

# Charlotte Moves Task Force

June 23, 2020





# Agenda

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- ▶ Meeting Kick-off: Mayor Gantt – 5
- ▶ Transformational Mobility Network: Mayor Lyles – 10
  - Expectations
- ▶ Charlotte's Mode Specific Plans (An Overview) - 35
  - CLT Walks & CLT Bikes: Scott Curry
    - Task Force Q&A
  - CATS - 2030 System Plan: John Lewis and Jason Lawrence
    - Task Force Q&A
- ▶ Transformational Mobility Network Contd.: Stephen Stansbery/Ed McKinney - 30
  - Definition and Characteristics
  - Discussion
- ▶ Comments & Questions: Public – 20
- ▶ Next Steps: Mayor Gantt – 5
  - Summer Meeting Dates



# Comprehensive Plan Vision Elements



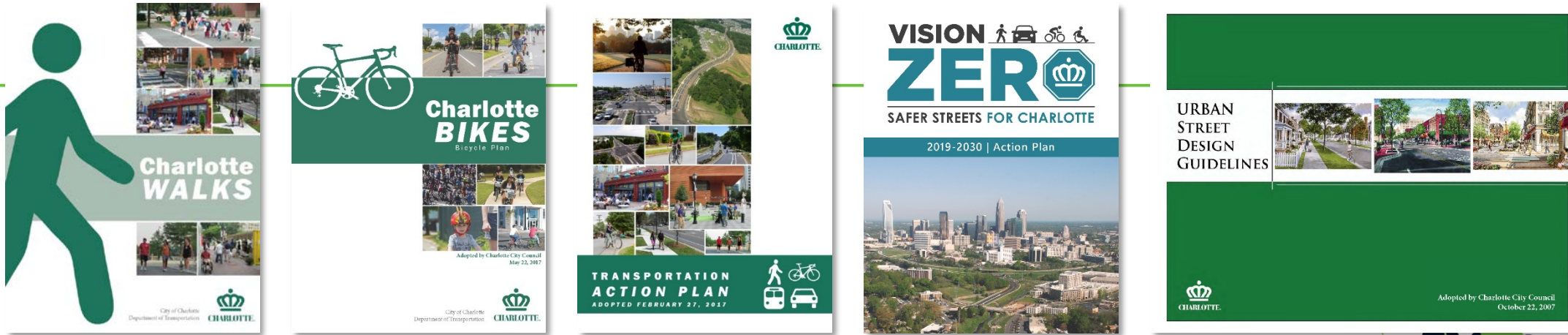
# Walking and Biking in Charlotte

CDOT Transportation Plans  
Charlotte MOVES Task Force | 6.23.20





# Policy Foundation



## Charlotte WALKS:

<https://www.charlottenc.gov/Transportation/Programs/Pages/CharlotteWalks.aspx>

## Charlotte BIKES:

<https://charlottenc.gov/Transportation/Programs/Pages/Bicycle.aspx>

## Transportation Action Plan:

<https://charlottenc.gov/Transportation/Programs/Pages/TransportationActionPlan.aspx>

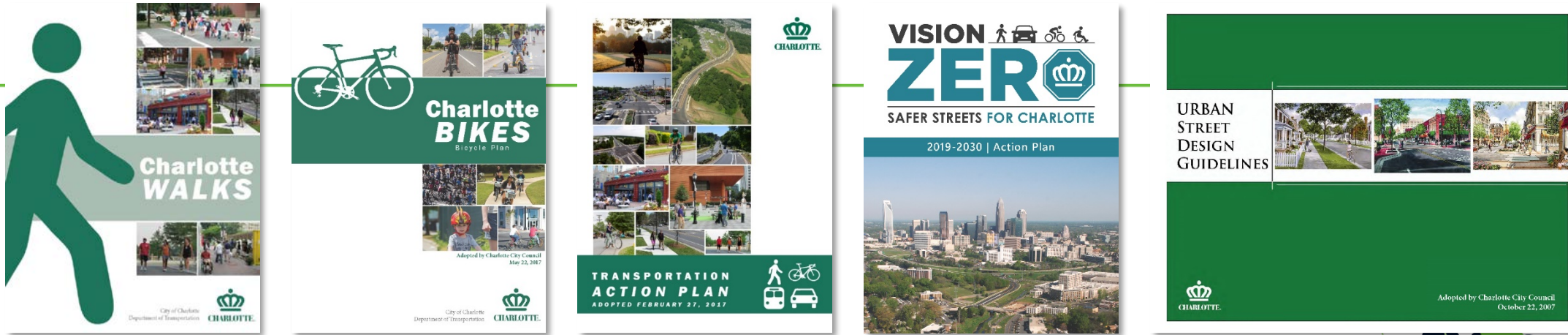
## Vision Zero Action Plan:

<https://charlottenc.gov/VisionZero/Documents/Vision%20Zero%20Action%20Plan.pdf>

## Urban Street Design Guidelines:

<https://charlottenc.gov/Transportation/PlansProjects/Documents/USDG%20Full%20Document.pdf>

# Policy Foundation



- Establish citywide transportation goals
- Integrate land use and transportation
- Provide multimodal transportation choices
- Identify project/program & funding needs
- Prioritize safety above all else





# Active Transportation – *WALKS & BIKES*



Managing growth



Social equity



Economic development



Transportation choices



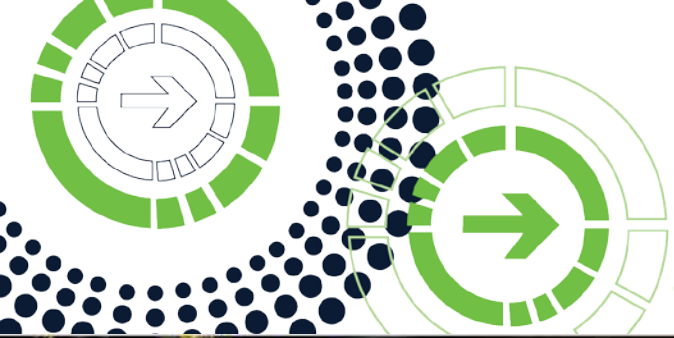
Environmental stewardship



Public health & safety







# Post-Pandemic Mobility

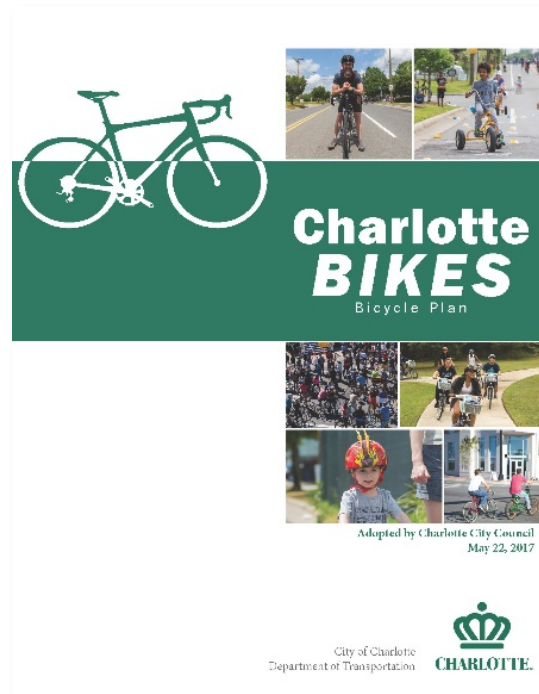
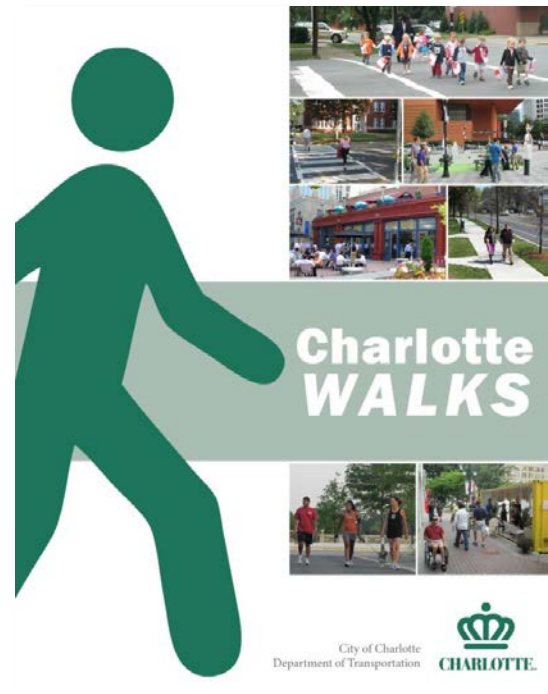




# Charlotte WALKS & Charlotte BIKES

## What do these plans do?

- *Set a vision for mobility*
- *Rely on extensive local engagement*
- *Adapt national best practices*
- *Educate on the importance of ped/bike mobility*
- *Establish policy goals that help staff define and select capital projects*







# Transportation Equity

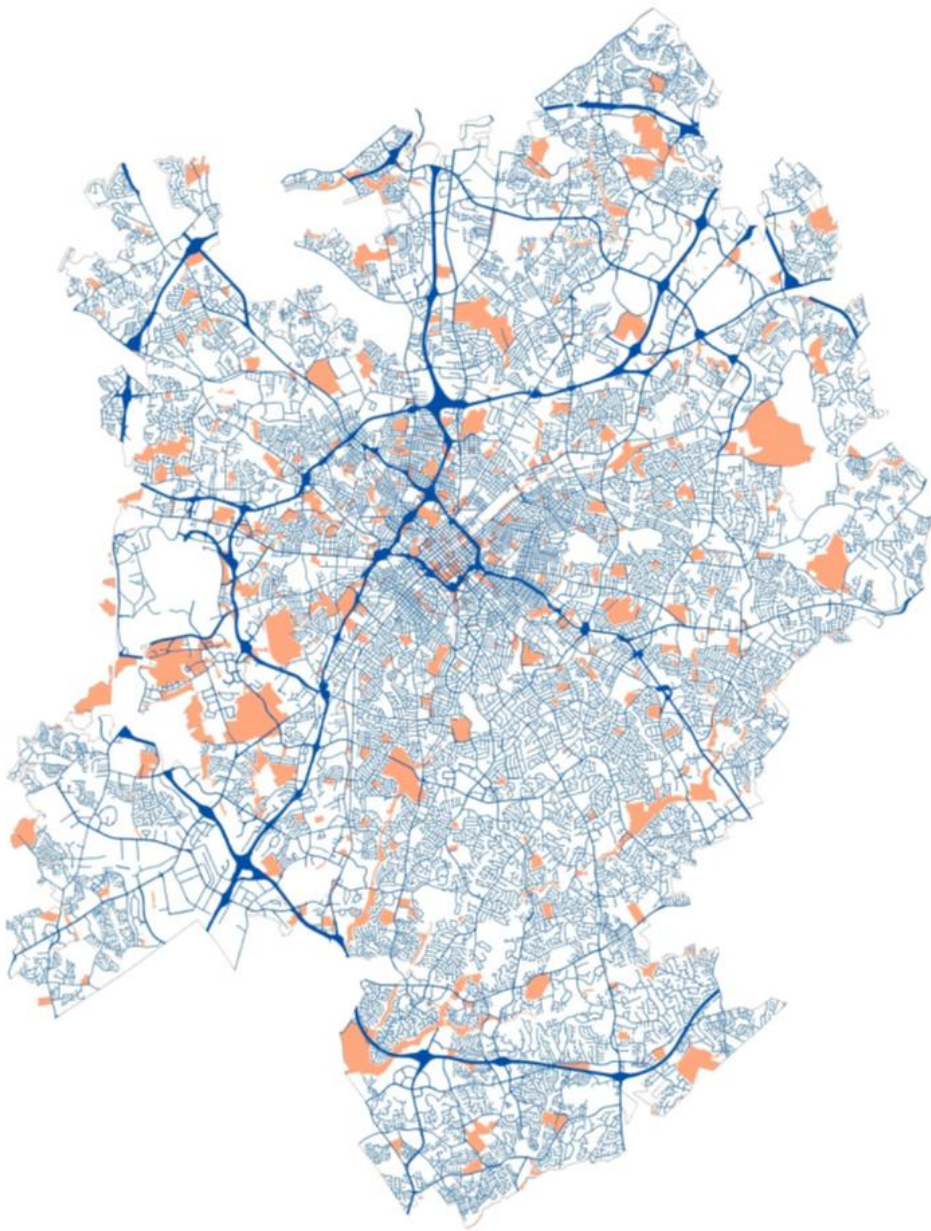


the number of  
Charlotteans  
who don't drive

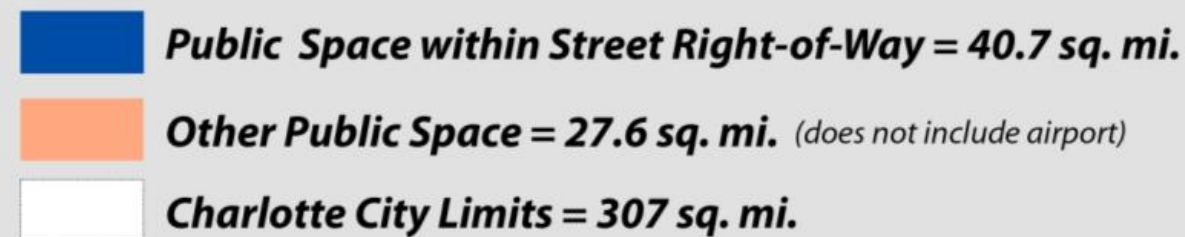
250,000





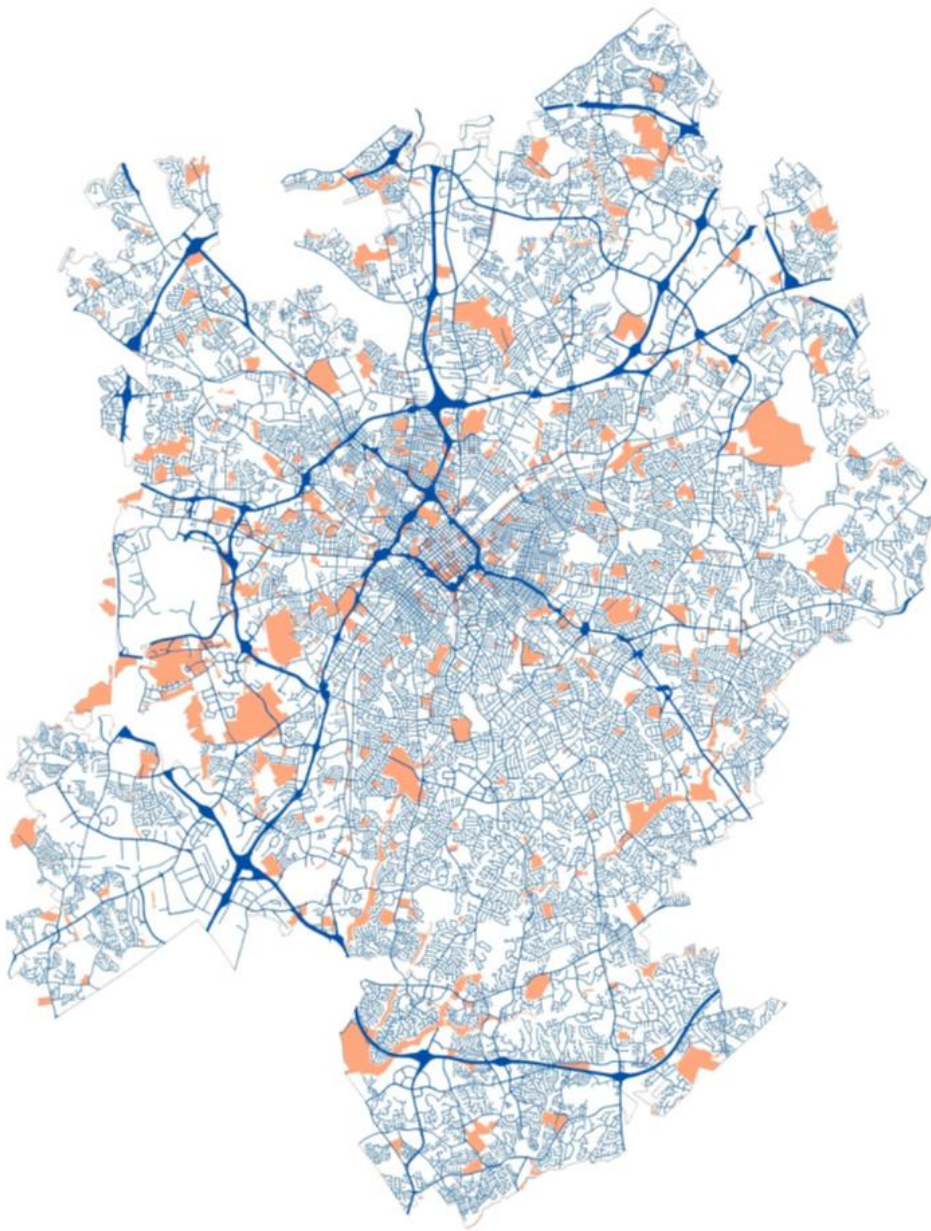


*Streets are our  
greatest public space  
resource...*



# Streets as Public Space

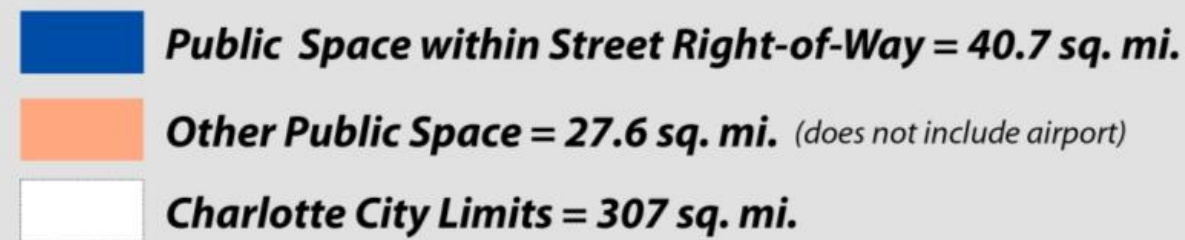




# Streets as Public Space

*Streets are our  
greatest public space  
resource...*

*...which means the  
majority of our public  
space is used to move  
and store cars.*



# Resident Demand

86%

We think streets  
should be designed  
for walking, biking,  
and transit!



*(CDOT Household Opinion Survey. 2019.)*







# Pedestrian Infrastructure



Pedestrian Program sidewalk construction:  
**Over 100 Miles since 2002**







# Pedestrian Infrastructure

## Charlotte WALKS Sidewalk Mileage\*

### Sidewalks on Thoroughfares

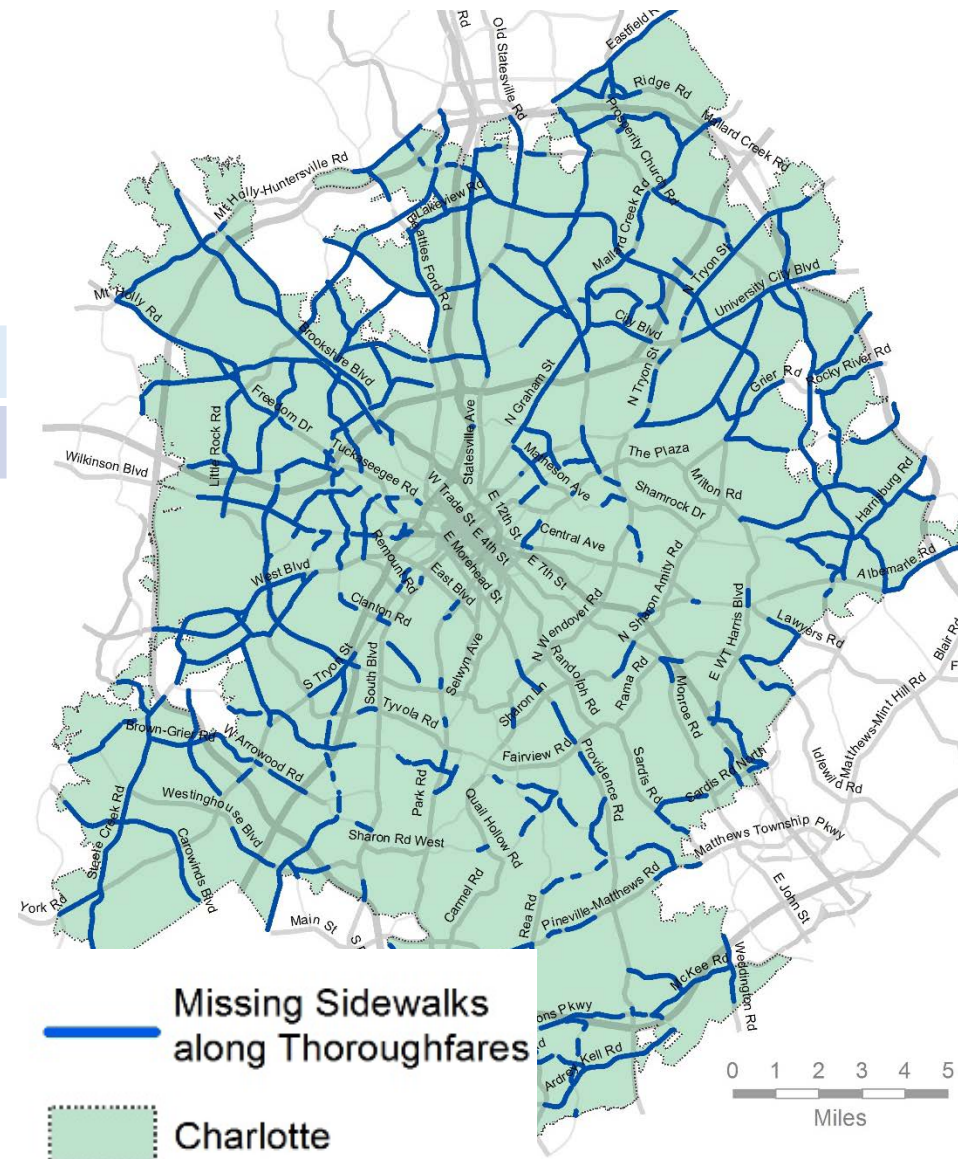
Existing	Gaps	% Complete
713 miles	367 miles	66%

*\*Note – Based on 2015 data. CDOT is currently updating city sidewalk data through the ongoing ADA Transition Plan inventory*

## \$1.5M - \$2M

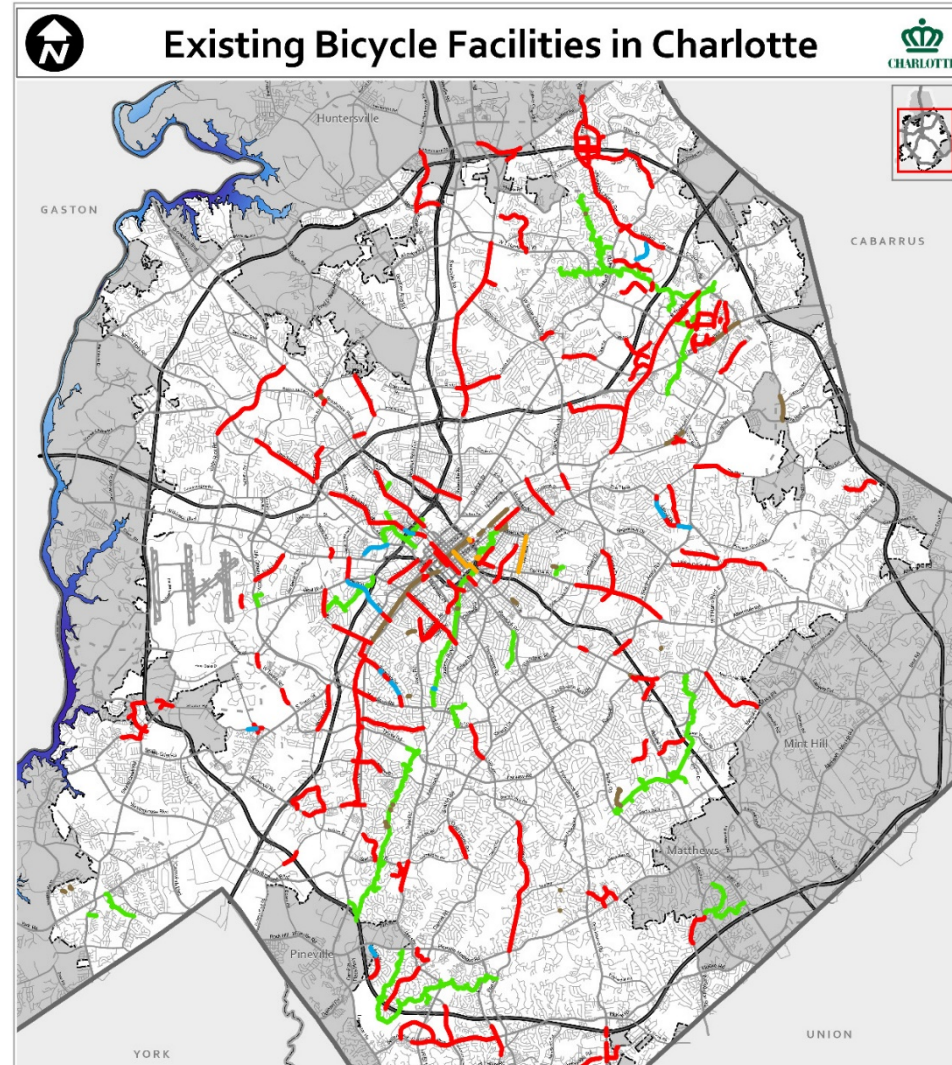
the typical cost per mile for the City  
to build new sidewalks

(includes design, utility relocation, stormwater infrastructure, real estate acquisition, grading, concrete, landscaping, labor, etc.)





# Bike Infrastructure



-  Standard Bike Lanes
-  Buffered Bike Lanes
-  Separated Bike Lanes
-  Shared Use Paths
-  Greenways

## Existing Network

- Roughly 190 miles of bikeways
- Mostly built through opportunistic approach capitalizing on leftover space
- On-street network relies heavily on standard bike lanes and signed bike routes
- **ZERO** continuous bicycle facilities across Uptown

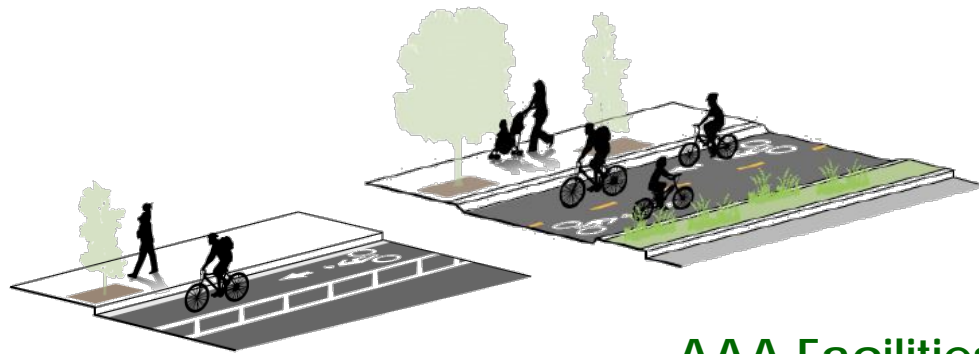




# Bike Infrastructure

## Key Principles

1. Leverage existing infrastructure & fill key gaps to create continuous corridors
2. Start in and build the network out
3. Focus on “AAA” facilities



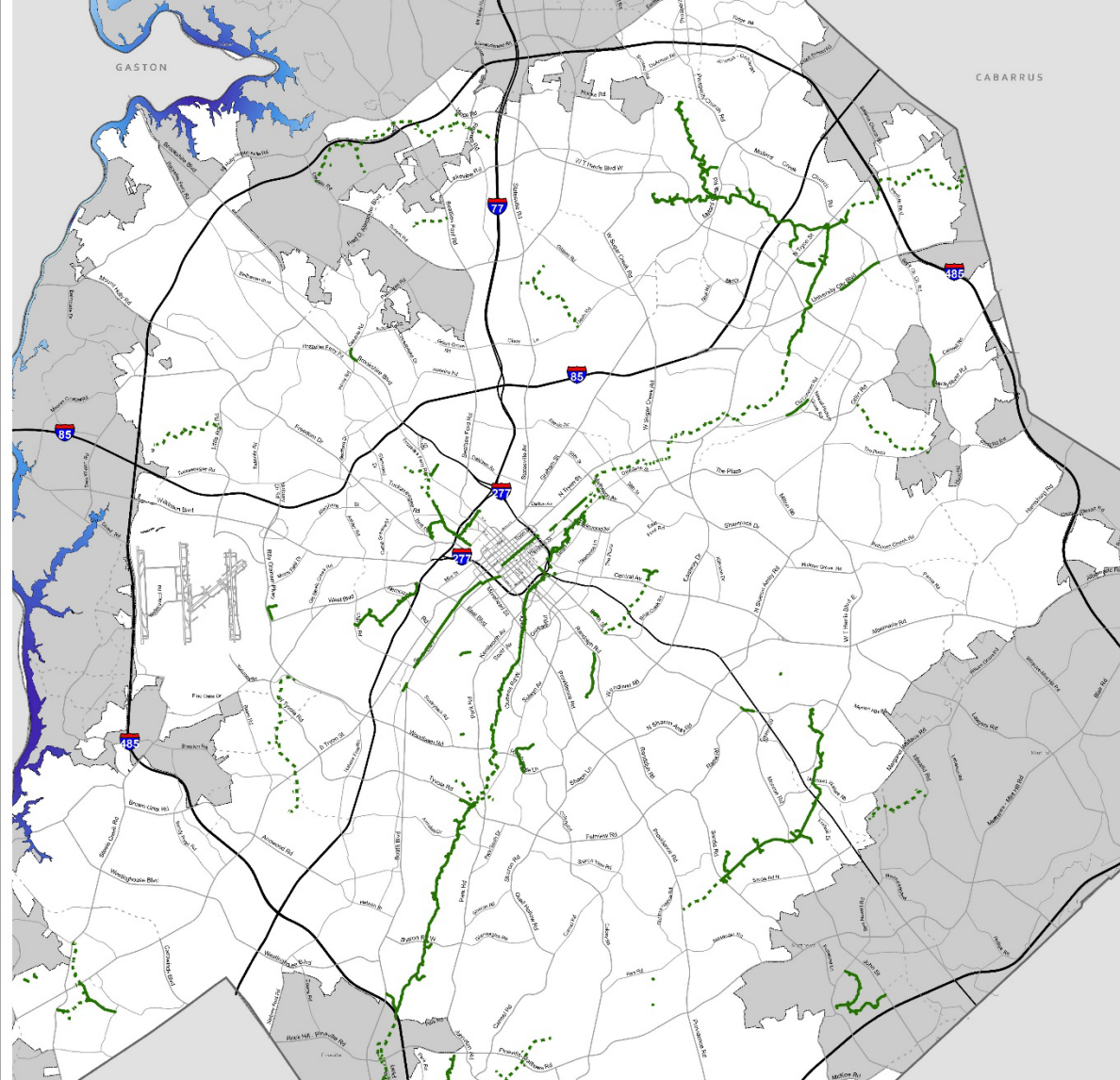
AAA Facilities=  
Suitable for cyclists of All Ages and Abilities



The Plaza  
separated bike lanes project

# Coordination with County Greenways

- 55 miles of existing greenway
- 30 miles of new greenways between 2019 and 2023

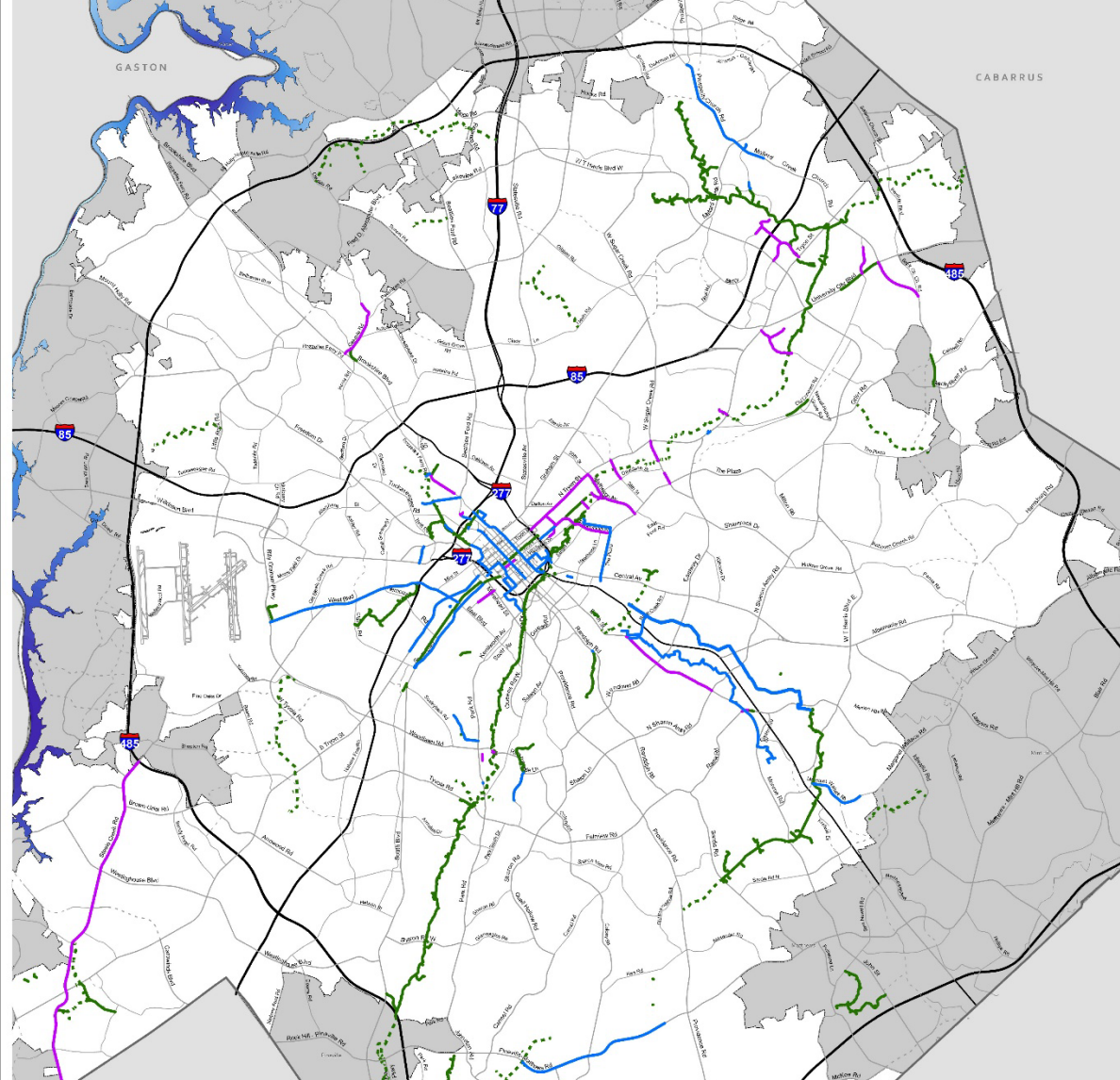


- Active Bike & Ped Projects Within a 1/4 Mile Of Existing & Funded Greenways
- Other Active CIP Projects With Bike & Ped Improvements Within 1/4 Mile of Existing and Funded Greenways
- Funded Greenways
- Existing Greenways and Shared Use Paths



# Coordination with County Greenways

- 55 miles of existing greenway
- 30 miles of new greenways between 2019 and 2023
- Project prioritization for Greenway connections and “Overland Connector” routes
- 67 active ped/bike projects near greenway corridors
- City CIP efforts leverage existing corridors as alternative commuting options



- Active Bike & Ped Projects Within a 1/4 Mile Of Existing & Funded Greenways
- Other Active CIP Projects With Bike & Ped Improvements Within 1/4 Mile of Existing and Funded Greenways
- - - Funded Greenways
- Existing Greenways and Shared Use Paths

# Return on Investment

## 12 JOBS

the number of jobs created for every \$1M  
spent on sidewalks, bikeways, and  
greenways – more than any other mode  
*(NCDOT. WalkBike NC. 2015.)*

## \$15,700

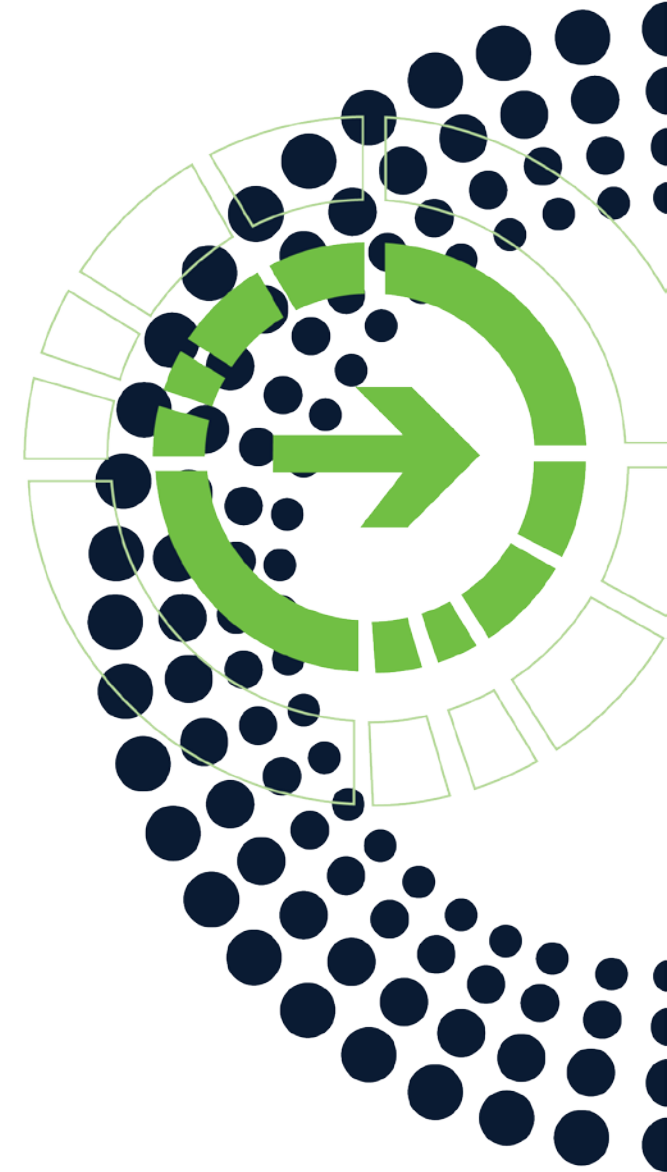
the average annual household cost of  
driving in Charlotte  
*(CDOT. One Less Trip Study. 2016.)*

## \$3

the amount of community health  
benefits produced for every \$1 spent  
on trails for walking and biking  
*(Health Promotion Practice. 2004.)*

## 90%

the percentage of new urban roadways  
that are overwhelmed within 5 years due  
to “induced demand”  
*(Surface Transportation Policy Project. 1998.)*





**We can't keep widening our roads, so we have to broaden our thinking...**



**...and build more transportation CHOICES.**



# One Less Trip

What would happen if...



...we built a Charlotte of



vibrant urban places

and

active transportation choices



that made it possible to take

**JUST ONE LESS TRIP**

by car each day?



(CDOT. One Less Trip Study. 2016)



# One Less Trip



**3.72** **→** **2.72**  
trips/day trips/day

- 500,000 fewer car trips on the road every day.
- Save **\$1.3 Billion every year** in fuel costs, vehicle maintenance, and time spent in traffic. *(That's over \$4,200 per household!)*
- Prevent **717,000 tons of CO<sub>2</sub>** and **1,800 tons of VOCs** (volatile organic compounds) from leaving our tailpipes each day
- **83 more hours per year** outside of our cars
- **Lower blood pressure and obesity rates**
- **More productive and energized at work and school**
- **Fewer traffic deaths**

*(CDOT. One Less Trip Study. 2016)*



# Charlotte Area Transit System

Charlotte Moves Task Force

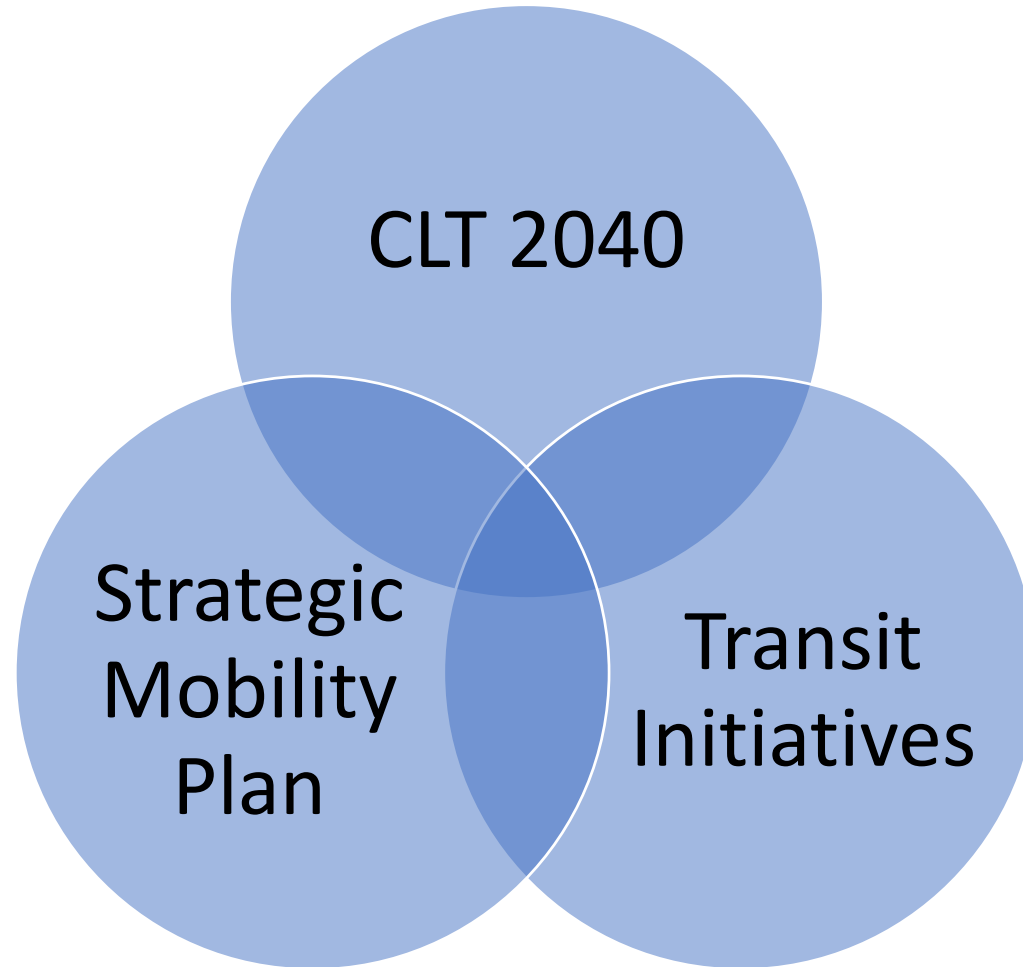
June 23, 2020





# Working Together

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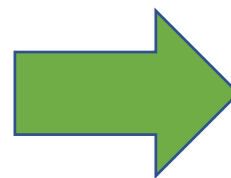
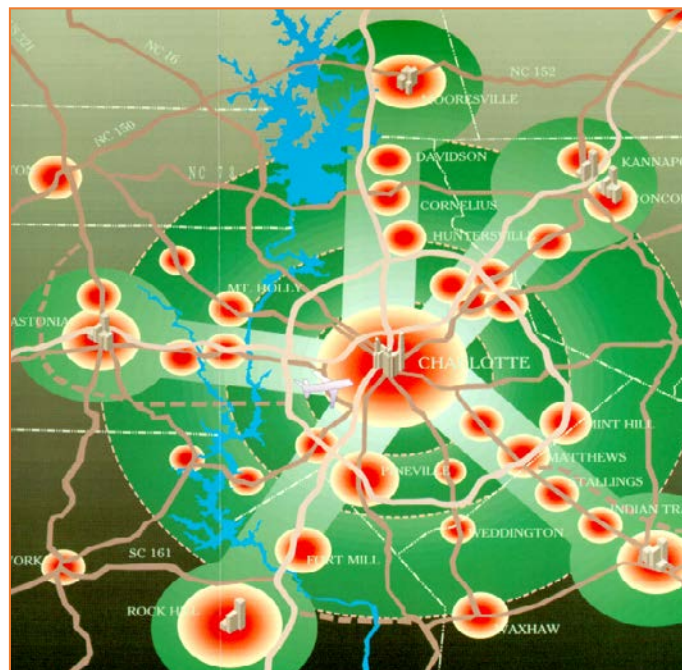


# The Vision: Transit and Land Use Integration

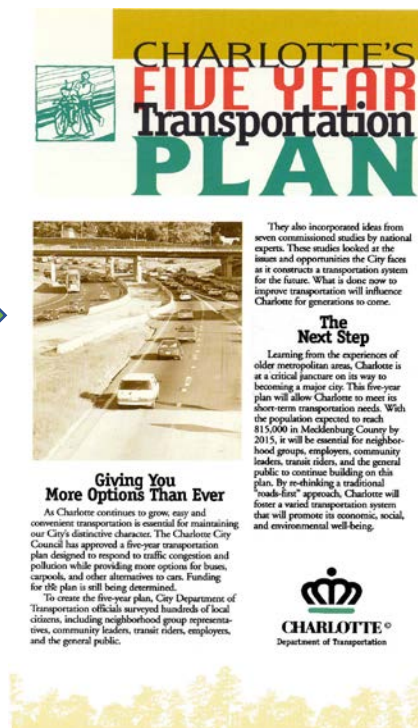
## Committee of 100 Recommendations

### Centers and Corridors

- Long-term growth management strategies for Charlotte-Mecklenburg
- Five primary transportation and development corridors
- Transform unfocused development patterns in corridors and wedges to compact mixed-use development along corridors and station areas



## Committee of 10 Results

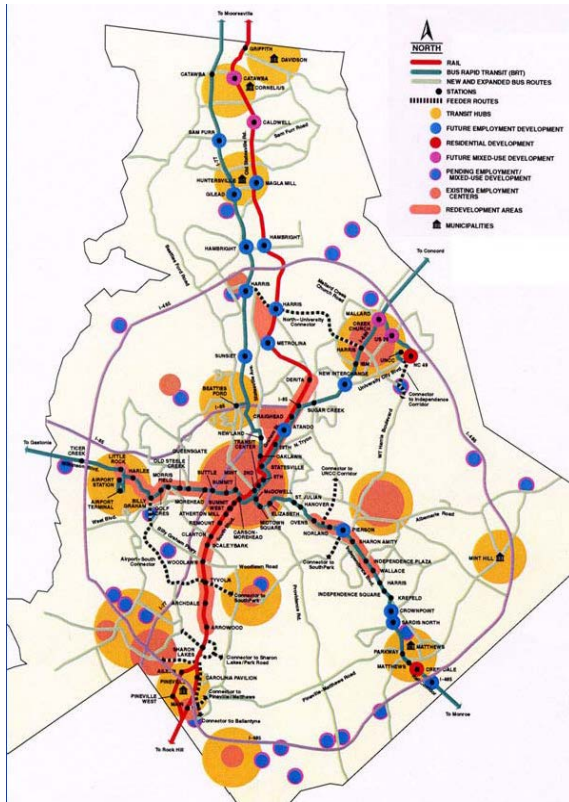


- 5 Year Transportation Plan
- Support for "Local Option" Revenue Sources for Transit Improvements
- Led to Enabling Legislation for ½ Cent Local Option Sales Tax



# The Vision: Transit and Land Use Integration

## 2025 Transit and Land Use Plan



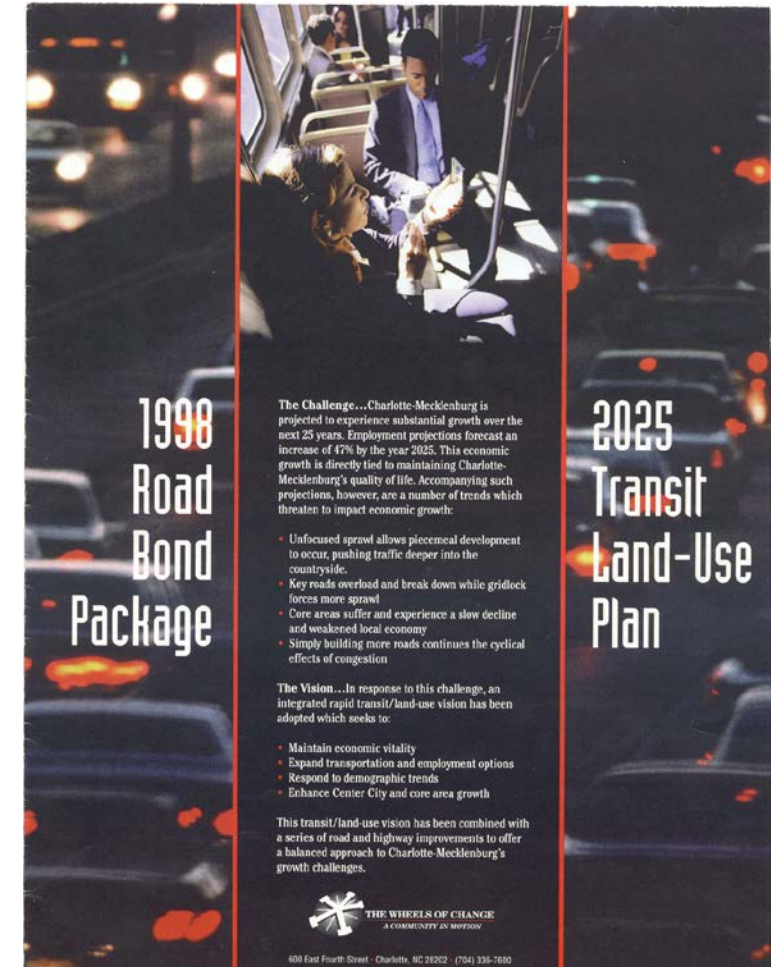
- Vision for a long-term growth management strategy
- Integrates rapid transit and mixed-used development along 5 transportation corridors
- Expands transit system to serve between the rapid transit corridors
- Provide more transportation choices to meet mobility needs
- Support sustainable growth for region
- Updated in 2006:  
2030 Transit System Plan





# Success in 1998!

- Voter referendum on ½ percent sales use tax for public transportation on November 1998 ballot
- Promoted by Chamber and paired with \$100 million Road Bond
- Sales tax approved 58% to 42%







# Because of 1998...

- Expanded bus fleet from 125 - 323
- Created CATS as an agency
- Expanded bus network and paratransit services to serve Mecklenburg County
- Developed regional partnership to expand express service
- Built 19 miles of light rail
- The Rail Trail!
- Charlotte became a Millennial Magnet because of places like SouthEnd & Noda....





# Growth: More Than Expected

## And what actually happened

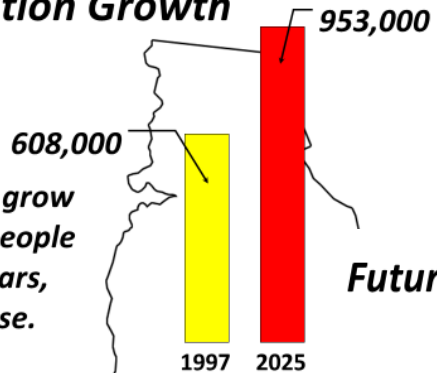
Mecklenburg County

2019 Population: 1,110,356

2017 Employment: 722,577

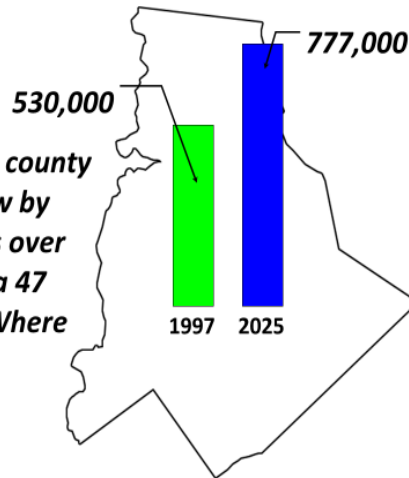
### Future Population Growth

*C-M is projected to grow by about 345,000 people over the next 28 years, a 57 percent increase. Where will these people live?*

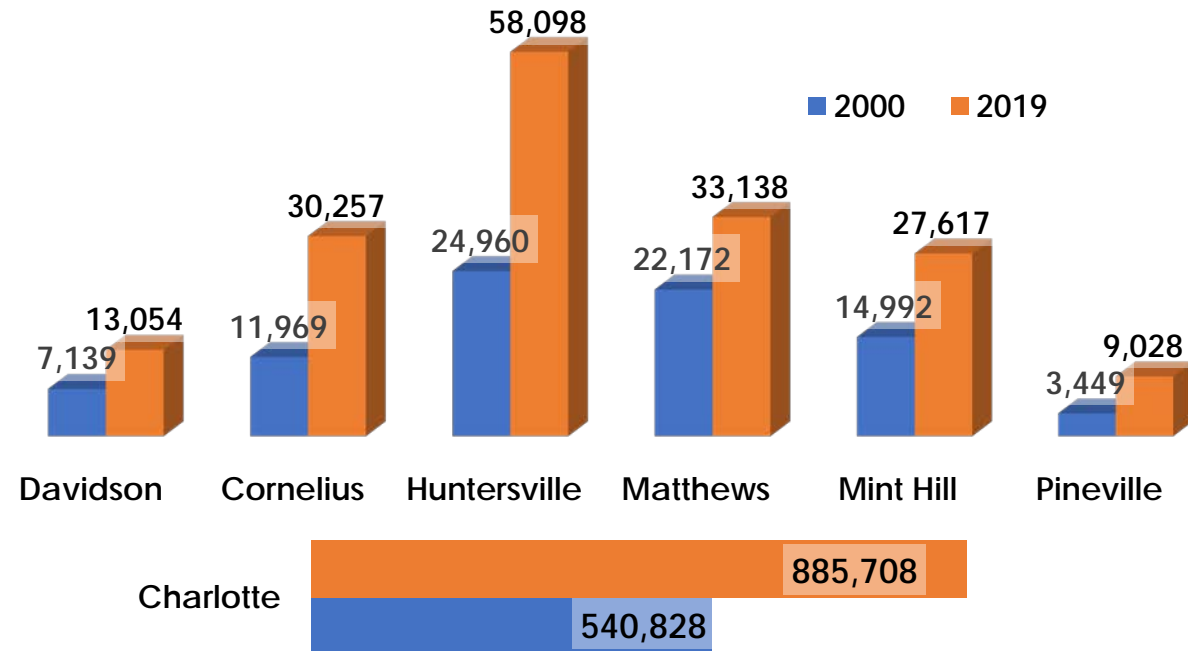


### Future Employment Growth

*Employment in the county is projected to grow by about 247,000 jobs over the next 28 years, a 47 percent increase. Where will these jobs go?*



2025 Forecast in 1998







# The Vision: Transit and Land Use Integration



STONEWALL STREET in 2015



STONEWALL STREET in 2018



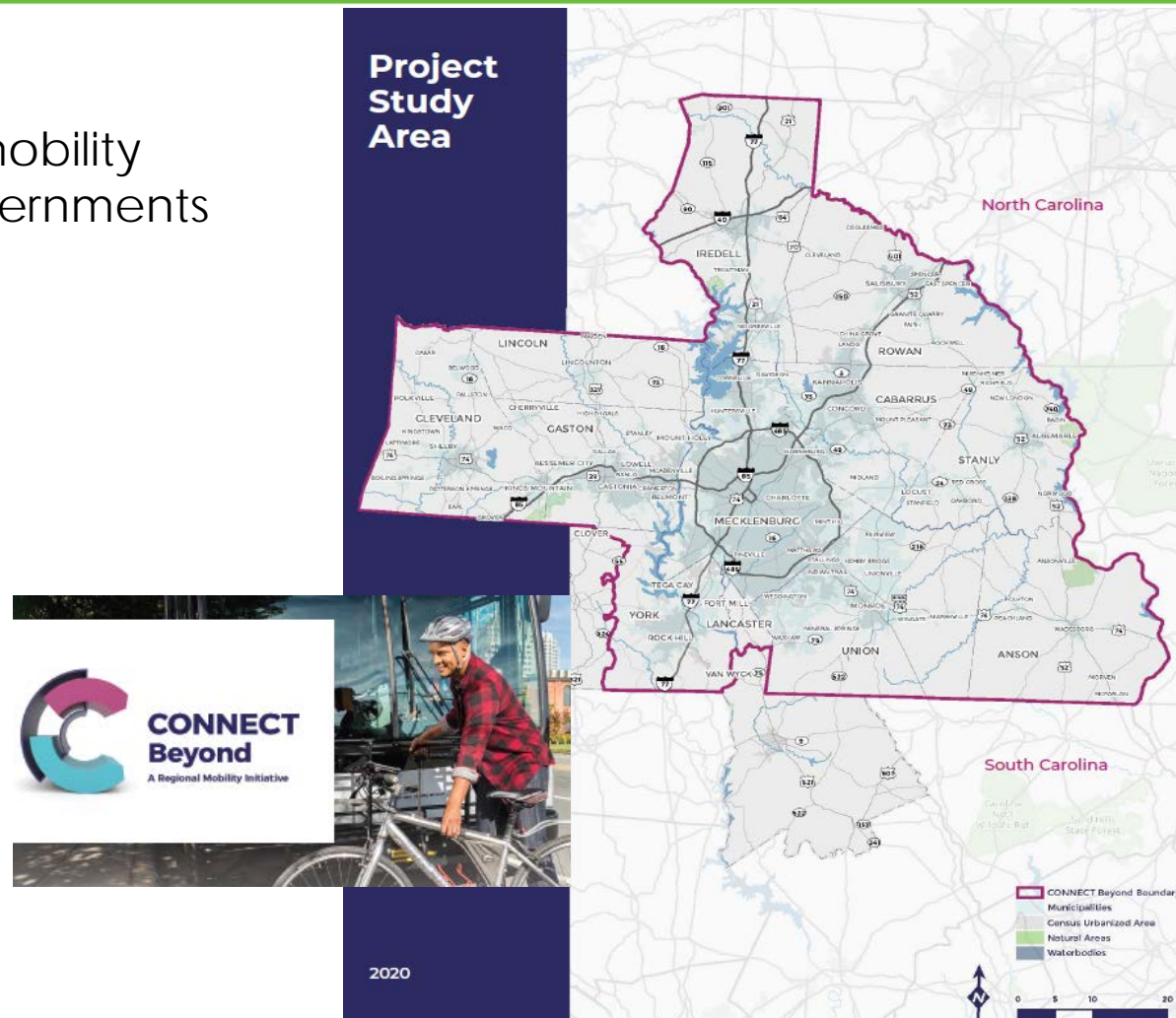


# CONNECT Beyond: A Regional Mobility Initiative

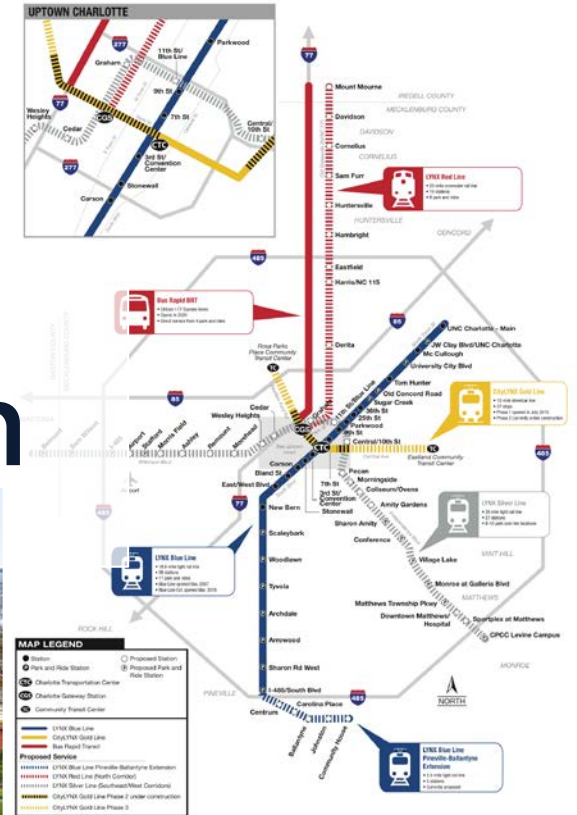
CONNECT Beyond is a two-state, 12 county regional mobility initiative conducted by the Centralina Council of Governments and the Metropolitan Transportation Commission.

## Project Goals

- Define a single, coordinated transit vision built upon local values and public support
- Identify high capacity transit corridors
- Strategize regional coordination that crosses organizational and geographic boundaries.
- Develop action-oriented implementation strategies that support:
  - Improved mobility and access
  - Regionally coordinated transit investments
  - Coordinated transit operations



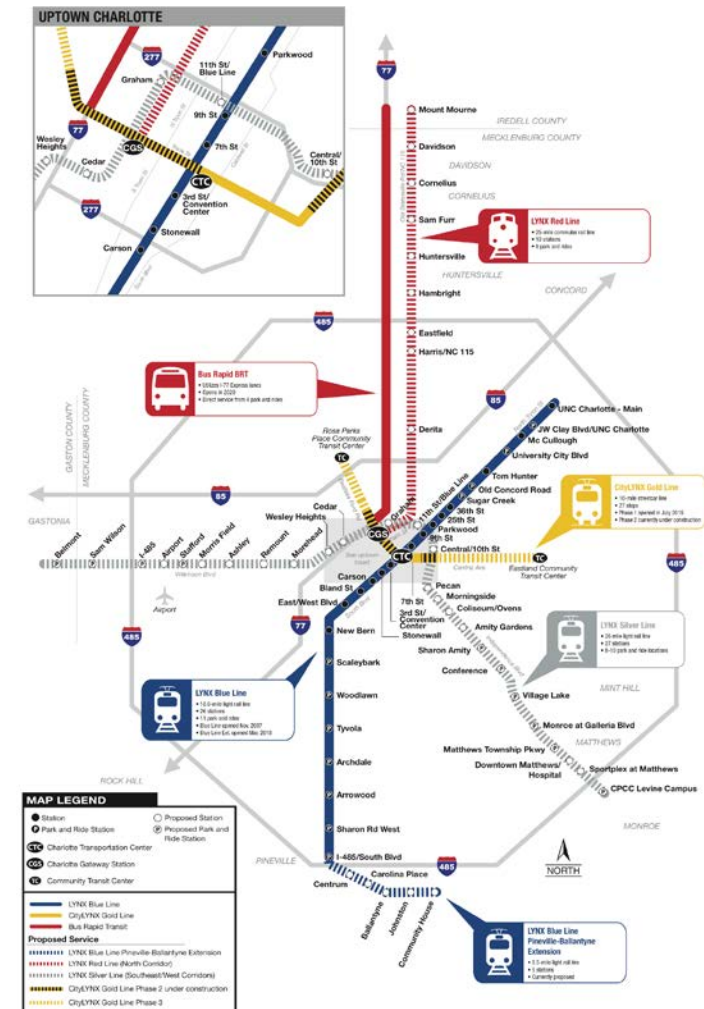




# Advancing the Plan

# Advancing the Plan

- 2000/Present – Expansion of bus service/amenities
- 2007 – LYNX Blue Line
- 2009 – Sprinter Enhanced Bus
- 2015 – CityLYNX Gold Line Phase 1
- 2016 – LYNX Silver Line Light Rail Adoption (SE)
- 2018 – LYNX Blue Line Extension
- 2018 – Envision My Ride
- 2019 – Charlotte Gateway RFQ
- 2019 – LYNX System Update Adoption
  - LYNX Silver Line (W)
  - North Corridor Strategy
  - Pineville/Ballantyne Extension
  - Regional Transit Planning
- 2020 – CityLYNX Gold Line Phase 2
- 2020 – Multiple initiatives underway







# Guiding Principles



Establish **reliable transit** to connect the region, enhance quality of life, and strengthen access to opportunities



Use transit to **influence and shape growth** while respecting community character



**Increase mobility** in each corridor through effective transit investments



# LYNX Blue Line

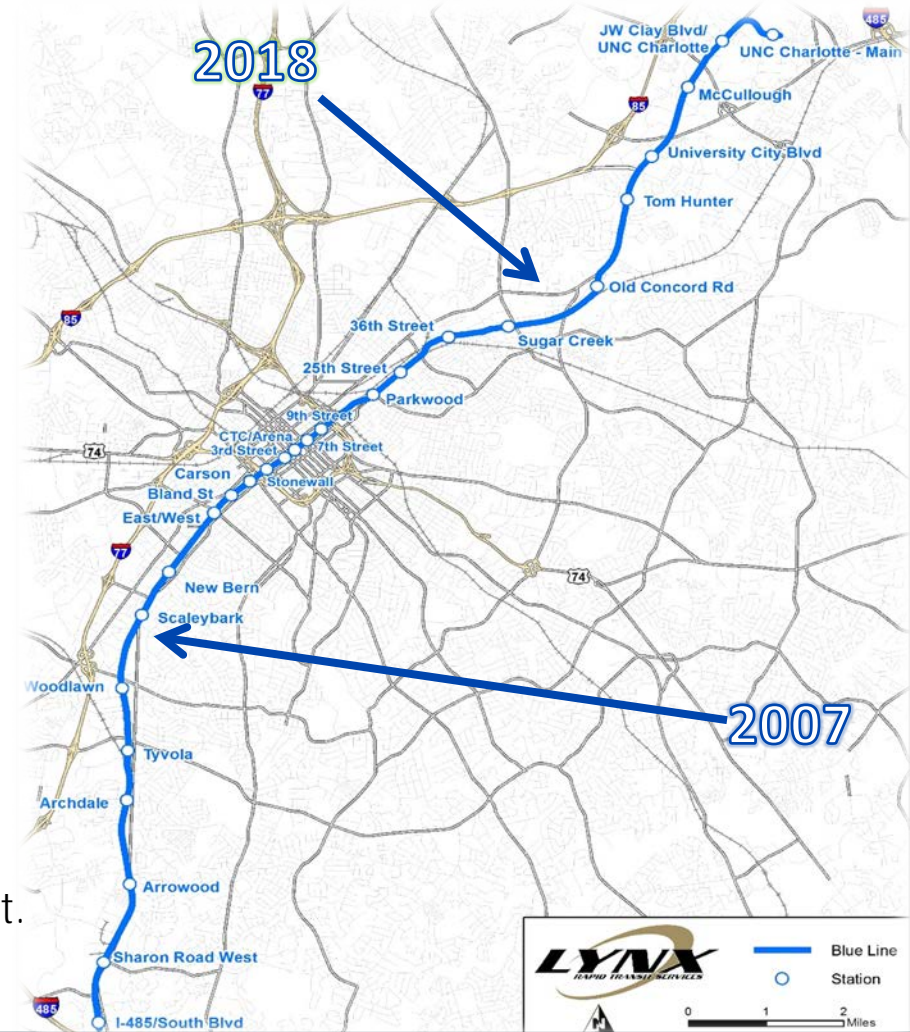
## 2007: Original South

- 9.6 miles, 15 stations
- 7 park and ride facilities
- 3,191 parking spaces
- 4 stations extended to accommodate 3-car trains
- Originally terminus planned in Downtown Pineville

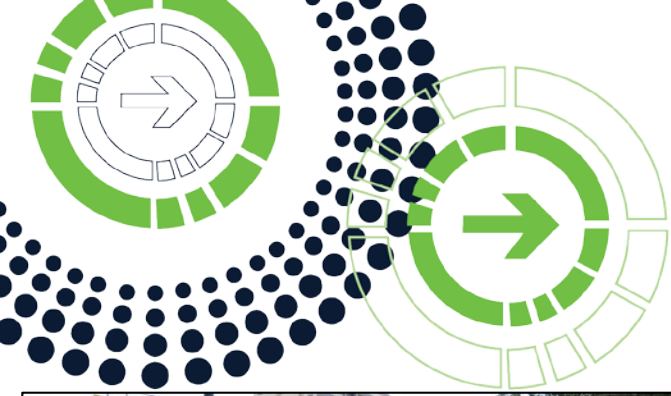


## 2018: Northeast Extension

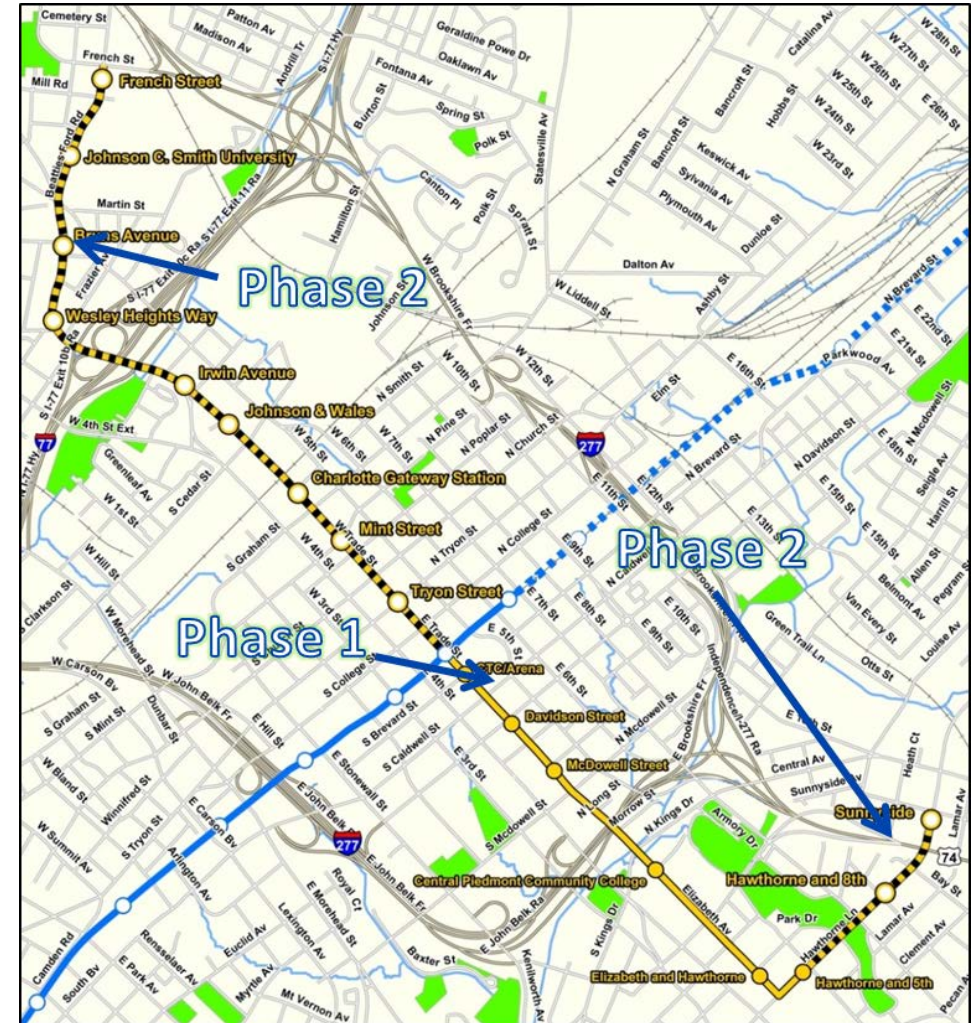
- 9.3 miles, 11 stations
- 4 park and ride facilities
- 3,277 parking spaces
- Accommodates 3-car trains
- Improvements to North Tryon St.
- Connects UNCC campuses







# CityLYNX Gold Line

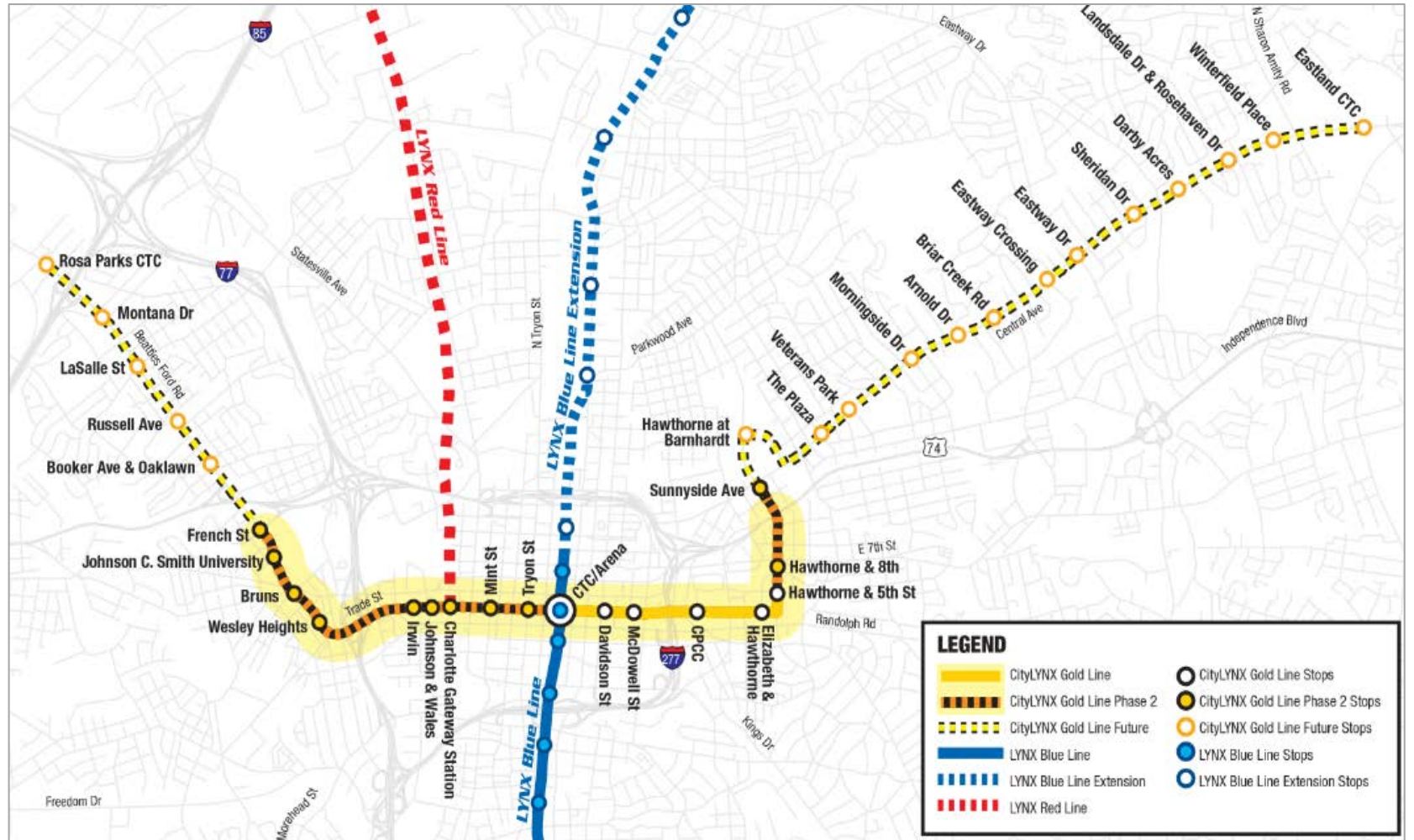






# CityLYNX Gold Line

- Future Phases of Gold Line will extend to Rosa Parks and Eastland Community Transit Centers
- CATS is planning an update of the 30% design for a Phase 3 project





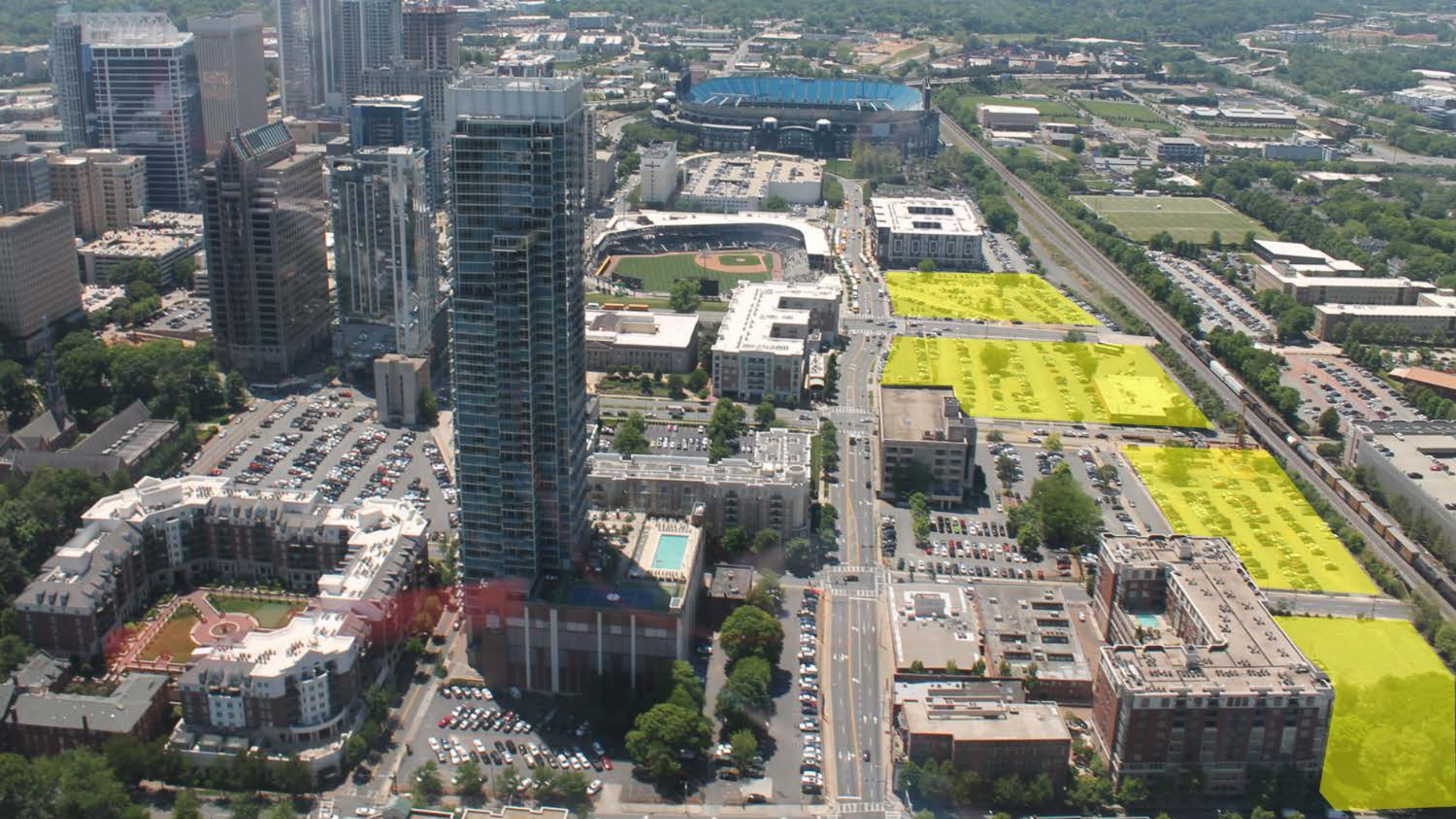


# Charlotte Gateway Station

- Multimodal transit hub and destination center
- Connections to Amtrak, Greyhound, CATS bus service, LYNX Silver Line light rail and CityLYNX Gold Line streetcar
- Broke ground July 2018; Completion scheduled for September 2022
- Phase 1: Rail Infrastructure
- Phase 2: Private Development Partnership





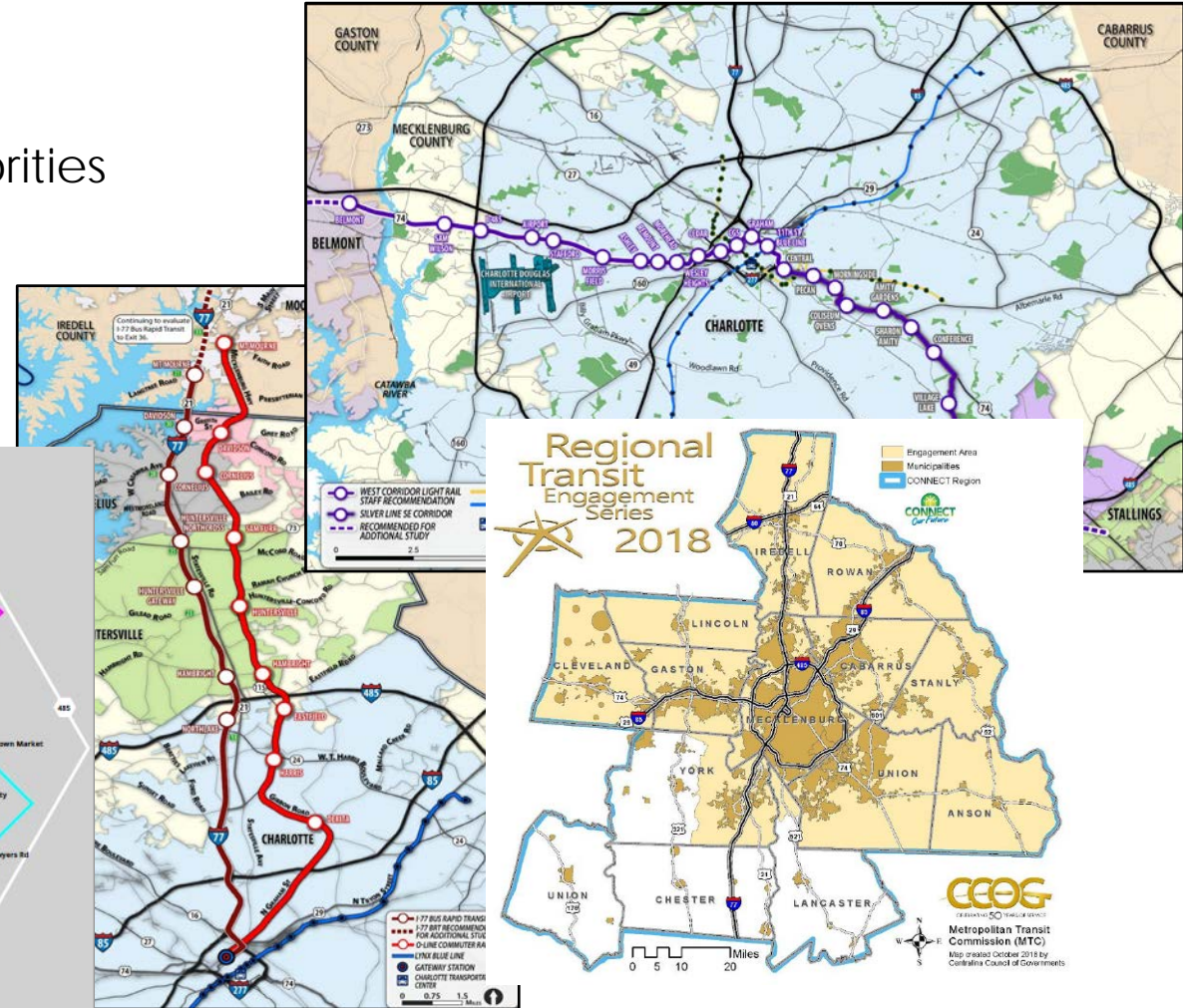
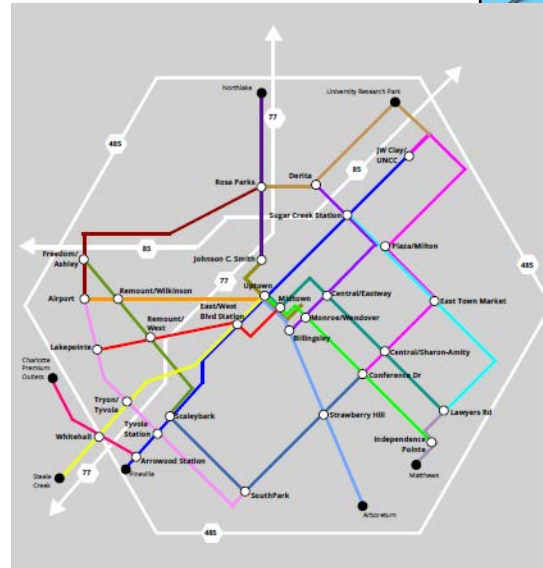






# 2030 Plan: Completing the Vision

- New conversations with the public about transit priorities
- Included more value based conversations
- Expanded the dialogue regionally
- Access to affordable housing, healthcare, and economic mobility critical to success of the next generation of transit projects





CITY OF  
CHARLOTTE

# Transit Engagement

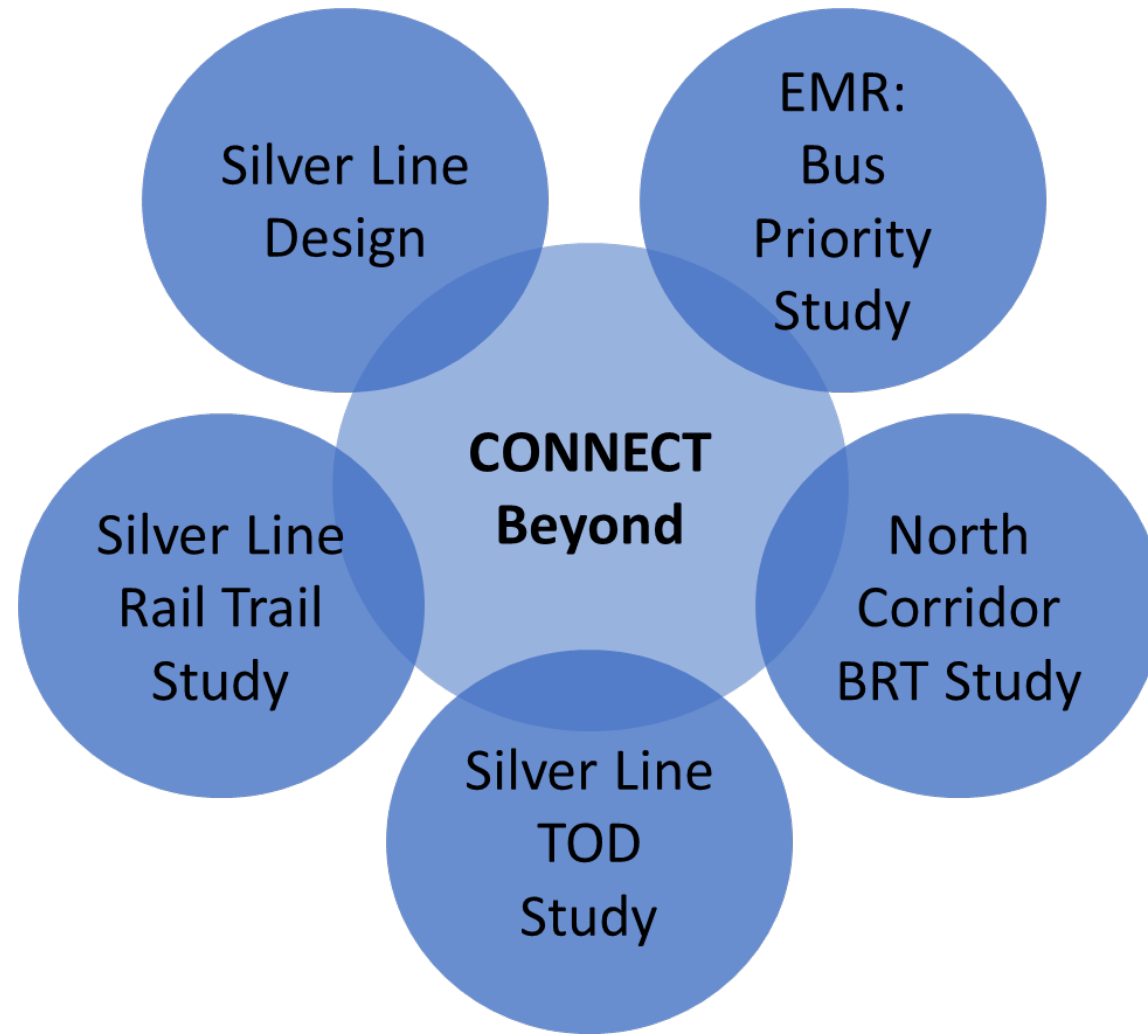
- Created imagination space and culture of ownership
- Respected community's history
- Met directly with community leadership
- Connected values to message and goals
- Built intentional not transactional relationships







# Advancing the Vision

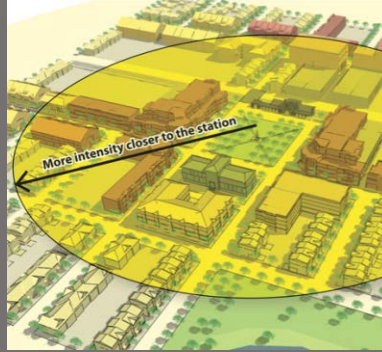


# How can WE leverage transit to support our communities?



## Improve Mobility

*Enhance the existing transportation network to promote safe walking, bicycling, and driving connections to transit*



## Encourage Transit Supportive Development

*Focus a mix of complementary, well integrated land uses within walking distance of the transit station*



## Enhance Community Identity

*Use design to enhance community identity around station areas and to make it an attractive, safe, and walkable place*



## Expand Opportunities

*Optimizing access to transit to enhance economic mobility and access to jobs; increase affordable housing and neighborhood amenities*







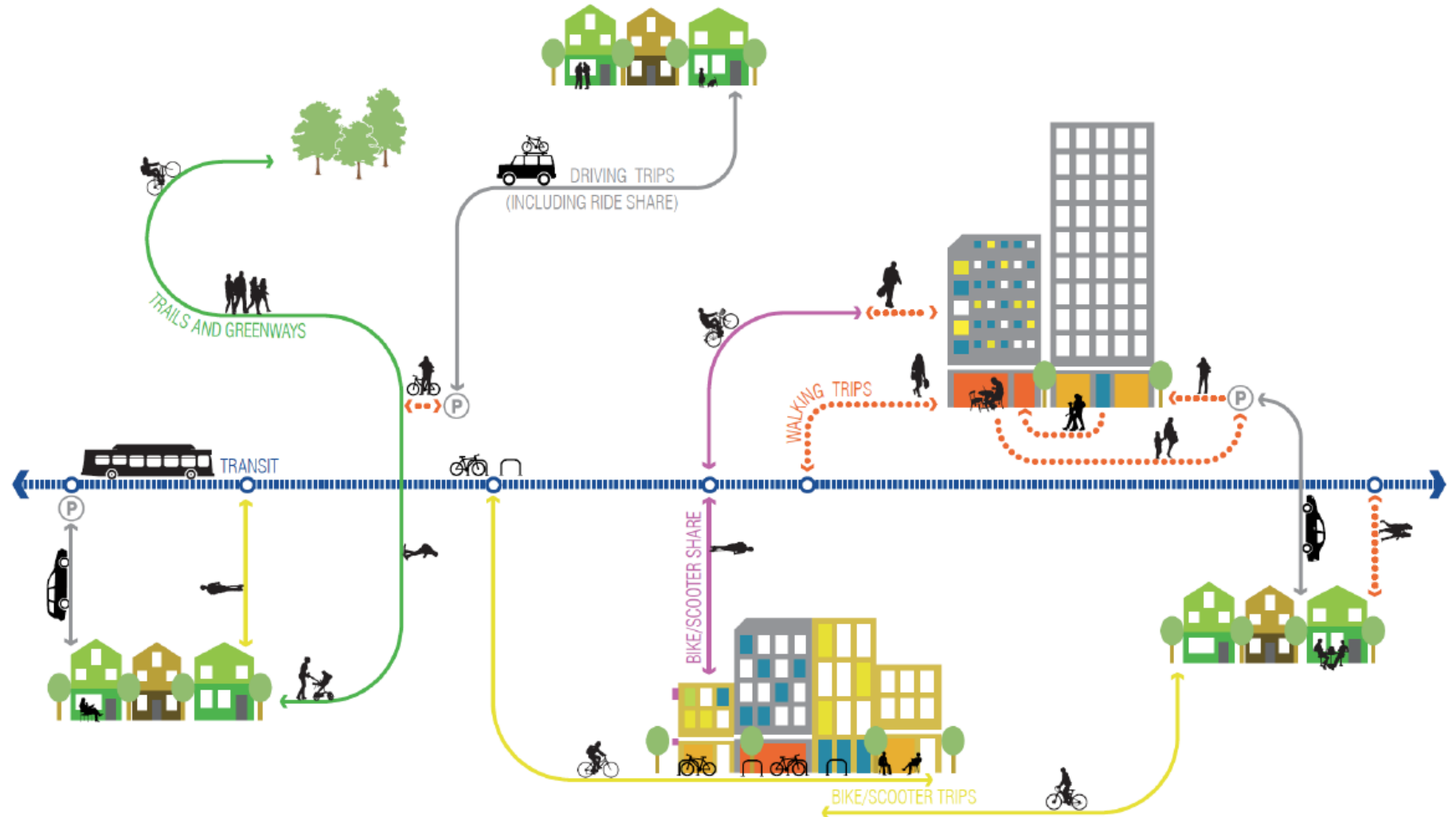
# Envision My Ride: Bus Priority Study

- Will identify additional bus enhancements on major corridors
- Bus treatments recommended may include: Bus only lanes, queue jumper, transit signal priority, adjustments to bus stop amenities and spacing.
- Improve speed and reliability for proposed high frequency network
- Develop Mobility Hub program
- Kicked off effort with 4<sup>th</sup> Street Bus/Bike Lane Pilot





# Adapting: Micro Mobility and On Demand







# Adapting: Micro Mobility and On Demand



Integrated first/last mile applications

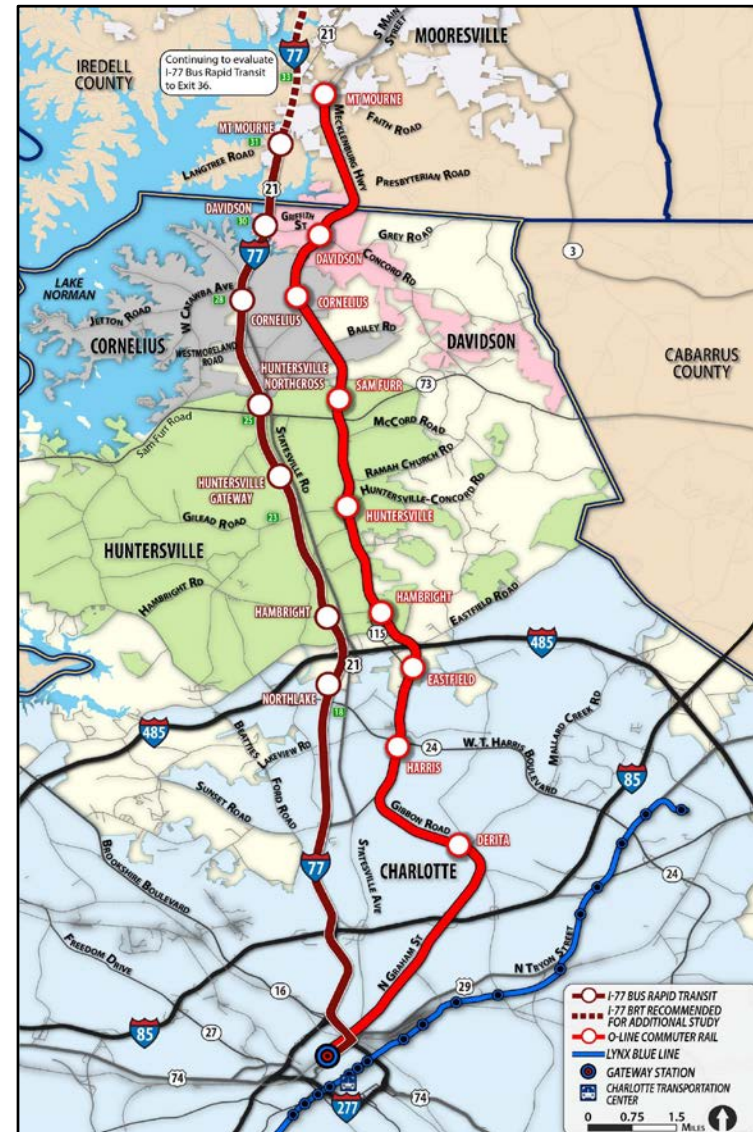


Mobility Hubs to accommodate multiple service needs



A "future ready" system adaptable to changing technologies

# North Corridor Rapid Transit Strategy



## Short Term

- Village Rider and Express bus stop amenity improvements
- Continued express lane bus service improvements as recommended in the North Corridor Mobility Study and Envision My Ride

## Medium Term

- Implementation of an I-77 Bus Rapid Transit service from Charlotte Gateway Station to Mooresville to include:
  - All day service including nights and weekends
  - Four new park and rides and two new express lane direct connects
  - Integrated BRT stations into mixed use developments that also incorporate emerging mobility technologies for first/last mile.
- Begin project definition of concept in 2020

## Long Term

- Continue dialogue with Norfolk Southern on use of the "O" Line corridor for a Rapid Transit project

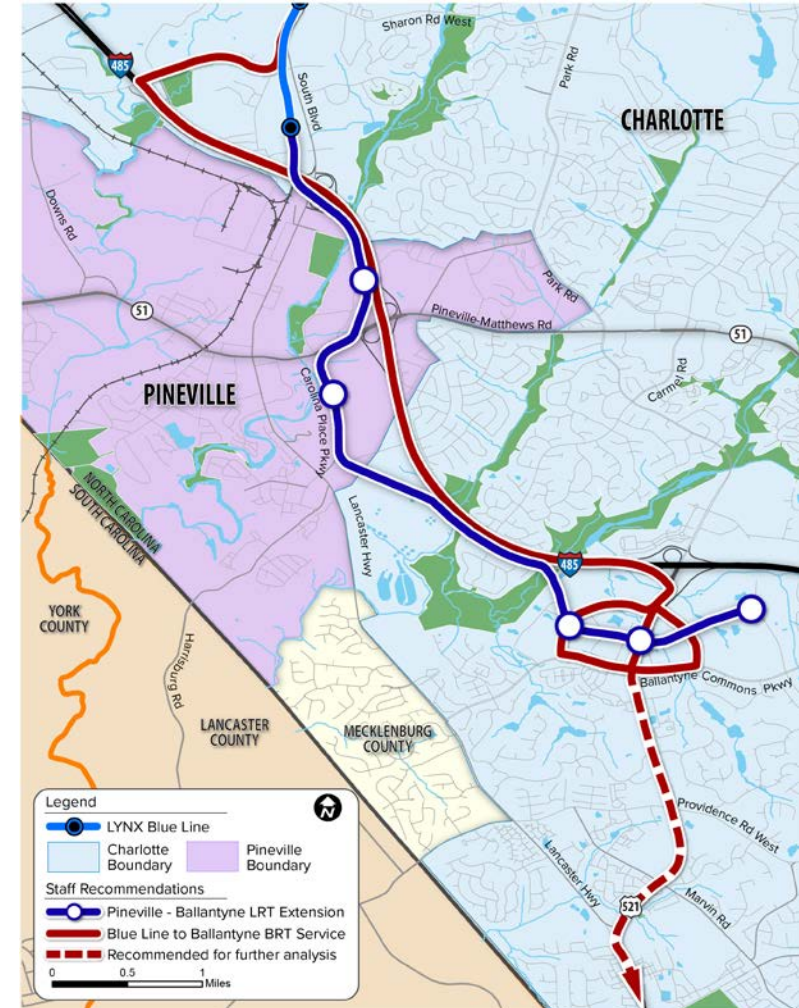




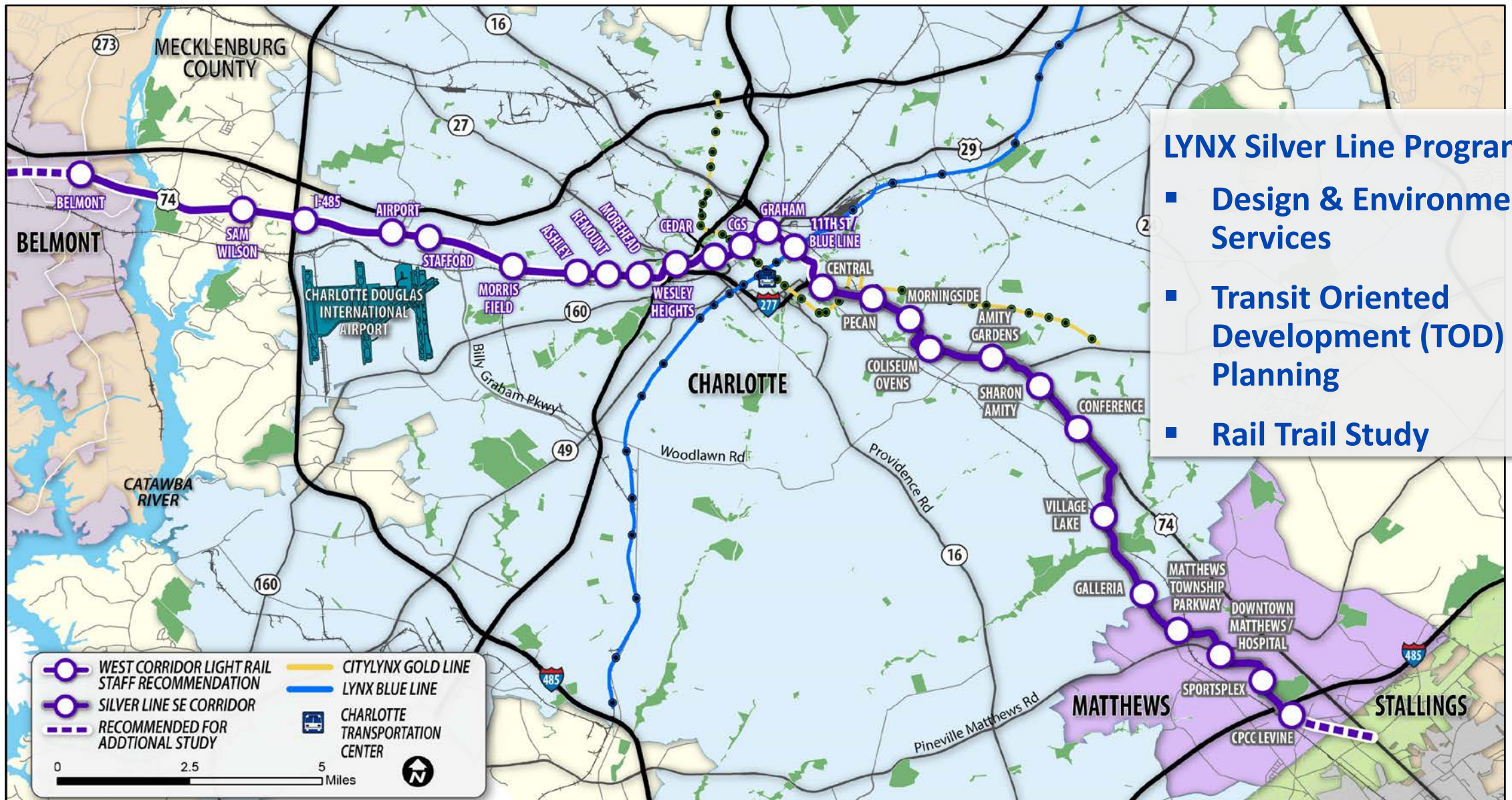


# LYNX Blue Line Expansion: Pineville to Ballantyne

- In September 2019 MTC adopted the following staff recommendations
  - Extend the LYNX Blue Line to Carolina Place Mall in Pineville and to the Ballantyne Corporate Park.
  - Provide BRT service to Ballantyne Corporate Park when the I-485 express lanes open.
- Currently coordinating with the private development community to preserve LRT and BRT corridors.





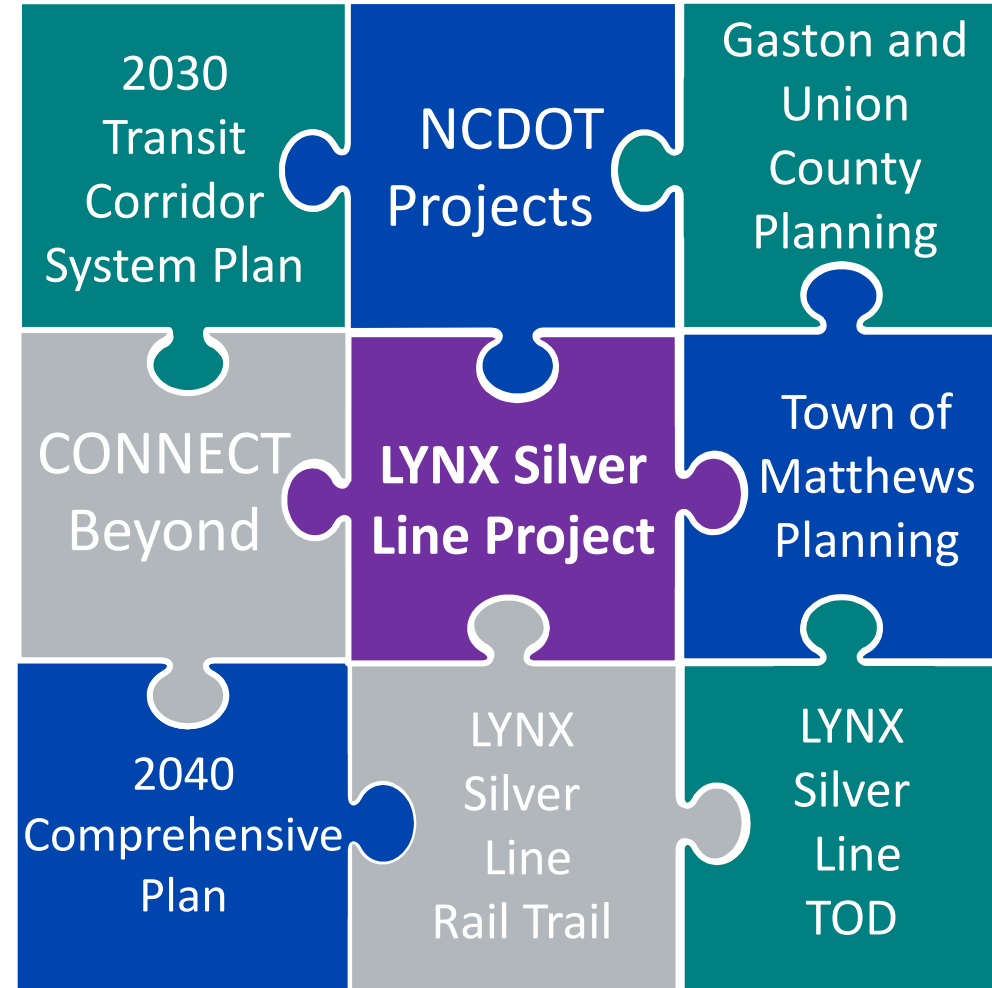


- LYNX Silver Line—CATS first regional light rail project
- 5 Municipalities, 3 Counties, and 2 MPO's
- Project Public Kick Off March 2020: Design, TOD, and Rail Trail



# LYNX Silver Line Program

One  
vision to  
**grow**  
together

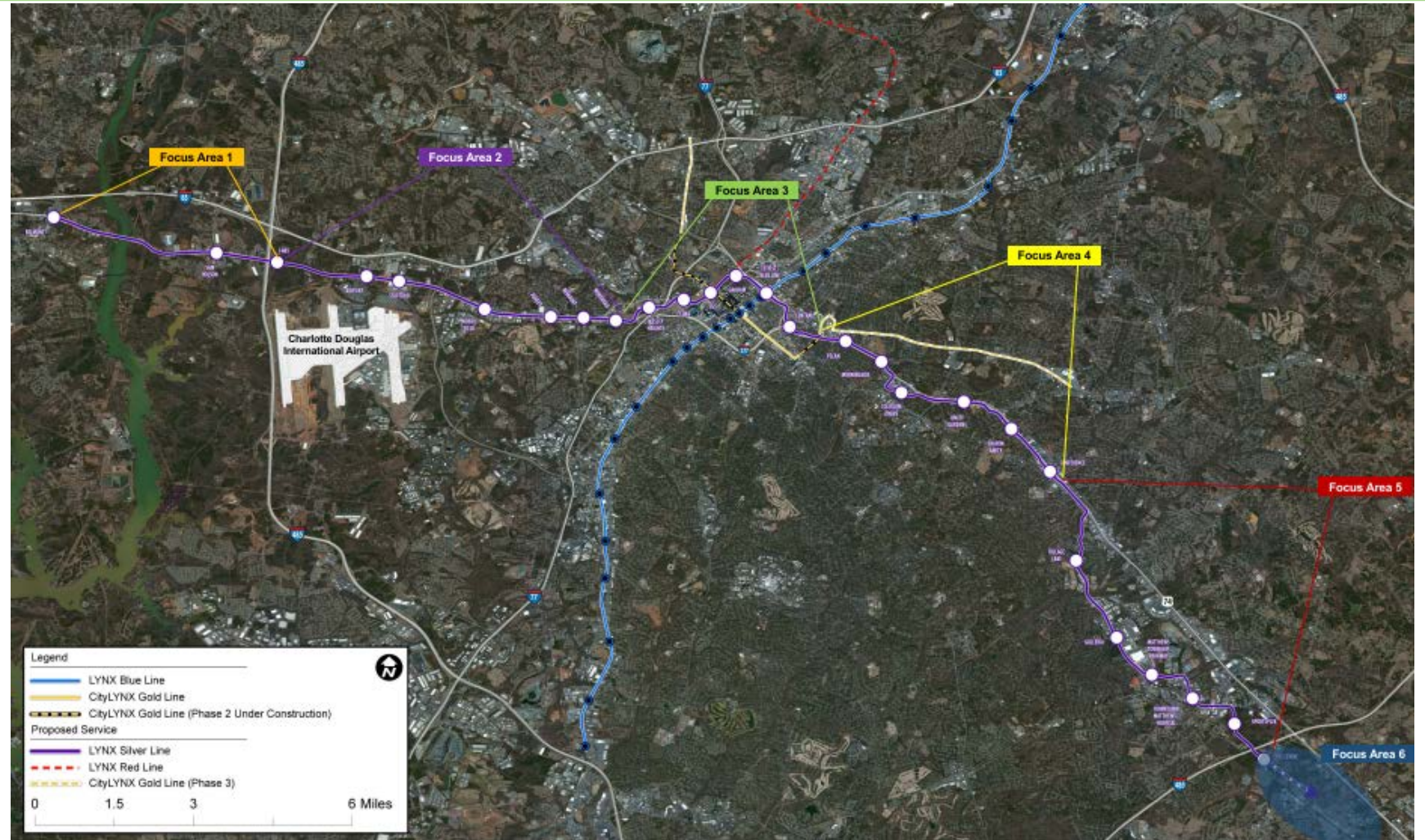




# LYNX Silver Line Program: Design & Environmental Services

## Why do we need to refine the Silver Line alignment?

- Engineering evaluation
- Environmental consideration
- Changes in the corridor
- Lessons Learned from Blue Line
- Additional coordination with land use and other projects







# LYNX Silver Line Program: Transit Oriented Development

CATS in partnership with Charlotte Planning, Design + Development Department, City of Gastonia, City of Belmont, Town of Matthews, Town of Stallings, and Town of Indian Trail received a \$920,000 planning grant for **Transit Oriented Development Planning** from the Federal Transit Administration.



## Community Education and Engagement

- Transit Oriented Development basics
- Affordable housing
- Lessons Learned

## TOD Readiness/Market Study

- Market analysis
- TOD opportunities
- Development strategies

## Station Area Planning

- Analyze station location goals and options
- Future land use recommendations
- Illustrative plans

## Implementation Strategy

- Action steps and TOD strategies
- Infrastructure needs
- Corridor preservation



# LYNX Silver Line Program: Rail Trail

LYNX Blue Line Rail Trail



- Integrated rail-trail concept that recognizes the various Silver Line operating environments; side running, median running, and elevated.
- Develop pedestrian, bicyclist, and e-scooter amenity recommendations
- Branding concepts that reflect community context.
- Develop a continuous path to be adopted into local plans.
- Develop strategies to integrate with TOD ordinance.

Side Running Silver Line Section



Median Running Silver Line Section







- How do we build more inclusive and thoughtful infrastructure?
- Transportation projects can be a catalyst to reconnect neighborhoods.
- Creating access to opportunity is integral to each transit project





Thank you!

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# Transformational Mobility Network

How do we define it?

## Guiding Principles



**LIVABLE & CONNECTED**



**HEALTHY & SUSTAINABLE**



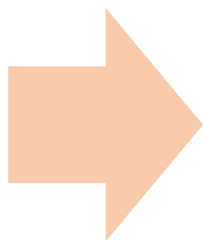
**PROSPEROUS & INNOVATIVE**



**INCUSIVE & DIVERSE**



**REGIONAL**



## Outcomes – Charlotte Moves

### **HIGH-QUALITY OPTIONS:**

Provide effective travel options that result in viable choices for all travelers within Charlotte.

### **EXCEPTIONAL TRAVEL EXPERIENCES:**

All users of the system (transit, walk, bike and micro-mobility) have an integrated mobility network that goes where they want to go.

### **PROGRESS TOWARD COMMUNITY GOALS:**

Connect Charlotteans to housing and jobs, meeting community's goals of affordable housing, upward mobility and workforce development.



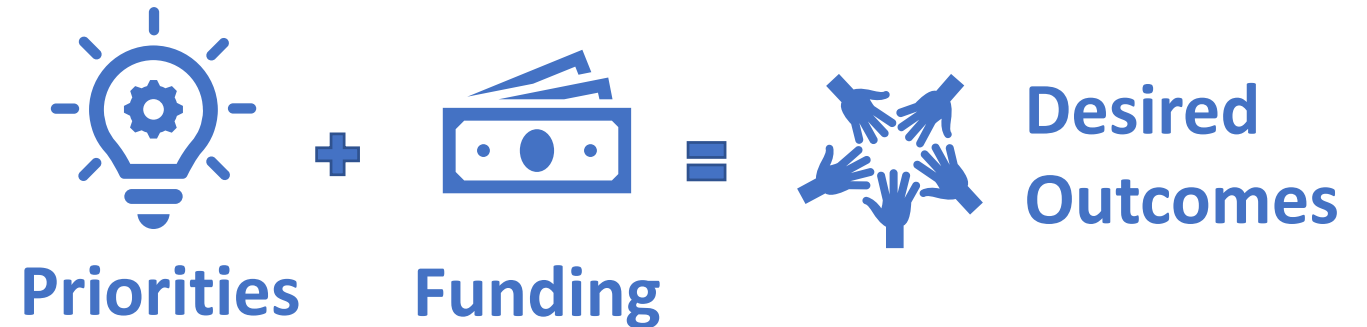
# Transformational Mobility Network

## How do we define it?



Strategic Mobility Plan

- A Transformational Mobility Network







# Transformational Mobility Network

## How do we define it?

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### **Transformational Mobility Network** *Defined*

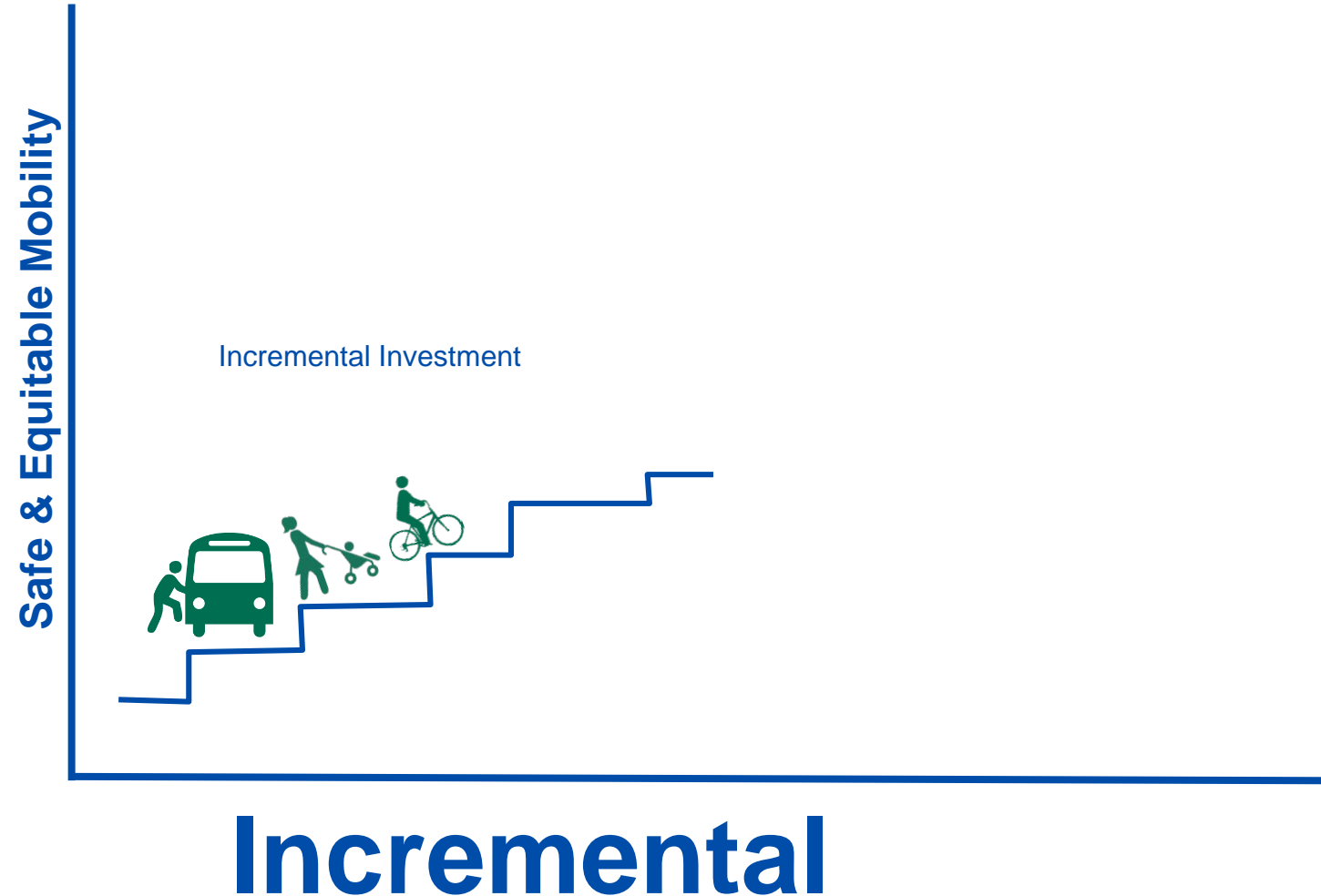
*A network of projects that when implemented as a system address the critical mobility needs of Charlotte and the region.*

*And “but for” these projects, Charlotte cannot achieve the desired outcomes of the Task Force.*



# Transformational Mobility Network

## How do we define it?

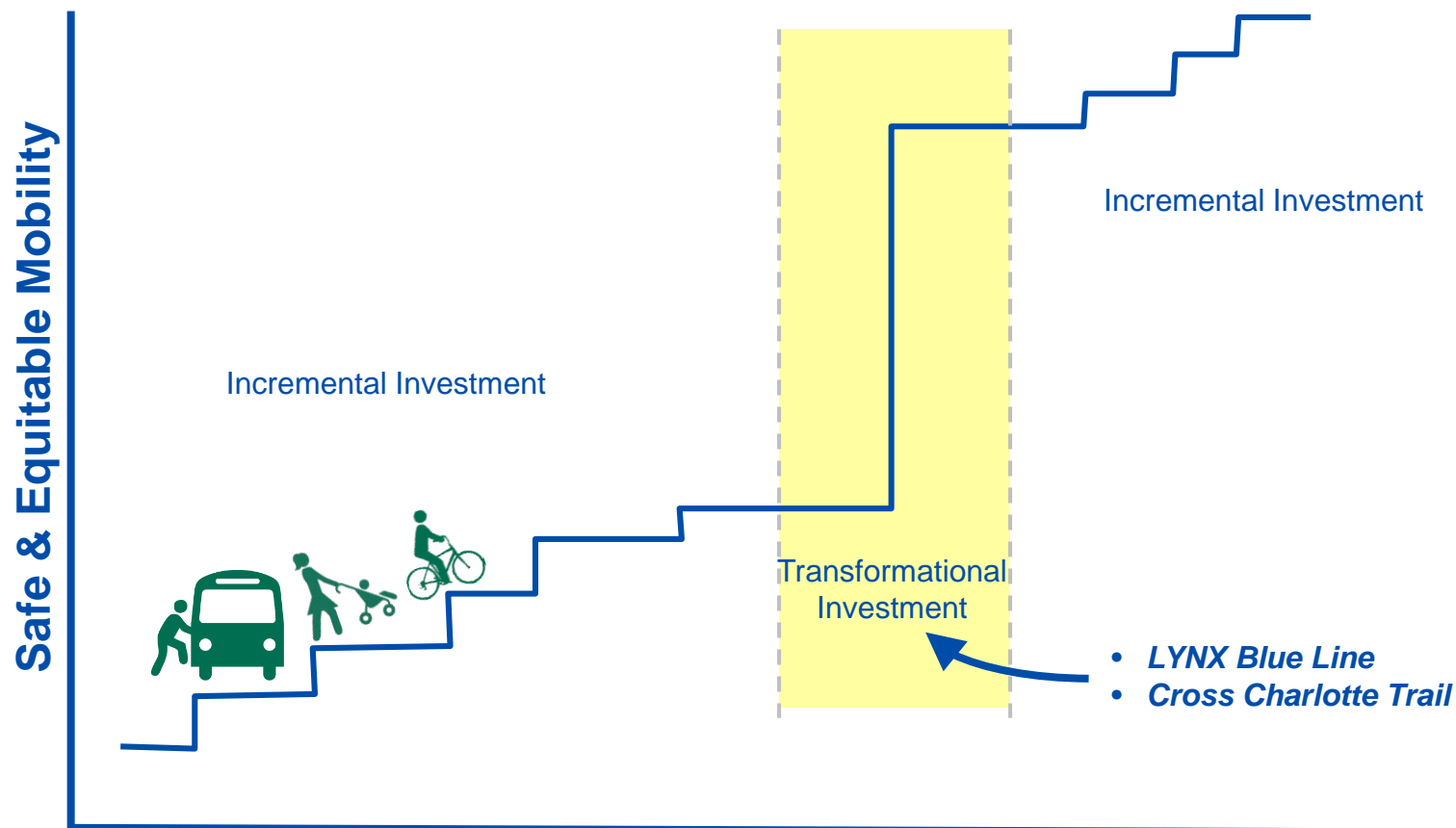






# Transformational Mobility Network

How do we define it?



## Incremental + Transformational



# Transformational Mobility Network

## Characteristics

### SCALE

larger in scale or mobility impact

### CONNECTED

integrates networks, systems, and services

### MODE SHIFT

measurably shifts mode and travel choices

### BARRIERS

overcomes barriers to key network completion

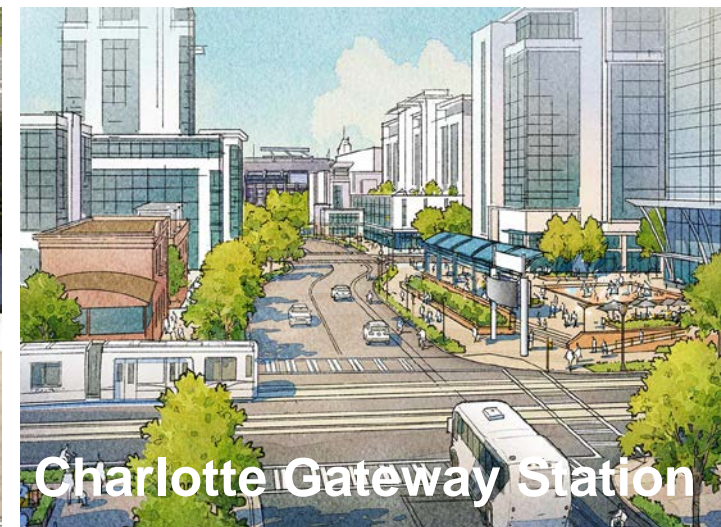
### FUNDING

requires a higher level or accelerated funding

## Examples



Rail Trail  
I-277 Bridge



Charlotte Gateway Station



Blue Line LRT



Uptown CycleLink





year with you  
crosswalks



Charlotte but I've been here now for  
about 17 years



current situations where they are in all  
of that came out in open Street



am and so even though my home  
ol was

# Reminder: Public Input

- ▶ Meeting available on City of Charlotte Youtube and Facebook
- ▶ Comments live on Youtube and ongoing at [charlottemoves@charlottenc.gov](mailto:charlottemoves@charlottenc.gov)
- ▶ Presentations and agendas available at [https://charlottenc.gov/Mayor/Charlotte\\_Moves\\_Task\\_Force](https://charlottenc.gov/Mayor/Charlotte_Moves_Task_Force)



# Charlotte Moves: A Look Ahead...

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May: Introduction & Kick Off

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**June:** **Orientation:** Roles, Guiding Principles & Key Mobility Plans

**\* July:** **Best Practices:** *Learning From Other Places, Projects & Funding Strategies*

**August:** **Recommendation Development:** Part 1 - Modal Plans, Needs & Funding

**September:** **Recommendation Development:** Part 2 - Transformational Projects & Selection Criteria

**October:** **Draft Recommendation:** Part 1 - Public Review & Task Force Discussion

**November:** **Draft Recommendation:** Part 2 - Funding Strategies

**December:** **Final Recommendation:** Ratify and Transmit to Mayor

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**Early 2021:** **Strategic Mobility Plan:** Potential Updates & Task Force Input