



## **Charlotte Equitable Development Commission**

Charged with advising in the assessment of infrastructure throughout the city and recommending strategies that balance equitable investments in areas most in need, including areas with absent and insufficient facilities, areas growing fastest, and areas targeted for growth.

**Thursday, June 9, 2022**

**3:00 – 4:30 p.m.**

**Charlotte Mecklenburg Government Center**

**CH-14**

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### **AGENDA**

- I. Agenda Overview and Opening Remarks from Chair**
- II. Work Plan**
  - Review Work Plan Focuses
  - Identify information needed for Commission's review and recommendations
  - Outline next steps
- III. Work Plan Area: Strategic Mobility Plan**
  - Review plan's concept, intent, progress, and next steps
  - Questions and feedback
- IV. Work Plan Area: Community Engagement**
  - Questions, information, and feedback

**Staff Resource:** Liz Babson, Director of Charlotte Department of Transportation



## Charlotte Equitable Development Commission May 12, 2022 Meeting Summary

**Commission Members:** Caleb Theodros (Chair), Angela Carlson, Williams Hughes, Mattie Marshall, Carolyn Millen, Marjorie Molina, and Richard Saltrick were present. Jordan Brooks-Adams and Ismaail Qaiyim were absent.

**Commission Purpose Statement:** The Commission is charged with advising in the assessment of infrastructure throughout the City and recommending strategies that balance equitable investments in areas most in need, including areas with absent and insufficient facilities, areas growing fastest, and areas targeted for growth.

**City Support Staff:** Liz Babson (CDOT Director), Federico Rios (Housing and Neighborhood Services), Marie Harris (Strategy and Budget), and Cherie Smith (Strategy and Budget)

### Agenda Overview

Chair Caleb Theodros provided an overview of the agenda.

### Equity in Governance Framework

The Commission received a presentation on the Equity in Governance Framework being proposed by the Environment, Engagement, and Equity (EEE) City Council Committee by Federico Rios with the Office of Equity, Mobility & Immigrant Integration.

Mr. Rios discussed shared definitions of individual/personal racism, equity, racial equity, and institutional/structural racism along with the City of Charlotte's current equity initiatives. He also discussed benchmarking research and highlighted successful initiatives from various jurisdictions across the country. The presentation concluded with an overview of the City of Charlotte's equity framing statement and equity in governance framework. The city's equity framing statement includes steps to be taken to ensure the city is addressing racial and other inequities and exclusion. Steps included:

1. Prioritizing disenfranchised residents
2. Mitigating disproportionate impacts
3. Acknowledging and addressing historic inequities
4. Creating more opportunities for upward mobility
5. Consistently evaluating government systems
6. Meaningfully engaging residents

Questions from Commission members and group discussion followed. Questions included:

- How do we know what money is being allocated towards equity initiatives? What about the environment and engagement components?
- How does the budget align with the equity priority? Specifically, with the Corridors of Opportunity?
- Are there equity metrics that can be used to argue for funding in underserved areas?
- What are certain engagement initiatives that have been successful in garnering community feedback (nationally)?
- How do we successfully meet people where they are?
- How can we make the distinction of whether something is access- or outcome-oriented?



## Charlotte Equitable Development Commission May 12, 2022 Meeting Summary

Staff indicated that they would provide follow-up information regarding funding that is being provided in the FY 2023 budget that advances the equity priority.

### Priority Setting

Cherie Smith of Strategy and Budget provided an overview of previous priority setting work and discussion completed by the Commission at its April 19, 2022 meeting.

The Commission had a wide range of input on focuses that included:

- Understand performance and equity metrics
- Updates on program performance
- Peer-city benchmarking
- Understand funding streams
- Support employment opportunities
- Ensure intentional engagement
- Identify areas of influence

Commission members discussed areas, including specific plans and programs, where the Commission could potentially have the greatest impact on equitable growth and development and the need for a workplan to guide the Commission's development of future recommendations to City Council.

Chair Caleb Theodros requested, due to time constraints, that the Commission members consider what focus areas are of greatest importance and what additional information is needed from staff. Commission members will discuss these items at the next meeting. Chair Theodros laid out a plan for upcoming meetings, which included:

- Determining focus areas and information gaps/questions for staff (June meeting)
- Looking at existing programs and areas for potential collaboration (July meeting)
- Providing feedback and developing recommendations for City Council (August meeting)

The Commission adjourned the meeting at 4:43 p.m.

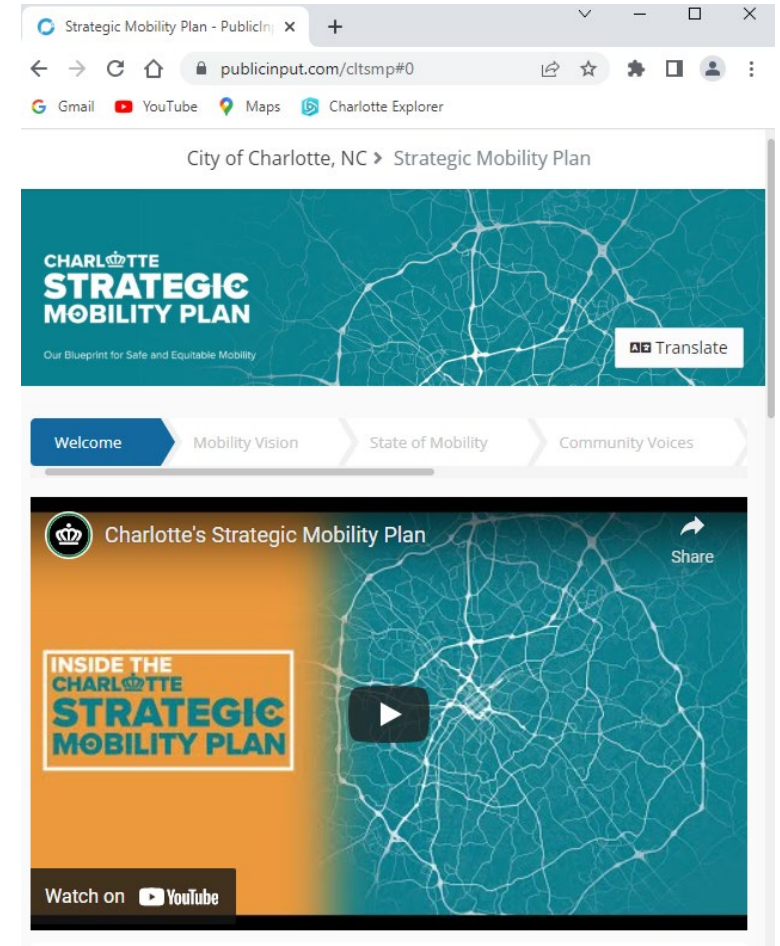


**CHARLOTTE**  
**STRATEGIC**  
**MOBILITY PLAN**

Our Blueprint for Safe and Equitable Mobility

**CHARLOTTE EQUITABLE DEVELOPMENT COMMISSION**  
**JUNE 9, 2022**

- The Strategic Mobility Plan is a transportation plan that establishes the vision for Charlotte's streets
- It's time for an update!
- First draft released May 20



Plan Webpage: [charlottenc.gov/smp](http://charlottenc.gov/smp)  
Draft Comment Portal: [publicinput.com/cltsmp](http://publicinput.com/cltsmp)

# CHARLOTTE FUTURE

## 2040 COMPREHENSIVE PLAN



1. 10-MINUTE  
NEIGHBORHOODS



2. NEIGHBORHOOD  
DIVERSITY AND  
INCLUSION



3. HOUSING  
ACCESS  
FOR ALL



4. TRANSIT- AND TRAIL-  
ORIENTED  
DEVELOPMENT



5. SAFE AND  
EQUITABLE MOBILITY



6. HEALTHY, SAFE, AND  
ACTIVE COMMUNITIES



7. INTEGRATED NATURAL  
AND BUILT  
ENVIRONMENTS



8. DIVERSE AND  
RESILIENT ECONOMIC  
OPPORTUNITY



9. RETAIN OUR  
IDENTITY  
AND CHARM



10. FISCALLY  
RESPONSIBLE



# 2040 COMPREHENSIVE PLAN



## 5. SAFE AND EQUITABLE MOBILITY

Charlotte will provide **safe** and **equitable** mobility options for all travelers regardless of age, income, ability, race, gender, where they live, or how they choose to travel.

An integrated system of transit and tree-shaded bikeways, sidewalks, shared-use paths, and streets will support a **sustainable, connected, prosperous, and innovative** network that connects all Charlotteans to each other, jobs, housing, amenities, goods, services, and the region.



1. 10-MINUTE NEIGHBORHOODS



2. NEIGHBORHOOD DIVERSITY AND INCLUSION



3. HOUSING ACCESS FOR ALL



4. TRANSIT- AND TRAIL-ORIENTED DEVELOPMENT



5. SAFE AND EQUITABLE MOBILITY



6. HEALTHY, SAFE, AND ACTIVE COMMUNITIES



7. INTEGRATED NATURAL AND BUILT ENVIRONMENTS



8. DIVERSE AND RESILIENT ECONOMIC OPPORTUNITY



9. RETAIN OUR IDENTITY AND CHARM



10. FISCALLY RESPONSIBLE

## Project Ideas | What do people want to see in your area?

### 5 West

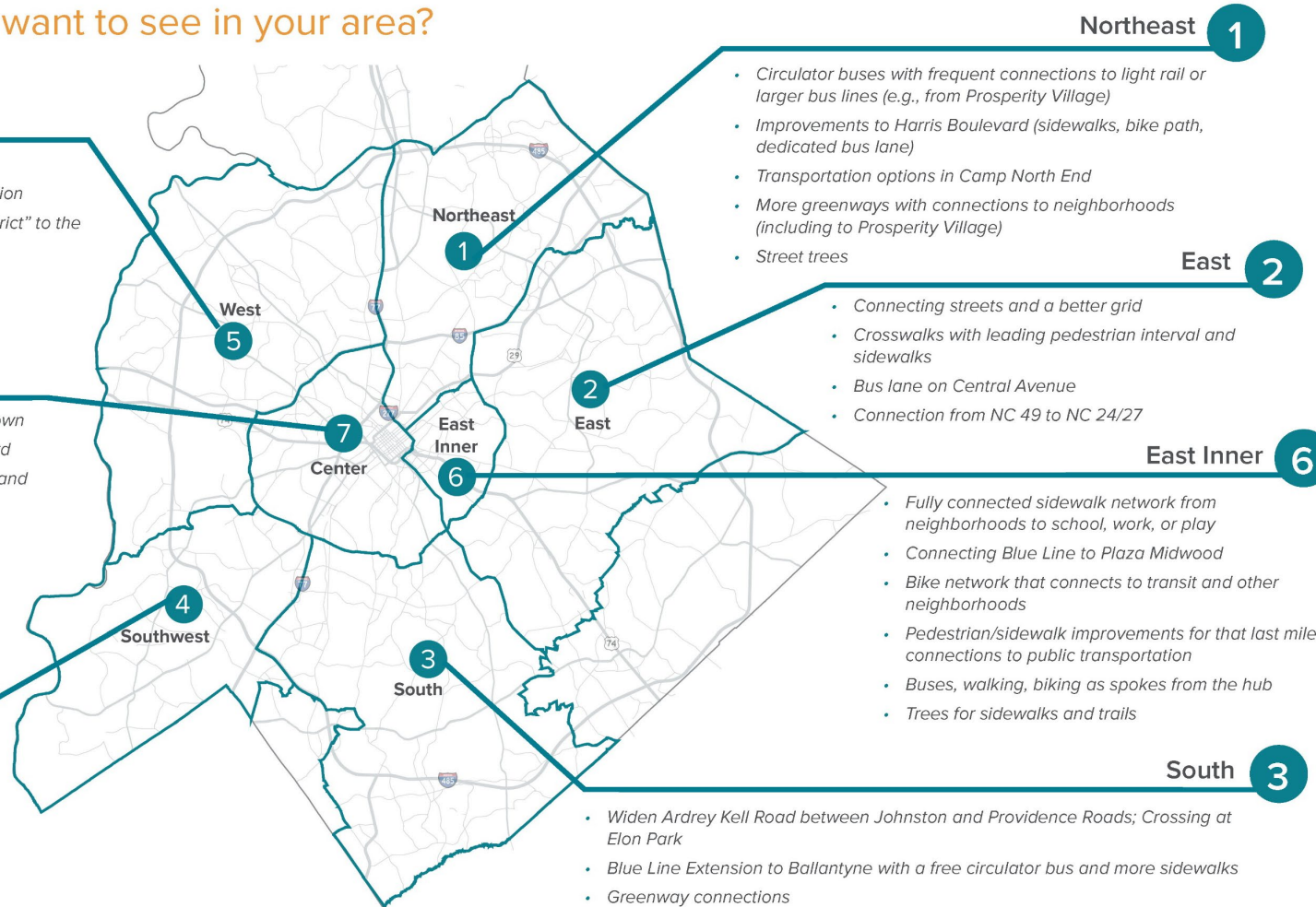
- Bike route along NC 16
- Investment in rail, sidewalks, and other modes of transportation
- Greenway connect along Catawba River from “the River District” to the Whitewater Center
- Sidewalk on Bellhaven Boulevard
- Sidewalks and wider roads with bike lanes in Coulwood
- Greenway in the Mountain Island Lake area

### 7 Center

- Completion of the Irwin Creek Greenway from Clanton to Uptown
- Improved pedestrian/bike access under I-77 on West Boulevard
- Protected bike lanes on busy roads such as Morehead Street and Park Road
- 10-minute walking access to goods/services
- Safer crossings along South Boulevard
- Safety features and art along the Rail Trail
- Traffic calming in neighborhoods
- Realtime bus information for buses and trains
- Better safety and more capacity at the transit center

### 4 Southwest

- Widening NC 160 and Shopton Road
- Safe bike connections to Ballantyne
- Pedestrian crossings, especially at South Tryon Street intersections with Tyvola and Nations Ford Roads
- Pedestrian connections over railroad
- Bike land on South Tryon Street, Tyvola Road



### Northeast 1

- Circulator buses with frequent connections to light rail or larger bus lines (e.g., from Prosperity Village)
- Improvements to Harris Boulevard (sidewalks, bike path, dedicated bus lane)
- Transportation options in Camp North End
- More greenways with connections to neighborhoods (including to Prosperity Village)
- Street trees

### East 2

- Connecting streets and a better grid
- Crosswalks with leading pedestrian interval and sidewalks
- Bus lane on Central Avenue
- Connection from NC 49 to NC 24/27

### East Inner 6

- Fully connected sidewalk network from neighborhoods to school, work, or play
- Connecting Blue Line to Plaza Midwood
- Bike network that connects to transit and other neighborhoods
- Pedestrian/sidewalk improvements for that last mile connections to public transportation
- Buses, walking, biking as spokes from the hub
- Trees for sidewalks and trails

### South 3

- Widen Ardrey Kell Road between Johnston and Providence Roads; Crossing at Elon Park
- Blue Line Extension to Ballantyne with a free circulator bus and more sidewalks
- Greenway connections
- Improvement at Lancaster/Carolina Place intersection
- Bus lanes on Providence Road, South Boulevard
- Road maintenance
- Improved bus stops, sidewalks, bike connections along make roads

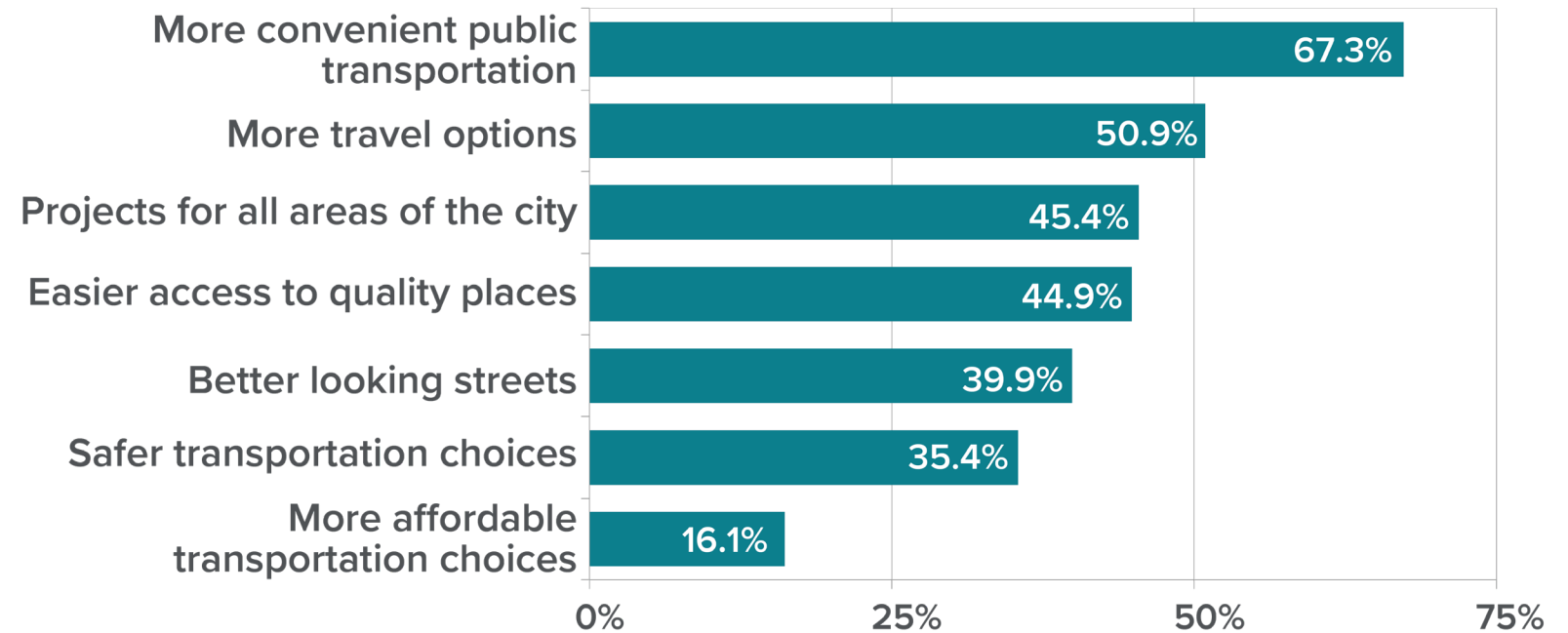




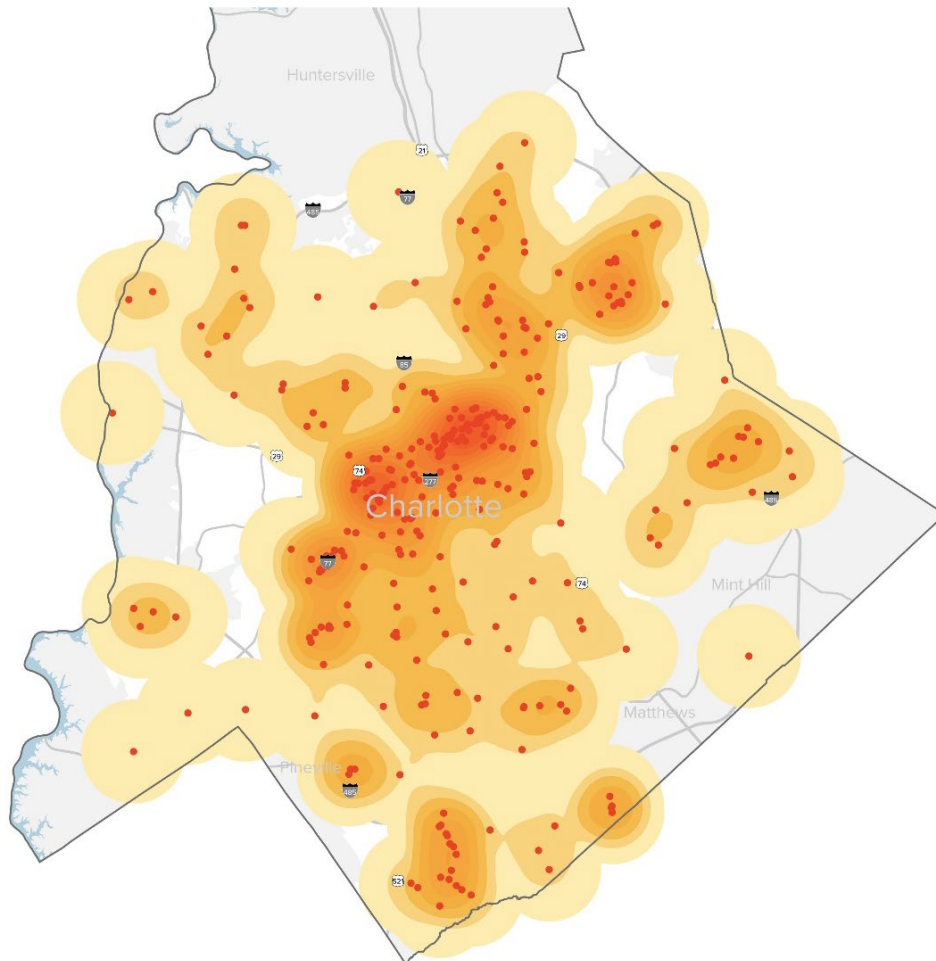
# Our Community Voices

## Most Preferred Mobility Changes

What **THREE** changes would you like to see in Charlotte? (select up to three)



## Pedestrian Input Snapshot



This stretch of sidewalk needs tree cover to be functional.

Sidewalk abruptly ends. We need a sidewalk to continue underneath the Matheson Ave bridge into NoDa to better connect the two neighborhoods.

**Wheelchairs can not use the sidewalk here as it is narrow and there are telephone poles in the way as well.**

Widen sidewalks on south side of University City Boulevard -- too narrow to carry pedestrians and bikes from new residential developments to shopping centers.

Complete sidewalks, or better, a shared walk/bike path on Tryon from Mallard Creek Church across the bridge.

Improve the underpass pedestrian experience to better connect South End and Wesley Heights.

New wider sidewalks/street trees/lighting needed all down N. Davidson

Can we set sidewalks wider and further from the street so that kids walking from the high school are safer?

Walking up 12th and across the bridge on Graham is pretty perilous. Any protection or median would be great.

A better pedestrian connection between Optimist Hall and the Parkwood LYNX station would be great and further encourage people to take transit instead of driving.

Harris Blvd has incomplete sidewalks or a shared use trail from JW Clay to University Hospital Road. Pedestrians are forced to use ditches or walk on road with cars going 55 mph.

There is no safe way for pedestrians or cyclists to cross Eastway. This is becoming a more common crossing since Parks & Rec opened the Eastway Rec Center.

Difficult to navigate intersection for pedestrians that makes access to the Irwin Creek Greenway difficult.

We need sidewalks to continue from the intersection of Weddington Rd/McKee Rd down to Francis Beatty Park to give people safe access to shopping and the Park.

**Lack of sidewalks, not only in my neighborhood, but on very busy main streets.**

Dalton Ave is very wide and has plenty of room to be improved with better pedestrian and bicycle infrastructure.

Encourage businesses, traffic, visitors to walk more around downtown Derita - park once and walk to various places. Needs traffic calming and pedestrian infrastructure as well as beautification (trees and art).

I believe a sidewalk should be place on W.T Harris Blvd. from the Northlake Mall to the intersection of Mallard creek. This would increase mobility of those living in the area without reliance on a car.

**There are a lot of pedestrians and transit riders along Freedom. Can you widen and improve sidewalks, increase tree canopies and shade?**

**Lots of kids cross the street to get to Tom Hunter Park from Silverstone apartments. A crosswalk would be a great addition.**

Harrisburg Road needs crosswalks so people can get to the recreation facilities.

Dangerous area where Wallace Rd meets Monroe - across from East Meck. Sidewalks too close to street and not maintained. Traffic pilons all knocked down and people don't follow road rules - always turn left from Wallace onto Monroe. Love the MORA improvements but still unsafe along Monroe Rd.

Create safe crossings for peds and bikes on Lasalle between Newcastle and Beatties Ford Road.

Better shade needed along this walking route to connect Central. Noda businesses with North Noda businesses.

Create parklets or expand sidewalks here for more pedestrians. The former parking spaces have been converted to loading only zones. So most of the time this space sits empty. Sidewalks are narrow here and we need more space for pedestrians

Add sidewalk on west side of Charlotte Drive between East Blvd and Ideal Way.

**Many residents walk and bike this road and a sidewalk will create a safer environment for the pedestrian and motorist.**

## Safe | Vision Zero

### 2040 Aspiration

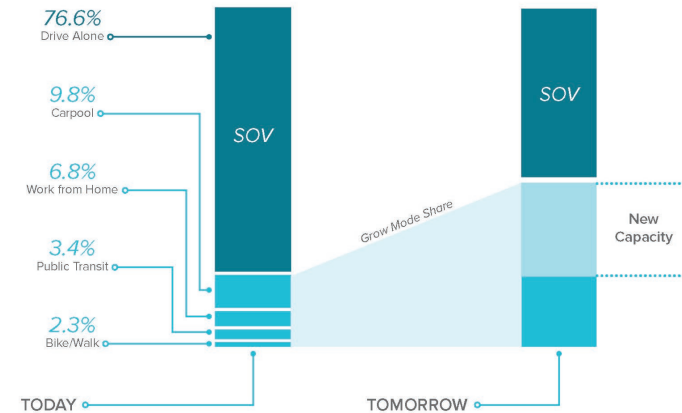
As a community, we will eliminate traffic deaths and serious injuries for all who share Charlotte streets.

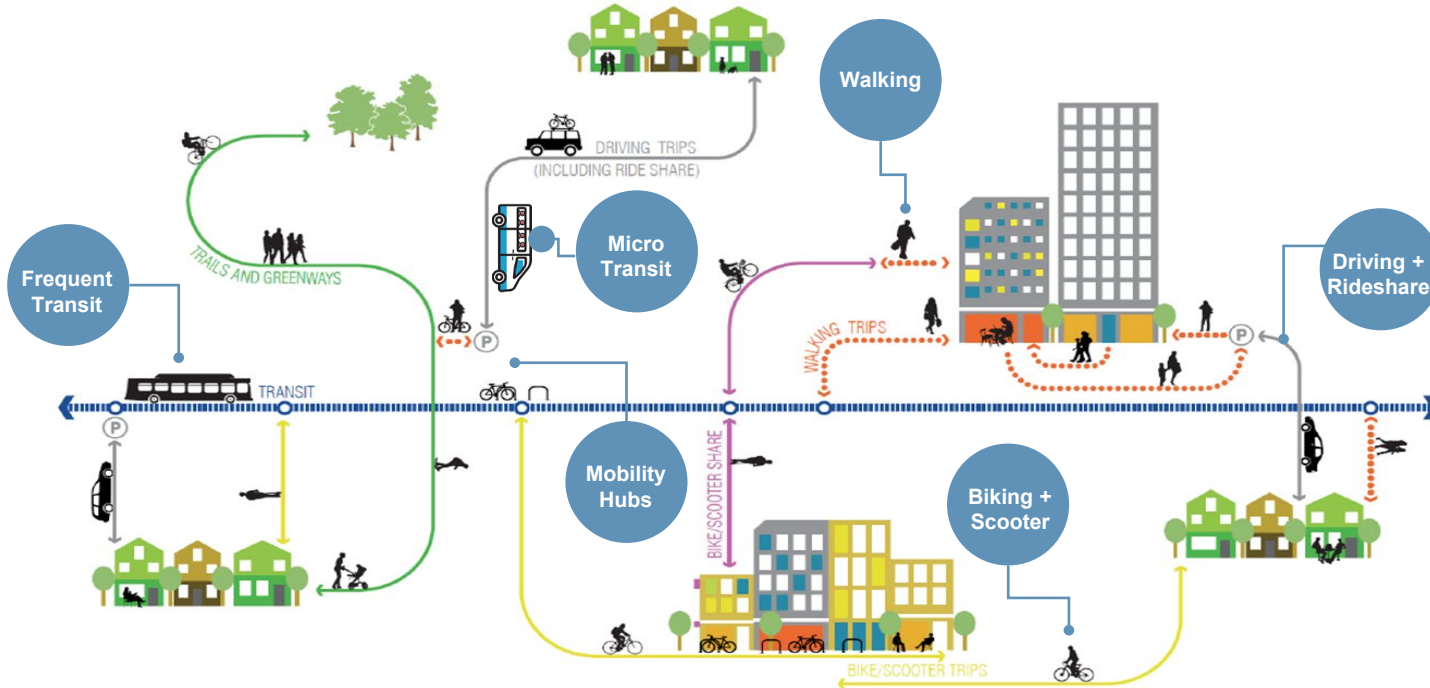


## Equitable | 50-50 Mode Share

### 2040 Aspiration

As a community, half of our trips will be made by means other than single-occupancy car, though walking, cycling and transit.





## Shorter Trips

### Create multimodal places

Easier to walk, bike and access transit

- Connect Jobs + Services + Housing (mixed use)
- 10-minute Neighborhoods
- Transit Oriented Development
- Intensify: Centers & Corridors (Bus Priority)

## Less (car) Trips

### Promote demand management

Encourage fewer car trips and more multimodal trips

- Work from home – future?
- Regional TDM (Connect Beyond)
- Local TDM (Comprehensive Transportation Review)

## More Multimodal Trips

### Build the Infrastructure

Transit, bike, pedestrian AND Roads

- Transit Rail **AND Bus**
- Connected Bicycle Network
- Pedestrian safety and comfort
- Complete Streets
- Managed Lanes (carpool/Express Bus Service)



## Safe

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



## Sustainable

Increase access to sustainable and zero carbon transportation modes and mobility options to support our strategic energy and sustainability goals.



## 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 to support equitable and affordable mobility options in our communities that have historically lacked investment.



## Connected

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



## Innovative

Integrate emerging mobility solutions and new technologies to move people and goods through our City in cleaner, safer, more affordable, and efficient ways.



## EQUITABLE

*Increase investment and access to support equitable and affordable mobility options in our communities that have historically lacked investment.*

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### Equitable Policy 1 | **Create Accessible & Equitable Mobility**

The lack of equitable access to mobility is a barrier to the economic, educational, social, and health opportunities that define Charlotte's unique quality of life. We acknowledge that there are disparities in neighborhoods and populations in our City that have been historically marginalized. An accessible transportation network recognizes that people have different functional abilities and economic resources, causing them to move around the city in very different ways.

After housing, transportation costs are often a household's second highest expense. An equitable community allows everyone to participate and prosper, and fosters conditions that helps all of us to reach our full potential. Charlotte will be inclusive and intentional in addressing gaps in travel options, quality of facility and service, and safety.

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### Equitable Policy 2 | **Engage Our Community**

Meaningful and informative interactions with the people and communities of Charlotte are integral to successfully addressing our mobility needs. Achieving our mobility goals requires numerous, frequent, and ongoing public engagement efforts to best understand and communicate with our community. We will ensure that engagement is convenient, accessible, meaningful, and inclusive, and we will be transparent and accountable by continuing to share information, updates, and data on the outcomes and impacts of mobility projects and programs with the public.

As a customer service organization and provider of community services, mobility planning, and information, we are responsible for building strong relationships with the community. Our actions should be guided by transparency, responsiveness, ethics, and building public trust in our processes, decisions, and actions. Creating successful community relationships is a commitment that requires energy, dedication, and inclusion. Charlotte will ensure an inclusive public engagement process by using whatever tools needed to hear from the diverse people of Charlotte.

## Equitable Strategy 1.1 | Accessible & Affordable Mobility

Charlotte will provide our diverse community with an accessible and affordable transportation system that supports the safe, comfortable, and efficient movement of many different people.

### Actions

**ADA Transition Plan** — Implement the ADA Transition Plan, review inventory, and track progress of public and private investments in compliance with current federal regulations.

**Multimodal Accessibility** — Set goals and measure and track the population served by the Transit, Bicycle, Pedestrian, and Street and Roadway Frameworks (as defined in the SMP), employing this data to prioritize ongoing mobility investments and expand multimodal accessibility.

**Affordable Housing** — Support the Housing and Neighborhood Services Department to protect and increase affordable housing near major transportation investments and mobility corridors, and support the development of affordable housing with pedestrian and multimodal access to provide safe and affordable travel options.

**Affordability and Displacement** — Ensure existing residents and businesses benefit from transportation investments and support City efforts to analyze, evaluate, and reduce displacement.

## Equitable Strategy 1.2 | Equitable Mobility

Charlotte will ensure that transportation decisions are made to reflect an equity lens and better serve everyone who lives or works in Charlotte.

### Actions

**Equitable Growth Framework** — Support the Equitable Growth Framework by defining transportation equity and develop metrics to guide the prioritization of programs and projects that ensure that people of all ages, abilities, and backgrounds have access to high-quality, affordable transportation choices.

**Diversity, Equity, and Inclusion (DEI)** — Partner with the Office of Equity, Mobility and Immigrant Integration (EMII) to update department work plans and performance review measures to ensure our mobility planning activities meet the City's DEI values.

**Economic Mobility** — Support the work of EMII to create a neighborhood level strategy for economic mobility, focusing on the role of transportation and mobility.

**Equitable Mobility Analysis** — Evaluate historic resource investment and disinvestment, considering the locations and populations benefited or burdened to better understand future mobility needs through an equity lens. Identify criteria, geographies, and factors to help focus efforts on communities that have been historically marginalized.

**Equitable Transit-Oriented Development (ETOD)** — Work with CATS and other City departments to advance ETOD planning efforts and implementation steps.

**Equitable Micromobility Access** — Support the creation of equity requirements for micromobility providers and vendors to address adequate service to underserved areas and transaction opportunities for unbanked users.

## Equitable Strategy 2.1 | Meaningful Engagement & Communication

Charlotte will ensure equitable public engagement design and processes are a fundamental part of our decision-making.

### Actions

**Public Engagement Program** — Develop a Public Engagement Program to proactively create, maintain, and improve community-informed transportation decisions. Include performance metrics to measure public involvement in transportation decisions and a toolbox of inclusive outreach formats, including how to identify impacted community groups.

**State of Mobility Report** — Prepare an annual report that details activities, accomplishments, and challenges as well as the status and performance of the existing transportation system.

**Mobility Survey** — Conduct a biennial mobility survey to measure and track public attitudes and behaviors related to mobility.

**Virtual and Online** — Expand online resources, virtual engagement events, and social media activities to make information and engagement opportunities more accessible to the public.

**Focus Groups** — Regularly utilize focus groups that target specific social and economic groups and communities that historically have not been engaged in transportation decisions.

## Equitable Strategy 2.2 | Build & Maintain Community Relationships

Charlotte will develop and maintain strong relationships with a diverse range of local, cultural, social, institutional, and business groups to facilitate the dialogue necessary for the community to help shape our mobility.

### Actions

**Existing and New Relationships** — Work with neighborhood organizations, community leaders, and community-based organizations to maintain and expand collaboration and partnerships on mobility planning and investment, especially in historically marginalized and underinvested areas of the city.

**Community Planning Academy** — Support the City's Planning, Development and Design (PDD) Department with the Community Planning Academy to build community capacity and partnerships in mobility planning.

**Immigrant Integration** — Support the creation and implementation of the City's Language Access Plan (through the EMII) to ensure our mobility engagement activities reach our existing and growing immigrant communities.

**Bicycle Advisory Committee (BAC)** — Support the BAC as an important citizen advisory group to communicate the City's bicycle vision to local organizations and residents, and advocate, promote, and educate the community on the value of bicycle mobility.

**Charlotte's Equity Policy and Equity Action Plan** — Support the development of Charlotte's Equity Policy and Equity Action Plan to remove barriers to inclusion and prioritize an equity lens in decision-making.

## Equitable Strategy 2.3 | Provide High-Quality Customer Service

Charlotte will minimize response time in investigating and addressing resident requests and make customer service information readily available, accessible, reliable, and usable.

### Actions

**Digital Engagement** — Utilize the resources of the City's Innovation & Technology Department (I&T) to expand the accessibility of services digitally "from the palm of their hands," coordinating mobile offerings and advancing digital equity.

**Service Requests** — Audit and analyze 311 calls and service requests considering calls per capita in various areas of Charlotte to track and improve service response time, outcomes, and geographic equity for the community.

**Equitable Communication** — Collaborate with EMII to provide the utmost in customer service via language interpreters and writers.

**Resident Concerns** — Provide timely and engaged responses to resident concerns regarding Charlotte's streets, rights-of-way, and other public infrastructure.





## Transit Framework

Focuses our multimodal investment to support priority bus and rail transit service, access, and comfort.



## Pedestrian Framework

Establishes our pedestrian priority network to direct our investments in sidewalks, crossings, intersections, and safety.



## Bicycle Framework

Defines our bicycle priority network to target the most impactful projects and program investment.

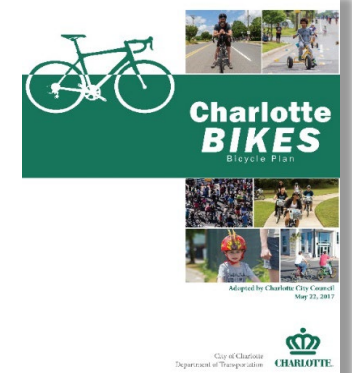
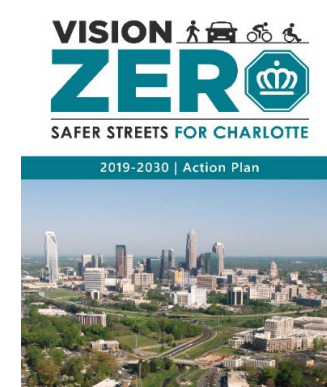
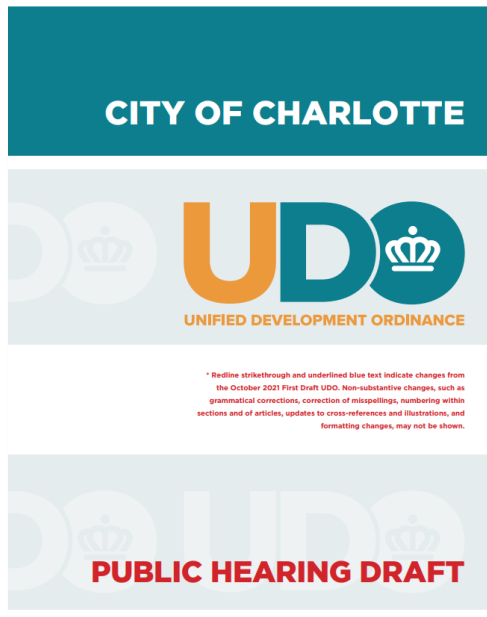


## Street and Roadway Framework

Aligns our street and roadway needs with City and regional investments to move people and goods.



2040  
COMPREHENSIVE  
PLAN



## Vision

### Safe | Vision Zero

**2040 Aspiration**  
As a community, we will eliminate traffic deaths and serious injuries for all who share Charlotte streets.

### Equitable | 50-50 Mode Share

**2040 Aspiration**  
As a community, half of our trips will be made by means other than single-occupancy car, though walking, cycling and transit.



## Objectives



### Safe

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



### Sustainable

Increase access to sustainable and zero carbon transportation modes and mobility options to support our strategic energy and sustainability goals.



### 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 to support equitable and affordable mobility options in our communities that have historically lacked investment.



### Connected

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



### Innovative

Integrate emerging mobility solutions and new technologies to move people and goods through our City in cleaner, safer, more affordable, and efficient ways.



## Strategy



### Transit Framework

Focuses our multimodal investment to support priority bus and rail transit service, access, and comfort.



### Pedestrian Framework

Establishes our pedestrian priority network to direct our investments in sidewalks, crossings, intersections, and safety.



### Bicycle Framework

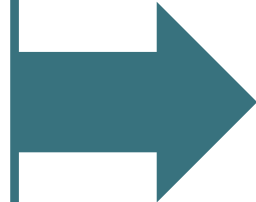
Defines our bicycle priority network to target the most impactful projects and program investment.



### Street and Roadway Framework

Aligns our street and roadway needs with City and regional investments to move people and goods.

## FY 2023 Budget



Increase of:  
**\$54.1**  
million

## 2022 Bond

<b>Bicycle Program</b>	<b>\$8 million</b> (previously \$4 million)
<b>Sidewalk Program</b>	<b>\$50 million</b> (previously \$15 million)
<b>Vision Zero Program</b>	<b>\$17.1 million</b> (previously \$2 million)

Multimodal Focus

## CHARLOTTE **STRATEGIC** MOBILITY PLAN

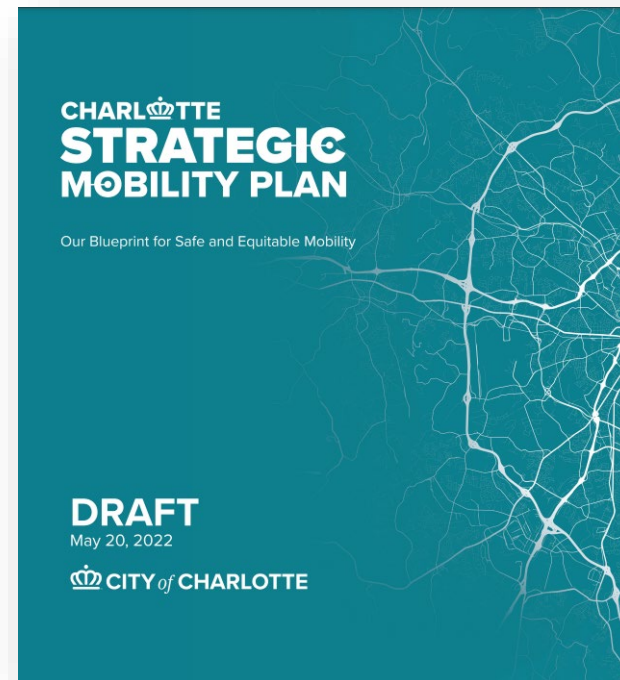
### Next Steps:

**Public Draft Released**  
(May 20)

**Virtual Public Engagement Sessions**  
(May 26 and May 31)

**Public Hearing**  
(June 13)

**Planned Council Adoption**  
(June 27)



# Questions and Discussion



## **Plan/Program: Corridors of Opportunity**

### *Topic: Business Recruitment*

1. What process is used to recruit businesses?
2. What are the hard and soft tools at the city's disposal to recruit and retain new/old businesses?
  - a. What does the city need from the state, county, or Federal Government to improve the rate of success?
3. How does the city or partners determine what type of business is good for a specific corridor?
  - a. How will the city leverage PPPs to meet their land use and recruitment needs? i.e. GSO Megasite/Chatham County Megasite.
4. What methodology is used to track promises held by a business that has moved to the area?
  - a. Clawbacks
5. How are Tax Incentivized Grants calculated for each project?
  - a. Does the calculation vary from project to project?
  - b. How is the Economic Impact of a project measured?
  - c. Is there a calculation for the Social Impact of Economic Development projects?
  - d. How does the Economic Development Dept measure the impact on Upward Mobility of each project?

### *Topic: Performance updates*

1. Are there regular reports/updates given on initiatives launched?
  - a. Does the city have a pull down mechanism for initiatives that are not performing to save taxpayer money and increase overall program integrity?
2. What information is included in the email that goes out to subscribers of a corridor?
3. Are there specific equity parameters that the CIP and other programs are following?
4. Are there specific goals set for the corridors? (How much money is dispersed in a given time, # of businesses attracted, etc

## **Plan/Program: Strategic Mobility Plan**

### *Topic: Performance updates on initiatives launched*

1. Are there regular reports/updates given on initiatives launched?
2. What information is included in the email that goes out to subscribers of a corridor?

3. Are there specific goals set for the corridors? (How much money is dispersed in a given time, # of businesses attracted, etc)

### **Plan/Program: CIP**

*Topic: Equity Parameters*

1. Are there equity parameters set in place with funding disbursements, policy implementation etc?

### **Plan/Program: 2040 Comprehensive Plan**

*Topic: 5-minute communities*

- 1.

### **Plan/Program: Engagement**

*Topic: Formalizing engagement processes*

1. Is there a standardized process for engaging the public when major policies are being considered?
  - a. How many community engagement events are sufficient for a plan that takes us to 2040 and beyond?
2. Is there a target number of community members that must be communicated with before the budget process begins; or before the 2040 Plan and other major policy decisions are made?
3. How is information disseminated after the passage of policy or feedback?
4. General newsletter broken down by city departments (Raleigh).

## **Follow Information Requested from the May 12, 2022 CEDC Meeting Equity Items Included in FY 2023 Budget**

This list provides an overview of equity-specific initiatives that are funded through the FY 2023 Adopted Budget. This is not a complete list and does not capture all items that work toward advancing equity across the city.

- The Office of Equity, Mobility, and Immigrant Integration within the Housing and Neighborhood Services Department has led recent initiatives to address systemic and community barriers that limit opportunities for Charlotte’s vulnerable communities
  - Office budget of \$629,330 approved in FY 2023
  - Specific initiatives accomplished by the division include getting a Language Access Policy and an internal equity statement approved
- Community Relations Committee (CRC) Department
  - This department services as the human relations agency for the City of Charlotte and Mecklenburg County
  - Adopted FY 2023 Budget for department is \$2,124,061
- Advance the Americans with Disabilities Act (ADA) implementation plan
  - Charlotte Department of Transportation – \$50M proposed GO bond for Sidewalks – part of this funding is to ensure physical barriers are removed for people with disabilities in the right-of-way as per the ADA
  - CATS’ paratransit services
  - The CRC provides training on the ADA to help promote accessibility across the city
    - In FY 2023, two additional positions were funded, totaling \$209,918, in CRC to assist with the ongoing ADA work that is being implemented through the city
  - In the General Capital Investment Plan, \$1,250,000 was budgeted in FY 2023 to support the ADA program
  - \$3,000,000 proposed for GO bonds to implement the ADA Transition Plan in facilities
- Charlotte Business INclusion (CBI)
  - Adopted FY 2023 Budget includes \$1.3 million to build MWSBE capacity.
    - The CBI Program seeks to enhance competition and participation of small, minority, and women owned firms in city contracting and to promote economic growth and development across the city
  - \$1.3 million includes \$800,000 for a Capital Access Program and CBI Bonding Program
    - In FY 2023, the city will launch a Capital Access Program that addresses the most frequent barriers experienced in seeking contracting opportunities and capacity building for its certified Minority, Women, and Small Business Enterprises (MWSBEs). The City of Charlotte Capital Access Program will create loans for MWSBEs turned down by traditional banks due to lack of cash reserves or established relationship with a bank. Funding will be programmed to develop a revolving loan pool through a banking partner to improve capital access as the city’s local enterprises seek to grow their businesses
- AMP UP Charlotte
  - \$250,000 to support small and minority business capacity building
    - Program participants complete Interise’s award-winning and internationally recognized StreetWise MBA curriculum and learn how to scale up their business model
- NXTCLT
  - \$250,000 to build upon AMP UP Charlotte to provide further capacity building for small and minority businesses



- Participants receive expert mentorship and access to capital and leadership development
- Corridors of Opportunity (CoO)
  - \$10,000,000 for CoO infrastructure improvements in Adopted FY 2023 budget
  - \$60,000 for public art investments in the CoO
- \$100,000 for American Sign Language and Spanish translation for public access to Council meetings
- Charlotte Future 2040 Comprehensive Plan, Strategic Mobility Plan, and the Unified Development Ordinance
  - Establish frameworks for improving development, mobility, safety, equity across the city
  - The adopted budget includes additional resources for Planning, Design, and Development, so the department can begin the implementation state for the 2040 Plan, including the community area planning process
    - \$250,000 for technical assistance for community area plans
    - \$98,842 for a Project Coordinator to support implementation of the 2040 Comprehensive Plan
- \$50,000 for the Community Building Initiative – serves as a community resource providing strategic assistance in promoting racial and ethnic inclusion and equity
- Human Resources Department - Employer of Choice – the compensation plan for employees designed to promote upward mobility through career paths and increase pay equity across similar job classes and functions
- Equity framework coming out of the Environment, Engagement, and Equity Committee