

## Transportation Element – Goals, Policies and Strategies

***Goal T-1: Ensure the County has the policies and ordinances in place to provide a highly connected and efficient transportation system.***

### Zoning and Growth Management

Review, evaluate, and amend existing ordinances and land use policies to ensure they support the current and future transportation system.

#### T-1(A) Land Use Policy Strategies

1. Adopt a Complete Streets Resolution to:
  - Support implementation of policies requiring development and transportation projects to provide facilities for all user modes that are appropriate for the context of the site,
  - Position York County to be awarded grants for planning and construction of facilities, and
2. Develop, adopt, and implement a county-wide Thoroughfare Plan to ensure preservation of corridors necessary for future road improvements and map new road alignments that will improve street connectivity and promote economic growth.
3. Evaluate the county’s Road Acceptance Policy at a minimum 5-year frequency.
4. Support adoption and completion of capital sales and use tax initiatives (Pennies for Progress Program).
5. Promote land uses that will not conflict with the daily operation and future viability of the Rock Hill-York County (Bryant Field) Municipal Airport and Master Plan.

#### T-1(B): Ordinance Strategies

1. Study implementation of a Transportation Impact Fee ordinance to apply to all new development within a specified geographic boundary or along Major Roads as a method to offset the costs of maintaining and improving existing roads and constructing new roadways to meet the transportation infrastructure demands of new development.
2. Evaluate and modify subdivision and commercial development ordinances to support an integrated transportation system that incorporates
  - effective spacing and connectivity of collector roads,
  - adequate connectivity of the local street system (restrict construction of cul-de-sacs to areas restricted by existing development or severe topographic constraints, allowing them only where environmental constraints preclude interconnectivity),
  - flexible roadway design standards to allow context appropriate designs beyond the Planned Development and Traditional Neighborhood Development districts,
  - integration of pedestrian and bicycle facilities that are safe, convenient, and attractive,

- modification of parking standards to promote shared use of parking and interconnectivity of parking lots, particularly along commercial corridors and within mixed-use centers,
  - promotion of shorter streets and smaller blocks sizes in urbanizing areas to promote more walkable and connected communities,
  - creation of a new street section detail and a clear definition for a neighborhood collector street,
  - revision of street section details to incorporate alley access, street lighting, landscaping, bike facilities, sidewalks, and on-street parking.
3. Revise the Traffic Impact Analysis (TIA) Ordinance to reference a TIA Guideline Manual that can be updated administratively.
  4. Revise as necessary, the Transportation Corridor Preservation Overlay ordinance as new major roadway projects are added and completed.
  5. Study the feasibility of creating a Health Impact Assessment ordinance requirement for development of a specified scale: includes traffic impact analysis, review of walk- and bike-ability of area, impacts to air quality, and impacts to quality of life.
  6. Revise the York County Ordinance to apply the curb cut spacing requirements of the Arterial Road Overlay to all Major Roads to improve the flow of mainline traffic.
    - Before accepting variance applications for curb cut spacing, require documentation supporting that reasonable alternative access, such as sharing access with neighboring parcels and connecting to adjacent parcels with rear access drives has been evaluated and determined to be infeasible.
    - Update access requirements to mandate multiple access points for residential and commercial developments of a certain scale or intensity, and require the access points to be on more than one public road.
    - Reduce the maximum number of curb cuts allowed per feet of arterial road frontage.

***Goal T-2: Work cooperatively with federal, state, regional, and local governments, the private sector, and residents.***

Coordination

Partner with committees, regional planning agencies, and municipalities to coordinate transportation planning initiatives across jurisdictional boundaries that promote long-term traffic congestion relief, improve safety of the traveling public, and promote economic growth.

T-2 Coordination Strategies

1. Continue working with the SCDHEC Bureau of Air Quality through involvement in the York County Interagency Consultation Committee and the Catawba Regional Air Quality Coalition to proactively implement policy, programmatic, and environmental changes that reduce emission of pollutants.

2. Seek creative funding solutions (grants, fees, tolls, right-of-way dedication, etc.) from public and private entities for construction funding for transportation development projects and associated multi-modal improvements.
3. Coordinate with transportation professionals within the RFATS and CROG communities to develop a TIA Guideline Manual that can be used as a standard analysis template.
4. Ensure proposed Pennies for Progress transportation projects facilitate goals of regional Comprehensive Plans and consider compatibility with future land use designations prior to referendums being finalized.
5. Work with SCDOT to include wider paved shoulders with modified rumble strip skip patterns on arterial and collector roads, include striped bike lanes on appropriate roadways when resurfacing projects are designed along adopted bike routes, and seek funding to construct wider paved shoulders for new road construction and resurfacing projects.
6. Continue participation on local and regional committees that support cooperative regional planning efforts.
7. Coordinate with RFATS and the Catawba Regional Council of Governments (CROG) on the implementation and future updates of the Long Range Transportation Plan (LRTP).

***Goal T-3: Promote a balanced multimodal transportation system that provides mobility and accessibility for its users.***

**T-3 Complete Streets Strategies**

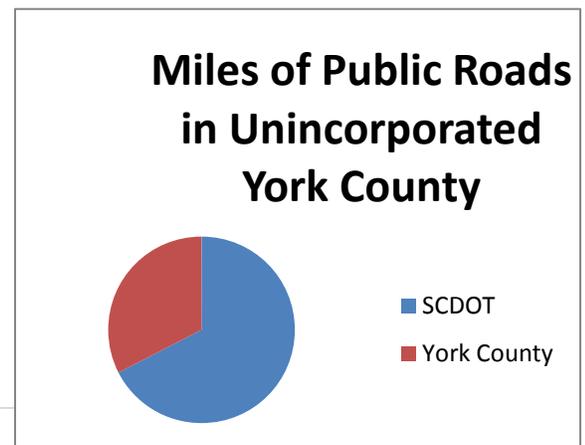
1. Increase availability of public transportation to York County citizens for commuting and serving basic needs.
  - Support RFATS efforts to offer transit services in NC urbanized areas (Charlotte and Gaston) that encroach into York County.
  - Reevaluate the feasibility of extending CATS transit service along Highway 49 from North Carolina into the Lake Wylie area.
  - Continue to fund demand response transit service in the non-urbanized area.
  - Increase awareness of transit service options to general public through the use of marketing techniques.
2. Coordinate with RFATS to reassess the previously identified Bus Rapid Transit Corridor (BRT) route by updating the study to reflect current development conditions.
3. Revise the Sidewalk Ordinance to strengthen and clarify language regarding the installation of pedestrian facilities and write an ordinance that establishes design requirements for bicycle facilities and where they should be implemented.
  - Consider requiring street lighting on collector and arterial roads and near schools.
  - Require pedestrian facilities to be constructed in industrial developments and along existing or proposed arterial and collector road frontage for all developments.

- Establish standard details and definitions for pedestrian and bicycle facilities for use by developers.
- 4. Develop and adopt a County-wide bicycle and pedestrian master plan to improve feasibility of walking and cycling to local destinations and increase opportunities for physical activity.
  - Incorporate municipal and RFATS bicycle and pedestrian master plans into County document.
  - Survey locations and conditions of existing facilities and identify where maintenance and new facilities are needed, with an emphasis on facilities in the urbanized area.
  - Incorporate destinations such as schools, YMCA, parks, food retail, etc. into routes.
- 5. Strategically enhance existing transportation infrastructure to support the region’s economy through efficient movement of freight.
  - Prioritize transportation improvements that address freight congestion and key bottlenecks.
  - Promote effective land use to support freight mobility, business development, and job growth.
  - Mitigate air quality impacts to reduce barriers to businesses that support movement of freight.

***Goal T-4: Promote a fiscally sound, efficient and safe transportation system.***

**T-4 Roadway System Strategies**

1. Improve public roadway connectivity and access management policies to decrease travel distances, traffic congestion, and accident risk.
  - Increase street connectivity and relieve congestion at major intersections through construction of new alignments connecting arterial and collector roads.
  - Support SCDOT installation of technology to improve function of traffic signals.
  - Strengthen street connectivity language in ordinance to limit cul-de-sac construction to areas restricted by existing development or severe topographic constraints.
  - Periodically evaluate applicable roadway standards to ensure they are compatible with current SCDOT Standards.
2. Continue to maintain a high standard of pavement condition for roads in the York County Road Inventory (maintained by York County Public Works Department) and contribute to the maintenance of SCDOT-maintained roadways.
  - Continue committing local funds to supplement resurfacing projects on SCDOT-maintained roads.
  - Continue to maintain a high pavement quality ranking on County-maintained roads through the General Fund and C-Fund Resurfacing programs.
  - Continue paving County-maintained gravel roads using General Funds, C-Funds, and private funding as right-of-way is acquired.



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- As an alternative to road widening projects, promote improvements that provide long-term congestion relief such as construction of turn lanes and installation of traffic cameras and fiber optic lines to improve traffic signal function.
- Explore inclusion of state road resurfacing in future one cent sales tax referendums