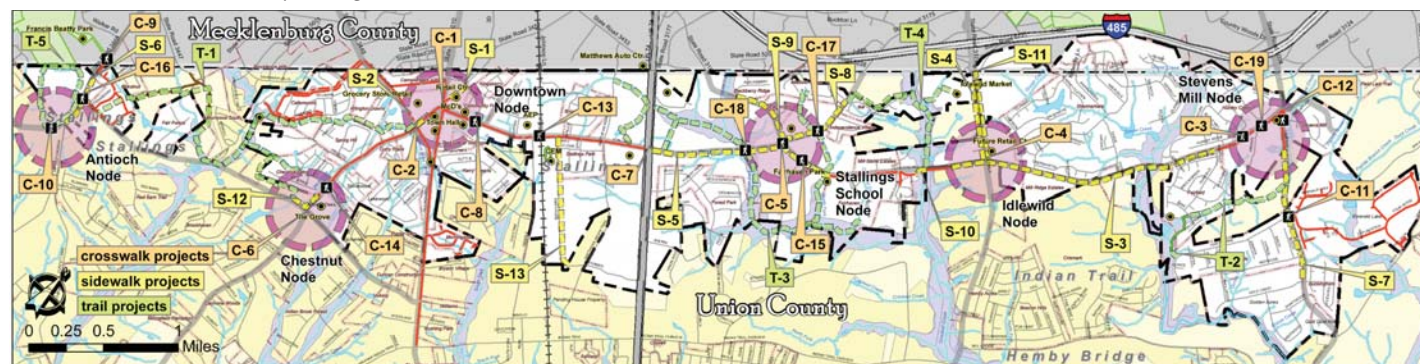
idea of “completing” streets. “Complete Streets” incorporate infrastructure into roadway design that provides for multiple modes of transportation, including not only cars, but also, walking, bicycling and public transportation. Complete Streets provide real transportation choice, and transform vehicle-dominated thoroughfares to community-oriented streets with safe, accessible and convenient accommodations for all modes of travel.

For improved multimodal connectivity and to enhance the identity and image of Stallings, safe pedestrian (and in some places, bike connections) are proposed throughout the Town to create a network of active transportation through complete streets. The primary routes of the network will consist of the following streets:

- Lawyers Road
- Idlewild Road
- Stevens Mill Road
- Stallings Road / Potter Road

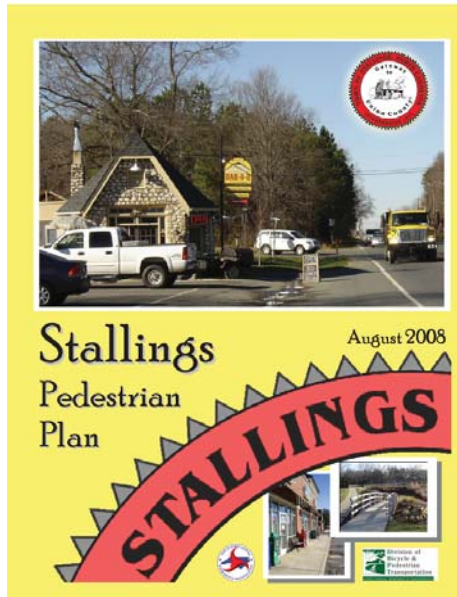
As these streets are considered for improvement, bike and pedestrian paths should be prioritized during the design phases. When adjacent properties are developed, improvements should be built or alternative corridors for bike and pedestrian movement should be identified and constructed. Major intersections along these routes will include welcome and/or gateway landscaping features. These intersections include:

- Stallings Road/Stevens Mill Road intersection
- U.S. 74 intersections
- Pleasant Plains Road/Potter Road Intersection



Comprehensive System Plan, Stallings Pedestrian Plan, 2008

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Bike and Pedestrian Facilities

The *Stallings Pedestrian Plan* (2008) documents sidewalks throughout the Town that exist along many of its primary streets and within newer subdivisions. The Plan also recommends where key connected sidewalks are needed, and a series of greenway trails.

Key components of the Pedestrian Plan:

- The downtown overlay district requires 12' sidewalks.
- Greenways in an adopted plan may be counted against open space requirements.

- The Plan calls for an adoption of mixed-use nodes to attract future development into areas that are walkable and bikeable.
- Trails are recommended along Twelve-Mile Creek, Goose Creek, Crooked Creek, North Fork, and a connection to Francis Beatty Park along Matthews-Weddington Road.

The highest ranked sidewalk, crosswalk and greenway projects in the Pedestrian Plan are all centered on the "Downtown Node" and Downtown Overlay District (DOD). These include critical sidewalk connections (Projects S-1 and S-2), improvement of pedestrian crossing conditions on Stallings Road at Old Monroe Road (C-1), and at the intersection of Potter Road and Pleasant Plains Road (C-2), as well as the establishment of a greenway connection (T-1) from the Downtown Node south to the Antioch Node. Additional opportunities for greenway connections to the other mixed-use nodes (Chestnut, Stallings School, Idlewild and Stevens Mill) are also identified in the Pedestrian Plan (Projects T-2, T-3, T-4, & T-5).

Public Transportation

Because Union County is considered an air quality maintenance area for the 8-Hour Ozone (2008) standard, the

Stallings Pedestrian Plan

TOP RANKED PROJECTS BY CATEGORY

CROSSWALKS

- C-1** Stallings Road - Old Monroe Road - Potter Road
- C-2** Potter Road - Pleasant Plains Road
- C-3** Stevens Mill Road - Mill House Lane
- C-4** Idlewild Road - Stevens Mill Road
- C-5** Stallings Road - Stevens Mill Road

SIDEWALKS

- S-1** Ridge Road
- S-2** Pleasant Plains Road
- S-3** Stevens Mill Road
- S-4** Idlewild Road south
- S-5** Stallings Road

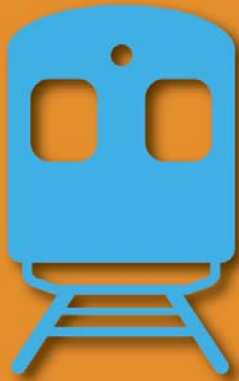
TRAILS

- T-1** Twelve-Mile Creek Trail
- T-2** Goose Creek Trail
- T-3** North Fork Trail
- T-4** Crooked Creek Trail
- T-5** Francis Beatty Trail



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The Silver Line

will connect Center City Charlotte to the CPCC Levine Campus. The Silver Line alignment will run alongside Independence Boulevard to the Village Lake Drive area and switch to a median-running line on Monroe Road, crossing over I-485 and terminating on the campus.



Illustration by Toole Design Group

County is required to determine solutions to mitigate air pollution. This means that in addition to spending transportation dollars on roads and highways, investments must be made for other modes of transportation to help improve/reduce emissions.

Currently, the only fixed-route transit service operating in Union County is the 74X Regional Express operated by the Charlotte Area Transit Service (CATS). Service is limited to weekdays, and only during peak morning and afternoon periods running on 20- to 30-minute intervals. The base fare is \$3.50 per one-way trip, and the trip length from the K-Mart in Monroe to the Charlotte Transportation Center in Uptown Charlotte is approximately 50 minutes (about 17 minutes longer than using a private automobile).

The Metropolitan Transit Commission (MTC), the governing body for CATS, has also recommended a light-rail service in the Southeast Corridor known as the Silver Line. This line will con-

nect Center City Charlotte to the CPCC Levine Campus. The Silver Line alignment will run alongside Independence Boulevard to the Village Lake Drive area and switch to a median-running line on Monroe Road, crossing over I-485 and terminating on the campus. The light rail line will be 13 to 15 miles long, have 13 stations including 8 to 10 park and ride locations, and have a 34-minute average travel time. Having a light rail line so close to the Union/Mecklenburg County line is an asset for the Town of Stallings and brings opportunities for regional connections.

Union County also operates human service (paratransit) transportation for trips within and outside the county, at fares ranging from \$2 to \$10. A two-day advance notification is required for rides. Each participant must also prove that he or she is a senior citizen (at least 60 years of age); a developmentally disabled adult; Medicaid client; a veteran eligible for medical treatment at a VA hospital or clinic; or a person with physically disabilities.

Rail

Passenger rail service is currently available through the Charlotte Amtrak station located on North Tryon Street, about 1.5 miles to the northeast of downtown Charlotte. It is the southern

terminus for the Carolinian and Piedmont lines, as well as an intermediate stop on the Crescent. It is Amtrak's third-busiest station in the Southeast United States. Plans are underway to replace this station with the Gateway Station multimodal transit station in Uptown Charlotte.

Air

The closest major airport to Stallings is the Charlotte Douglas International Airport, located in Mecklenburg County, 30 miles west of Stallings, and easily assessable via I-485. Charlotte Douglas provides passenger service by ten major airlines, and includes an intermodal center, which is a hub of economic activity for the region.

Transportation/Land Use Connection

The way land is developed directly affects the need for transportation infrastructure and improvements. Conversely, the availability of transportation can influence adjacent land development. This two-way relationship must be considered in both land use and transportation planning. For the most part, land use and associated traffic volumes dictate the type of roadway necessary. The Town's transportation system should improve ac-

Town of Stallings Comprehensive Land Use Plan

Section 6: TRANSPORTATION

cessibility to housing, jobs, goods and services, shopping, and recreation. The transportation component of this Plan establishes a relationship between land use and the transportation facilities and services needed to support growth. This Plan is intended to make the Town's transportation network more multi-modal and give those using the network more travel options. This is achieved, in part, by adopting land use policies that reduce the need for automotive travel. The following land use principles relate to the transportation policies, demands, financing, and strategies recommended in this Plan:

- Providing opportunities for greater residential densities close to employment and transit routes;
- Promoting compatible infill in established neighborhoods;
- Encouraging a mix of land uses

in commercial and surrounding areas; and,

- Facilitating many transportation modes by planning for and reviewing such modes in a comprehensive manner for the entire Town and region.

Regional Cooperation

Intergovernmental coordination among county, city, state, transit agencies, and the Town is needed to effectively address the cross-jurisdictional impacts of land use and transportation plans. Intergovernmental agreements and a general framework for effective coordination among government agencies should be established with the following strategies:

- Jointly plan, prioritize, and finance transportation improvements with Federal, state, regional, and local facilities and

services.

- Promote inter-modal connectivity and consistent designs.
- Encourage sharing the improvement and costs for transportation facilities, services, and maintenance.
- Encourage joint development and plan review teams for major projects having impacts across jurisdictional boundaries.
- Define procedures and standards for mitigating traffic impacts.
- Allow sharing of development impact mitigation where a project's impacts extend across jurisdictional boundaries.
- Establish consistent rules and procedures for environmental mitigation.



Regional Cooperation



Goals and Strategies

Goal T-1

Increase transportation choices by integrating multimodal options (walking, biking, public transportation, driving, etc.) into existing and new facilities.



Strategy T-1.1

Complete high priority connectivity projects, including:

- sidewalks on Stevens Mill Road,
- sidewalks connecting neighborhoods to Stallings Elementary School and Stallings Park,
- sidewalks connecting existing and new residential developments,
- sidewalks connecting neighborhoods to commercial nodes

Strategy T-1.2

Map high priority transportation projects (greenway trails, sidewalk projects, and bike lanes) and incorporate projects into the Town's capital improvement plan.

Strategy T-1.3

Coordinate active transportation planning and project construction with projects in nearby communities in Union and Mecklenburg counties.

Strategy T-1.4

Require construction of new greenway trails, sidewalks, and bike lanes as part of private development proposals.

Strategy T-1.5

Implement highway mobility, multimodal, and complete streets recommendations from the *Union County 2025 Multimodal Transportation Plan*.

Strategy T-1.6

Develop small area plans at key intersections and incorporate transportation elements that provide additional transportation choices and connectivity to surrounding residential and non-residential land uses.

Strategy T-1.7

Create a townwide greenway plan connecting Stallings to adjacent jurisdictions.

Goal T-2

Improve highway and local road connectivity through collector street design standards, right-of-way purchases and connectivity requirements.



Strategy T-2.1

Pursue the inclusion of the new collectors streets -- as outlined in the *2025 Union County Multimodal Transportation Plan* -- onto official project maps and ultimately in the Transportation Improvement Program.

Strategy T-2.2

Require that right-of-way be preserved as new development occurs (location and amount of right-of-way per NCDOT or Town of Stallings).

Goals & Strategies



Goals and Strategies

Strategy T-2.3

Consider purchasing right-of-way for new collector streets as property comes up for sale.

Strategy T-2.4

Develop collector street design standards and incorporate them into Town codes and site designs for new development and the re-surfacing or re-alignment of collector streets.

Goal T-3

Creatively expand transportation funding levels to maintain and improve the transportation system.



Strategy T-3.1

Work with county and regional partners to explore the establishment of alternative, local funding sources for roadway construction to help critical projects move forward faster.

Strategy T-3.2

Strengthen zoning codes to require transportation improvements with development and redevelopment activities to achieve maximum benefit with limited available public funds.

Strategy T-3.3

Coordinate transportation facilities (highway and trails) regionally to maximize benefits.

Strategy T-3.4

Work with regional partners to develop better transportation data to increase the amount of road dollars that come to the Charlotte Regional Transportation Planning Organization area.

Strategy T-3.5

Support regional, state and federal transportation initiatives to increase transportation funding.

Goal T-4

Apply context sensitive design principles (i.e. proposed cross sections) to new or expanded infrastructure projects.



Strategy T-4.1

Incorporate the streetscape cross sections identified in the Union County 2025 Multimodal Transportation Plan into public and private development proposals and small area plans.

Strategy T-4.2

Develop a standard street cross section for local residential streets that specify street widths, utility placement, and the provision of bicycle and pedestrian facilities.

Strategy T-4.3

Use designs for transportation projects and facilities that are oriented toward meeting the needs of all users, the communities served, and the natural environment.



Goals and Strategies

Strategy T-4.4

Push for the adoption of transportation project selection criteria for the Comprehensive Transportation Plan (CTP) or Metropolitan Transportation Plan (MTP) that consider local context such as consistency with a land use plan or other land use objectives/criteria.

Strategy T-4.5

During the design of new or expanded road projects, incorporate design features to minimize barriers and reduce visual and noise impacts to neighborhoods.

Strategy T-4.6

Seek context sensitive strategies to reduce the impacts of the Monroe Expressway and the Old Monroe Superstreet projects (landscaping, pedestrian and bicycle connectivity, noise reduction, etc.) as they transverse the Town.

Strategy T-4.7

Raise the level of awareness for residents, Stallings' elected and appointed boards, and potential developers, about the connection between land use and transportation and how different design options support each other.

Goal T-5

Increase local and regional transit system options.

Strategy T-5.1

Work with the Charlotte Area Transit System to develop park and ride lot(s) for the express bus service to Union County.

Strategy T-5.2

Establish a future transit corridor that would connect Stallings to the Silver Line light rail terminus at the CPCC Levine Campus in Matthews.

Strategy T-5.3

Develop a corridor plan for the Silver Line connection that would identify future transit stops.

Strategy T-5.4

Develop and establish minimum land use densities along the proposed transit corridor consistent with the corridor plan.

Strategy T-5.5

Work with Monroe/Union County on possible transit service expansion into Stallings.

Strategy T-5.6

Work with county and regional agencies to further address the needs of transit-dependent population(s) such as persons with disabilities, seniors, and other special needs groups.

Strategy T-5.7

Explore adding a requirement for transit stops in high use centers and major developments, such as shopping centers and medical facilities, and consider transit vehicle flow when planning such areas.

Strategy T-5.8

Participate in regional transit conversations related to service analysis and future corridors.



Goals & Strategies

Goals and Strategies

Strategy T-5.9

Market existing transit options to Stallings' residents and employers.

Goal T-6

Ensure that transportation improvements are made concurrent with land use development.



Strategy T-6.1

Strengthen the zoning ordinance to require traffic impact studies with developments that meet a given threshold of density, acreage, square footage, and/or units.

Strategy T-6.2

Develop minimum street and trail connectivity policies for new development and redevelopment.

Strategy T-6.3

Base development approvals upon adequate system capabilities at acceptable levels of service. Phase development approvals based on completion of connectivity and other transportation improvements.

Strategy T-6.4

Concentrate higher density development at key intersections as identified in the small area plans and along future transit corridors.

Strategy T-6.5

Coordinate transportation improvement projects with water and sewer extensions and the growth this Plan anticipates.

Strategy T-6.6

Ensure that road improvements and new road construction are designed to minimize the negative impacts to established neighborhoods.

Strategy T-6.7

Develop small area plans for key intersections to ensure that transportation and land use are completely coordinated to accommodate increased density at these locations.

Goal T-7

Coordinate with regional partners to ensure that Stallings' transportation needs are heard and proactively addressed.



Strategy T-7.1

Develop a transportation alliance to enhance transportation planning and project coordination with adjacent towns in Union and Mecklenburg counties.

Strategy T-7.2

Work closely with the Charlotte Regional Transportation Planning Organization (CRTPO) to ensure that projects impacting Stallings are included on the Transportation Improvement Plan.

Strategy T-7.3

Develop organizational capacity at the staff and elected official levels to advocate for transportation planning and infrastructure dollars.

