



CHARLOTTE

MOVES

TASK FORCE

October 13, 2020



AGENDA

1. Welcome (10 min)

- a. Vision & Mission (Mayor Gantt)
- b. Outline of Task Force Recommendation (Mayor Gantt)

2. Needs: What are our priorities? (35 min)

- a. (20 min) What we've heard – private poll and public survey (Taiwo, Ben, & Scott)
- b. (15 min) Reflection on the State of Mobility Report & homework (Stephen)

3. Strategy & Outcomes: How do we get there? (45 min)

- a. DRAFT - Transformational Mobility Network (Scott)
- b. Discussion (Mayor Gantt)

4. Implementation: What will it cost? How do we pay for it? (NA)

- a. Reminder: Follow up discussion at October 22nd Meeting

5. Public Comment (Mayor Gantt) (15 min)

6. Next Steps & Meeting Closing (Taiwo, Mayor Gantt) (3 min)



Task Force Vision & Mission

Charlotte MOVES: VISION STATEMENT

“Charlotte will provide **safe** and **equitable** mobility options for all travelers regardless of age, income, ability, race, where they live, or how they choose to travel. An integrated system of transit, bikeways, sidewalks, trails, 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.”

- From Charlotte Future 2040 Comprehensive Plan



This Vision Statement covers the work of the Task Force & the development of the Strategic Mobility Plan

ULTIMATE GOAL / DELIVERABLE



A Memo to the Mayor in Three Parts

1. *Needs:*
Statement of need
2. *Strategy & Outcomes:*
Identification of “Transformational Mobility Network”
3. *Implementation:*
Recommended financing/funding options



Needs

What are our priorities?



What We've Heard from Others

Poll & Survey Results



Two Different Tools for Feedback

	Third Party Private Poll	Public Survey
Thematic Focus	<ul style="list-style-type: none">• Evaluating support of increased transportation options & investment• Broad vision and values	<ul style="list-style-type: none">• Resident behaviors & preferences;• Post-pandemic mobility;• Tradeoffs between modes of transportation
Poll/Survey Conducted By	ALG Research	City of Charlotte
Dates	August 17 – August 24, 2020	August 20 – October 13, 2020
Geography	Regional poll, 501 registered voters representative of the region including Gaston, Iredell, Union, & Mecklenburg counties	Not limited, but advertised with a focus on responses within city limits. (Over 1,200 total responses)
Audience	Targeted to achieve statistically valid response pool	Open to public

CHARLOTTE-AREA TRANSPORTATION

Key Findings from Survey Research
October 2020

METHODOLOGY



ALG Research conducted an online survey of N=501 registered voters in Gaston, Iredell, Mecklenburg and Union county.



Interviews were collected August 17th through August 24th, 2020.



Data was collected online, meaning all the respondents have access to the Internet via a computer, tablet, or smartphone.



Data are weighted to be representative of the regional population.

KEY FINDINGS



There is strong support for expanding transportation options in the Charlotte area.

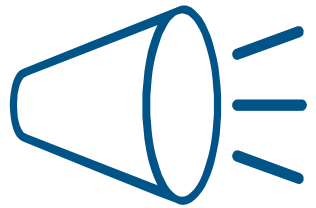


This is not a political issue – support for transportation extends across geographic, partisan, and demographic lines.



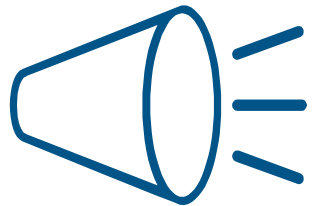
Charlotte-region voters believe that expanding transportation will help businesses and the economy.

KEY FINDING: STRONG SUPPORT FOR EXPANDING TRANSPORTATION OPTIONS



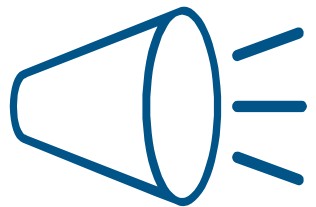
84%

agree that “having more transportation options is important.”



79%

support “expanding the number of local transportation options.”

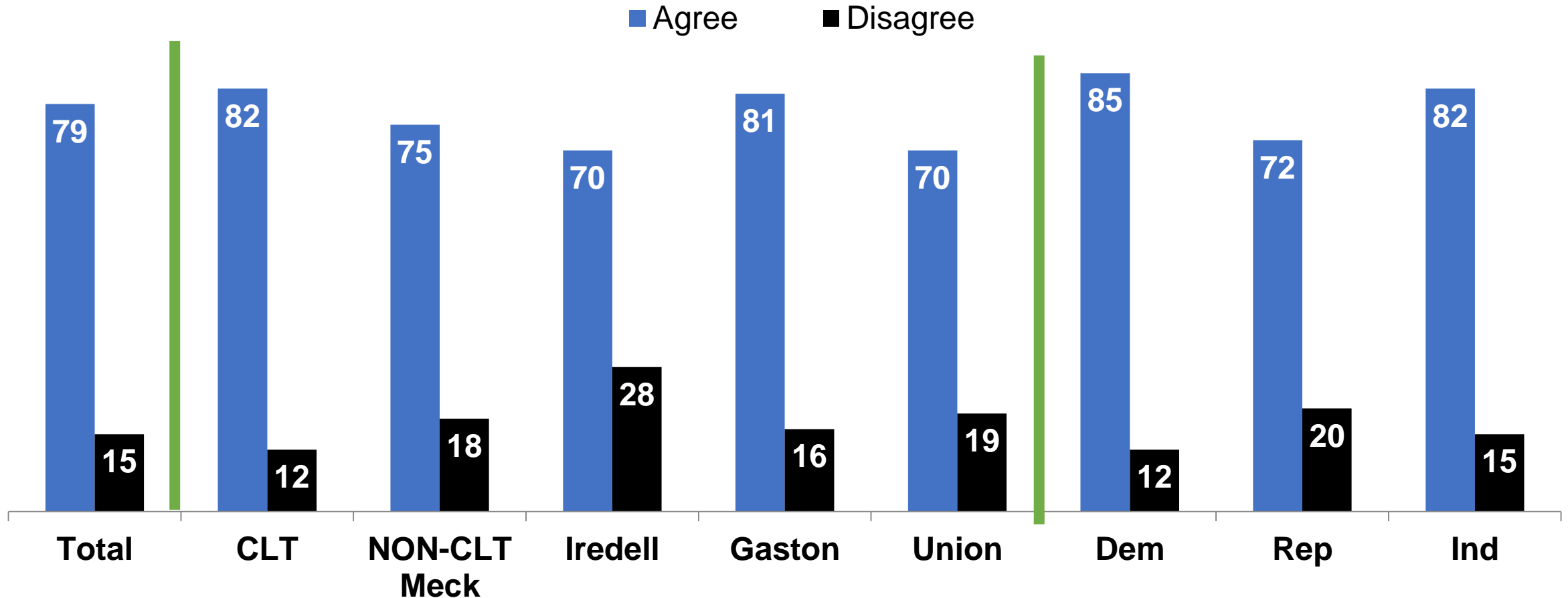


75%

say there needs to be “more transportation options like buses and light rail.”

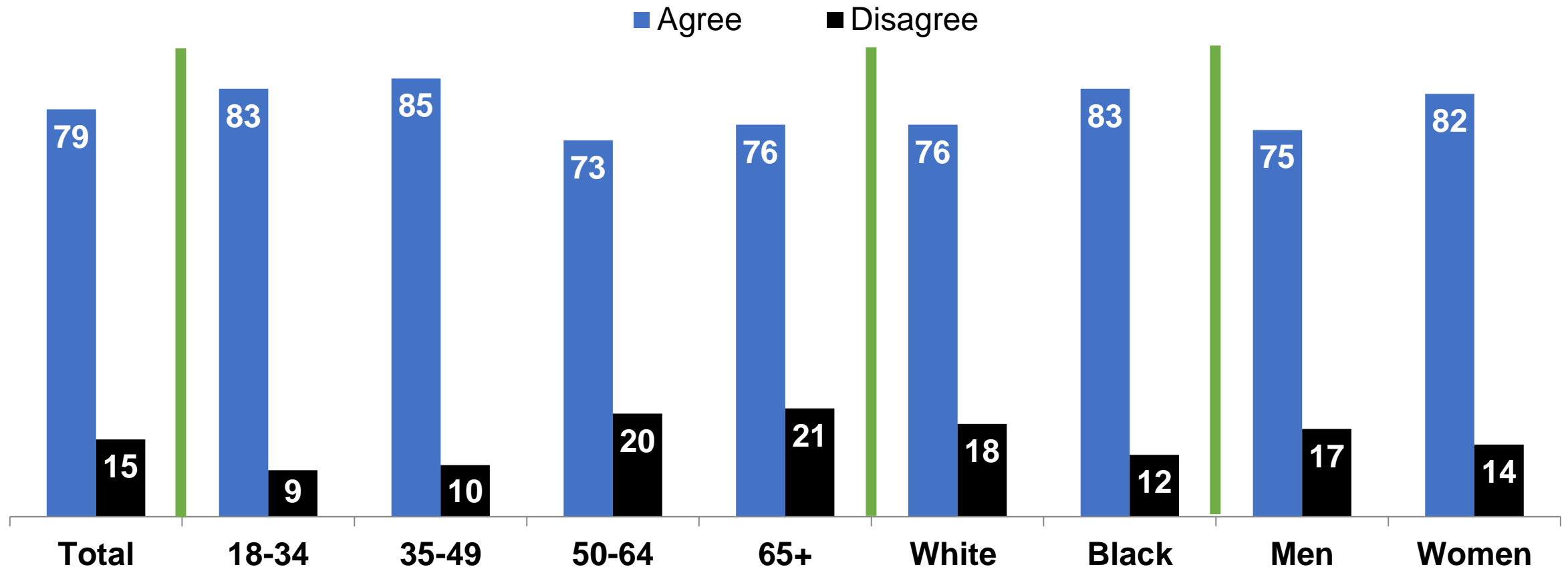
KEY FINDING: SUPPORT EXTENDS ACROSS GEOGRAPHIC AND POLITICAL LINES

I SUPPORT EXPANDING THE NUMBER OF LOCAL TRANSPORTATION OPTIONS



KEY FINDING: SUPPORT EXTENDS ACROSS DEMOGRAPHIC LINES

I SUPPORT EXPANDING THE NUMBER OF LOCAL TRANSPORTATION OPTIONS



KEY FINDING: VOTERS VIEW TRANSPORTATION AS AN ECONOMIC ISSUE, NOT JUST QUALITY OF LIFE

“Businesses in my community would benefit from new investments that make it safer and more convenient to walk, bike and ride the bus or light rail.

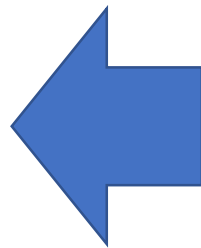


80% agree

14% disagree

66% agree

28% disagree



“My quality of life would be better if it were safer and more convenient to walk, bike or ride the bus or light rail to more places.”



Public Survey

Summary and Key Takeaways



Charlotte MOVES – Public Survey

- Survey opened: August 20, 2020 | Survey closed: October 13, 2020
- By the numbers...
 - 33 questions focused on
 - *transportation equity,*
 - *mobility after Covid-19*
 - *tradeoffs between different types of transportation*
 - *mobility behaviors/preferences*
 - 1,216 participants
 - 71,023 data points
 - 225.5 hours invested by participants



KEY TAKEAWAY

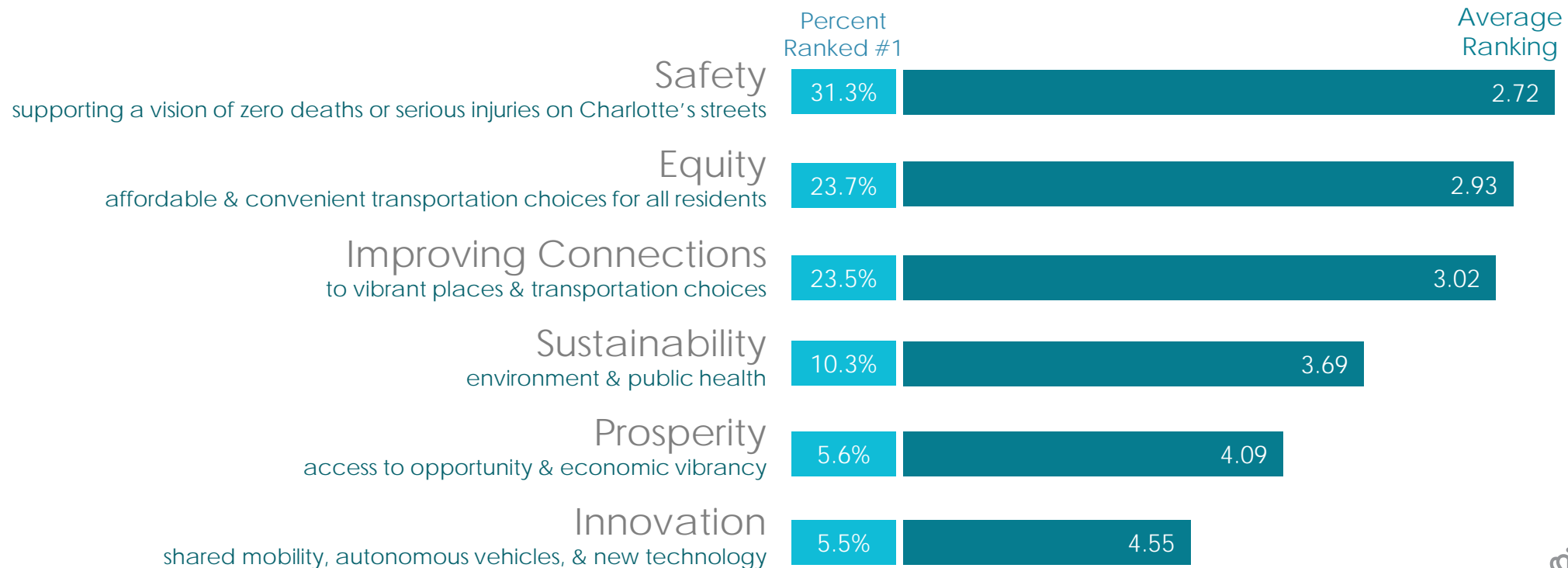
Responses reveal a strong preference for more ways to safely travel to places within Charlotte. **More than 80% of participants indicated they would accept modest increases in travel times to make the City's streets safer for all users.**

NOTABLE RESULTS

- The top two changes the public would like to see are 1) More convenient public transportation and 2) More travel options.
- 81% of participants would like to travel more often by walking in Charlotte. 76% would like to travel more often by bus or light rail.
- Safety and convenience are the top two reasons participants do not walk, bike, or take transit for everyday trips.

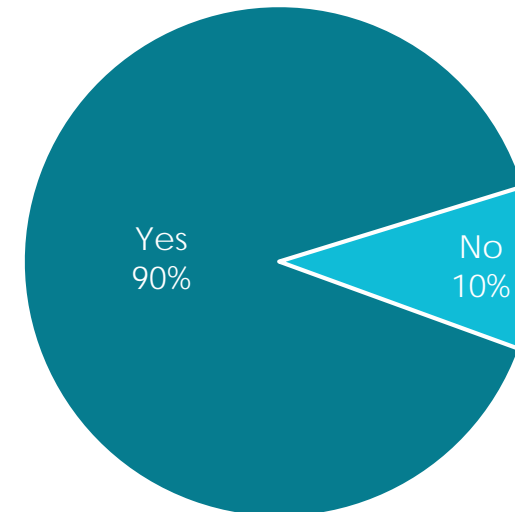
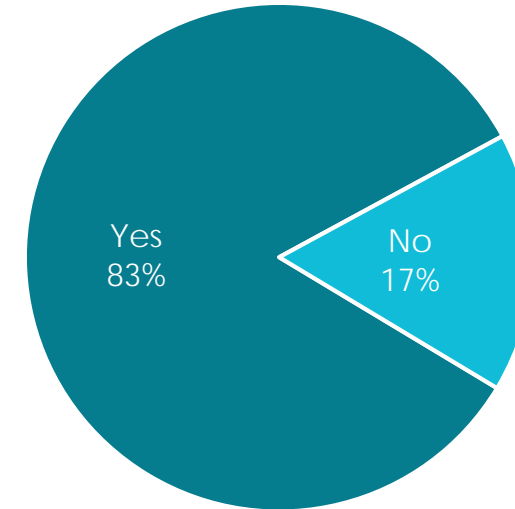


- Charlotte is facing many new challenges. As you think about the role of transportation in responding to those challenges, tell us which considerations are most important to you. Please rank the following choices.





- Should the City focus transportation investments on improvements for the populations that are most vulnerable and have the greatest need for affordable transportation options?
- Should the City could focus its limited transportation dollars to support a mode shift goal and make more significant improvements in the transportation modes that have been historically underinvested (walking, biking, and transit)?





- Anticipated Impact of Covid-19

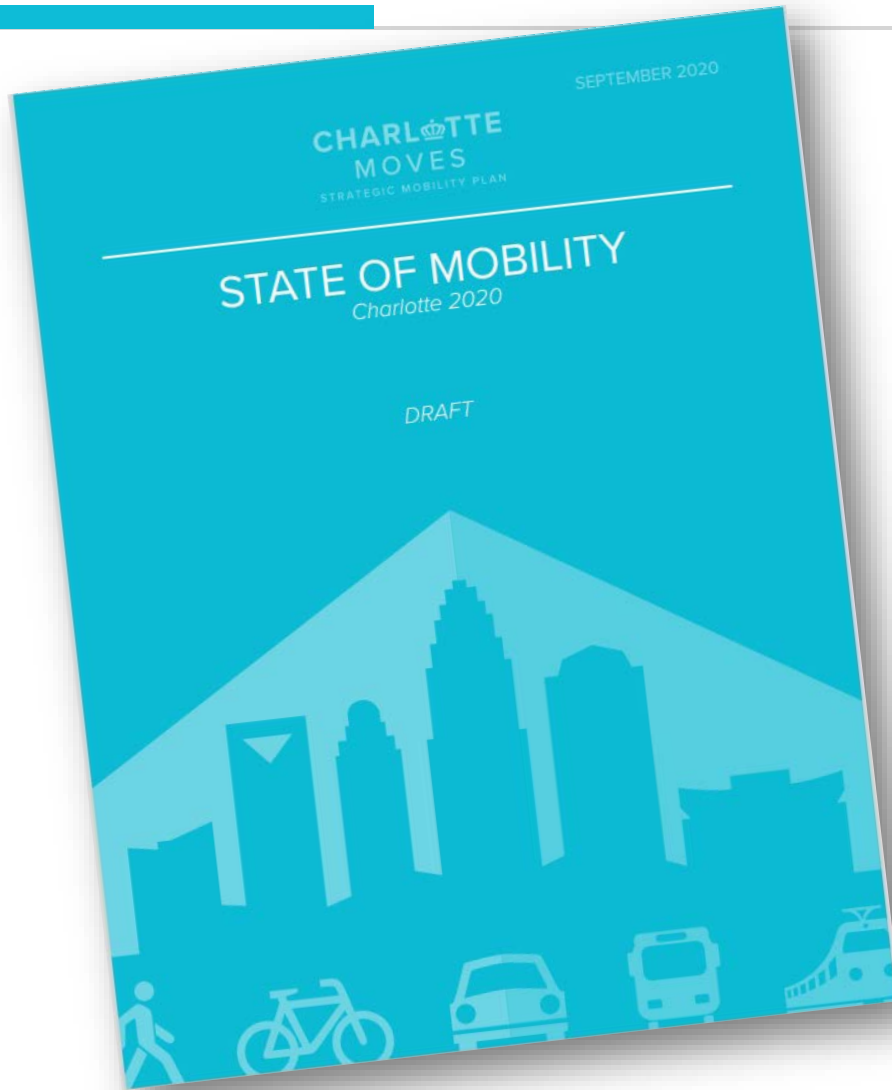
- 13% DECREASE in the number of people who drive alone to work 5 or more days a week
(pre-pandemic to expected post-pandemic)
- 11% INCREASE in the number of people who walk/ride a bike 3 or more days a week
(pre-pandemic to expected post-pandemic)



State of Mobility Report

State of Mobility

Reflections and Observations



SAFETY

Too many people die traveling on our streets (74 in 2017). A disproportionate number of those fatalities are pedestrians and bicyclists. We must make our streets safe for everyone, regardless of age and ability, or where, when, and how you travel.



AFFORDABILITY

Over half of our household income is spent on the increasing costs of housing and transportation. Our mobility investments should reduce the cost of transportation and make it possible live and work in Charlotte without having to own a car.



GROWTH

We have outgrown our ability to travel the way we used to, and we cannot build our way out of congestion. Our mobility future rests in moving people (not just cars) and requires us to prioritize and invest in a broader range of mobility choices.



ENVIRONMENT

Transportation accounts for 40% of our greenhouse gas emissions. Our streets impact the tree canopy and the runoff in creeks. We must prioritize investments that expand sustainable mobility options and protect our environment and resources.



PROSPERITY

Our mobility investments can do more to expand prosperity throughout our city. We must identify investments that connect people to jobs, move goods and services, strengthen businesses, and support the needs of daily life.



TRANSFORMATION

The way we travel, like no time before, is in a period of creative disruption and rapid transformation. We must accept, adapt, and anticipate new opportunities, technologies, and challenges.



HEALTH

Our health is tied to the way we move and our ability to access daily needs. We must provide healthier active mobility options and expand access to the needs (food, recreational space, health care, etc.) that shape our health and happiness.



REGIONAL

We are the center of the region. How we invest shapes lives within, and beyond Charlotte's borders. Our mobility and investment strategy must build and strengthen regional partnerships and define shared success.



DEMOGRAPHICS

Charlotte is becoming increasingly older and more diverse, reshaping the very nature of who we are and what we need. We must re-balance our mobility choices to fit the changing needs of our future city.



ALIGNMENT

We are envisioning our future at all levels with transformational plans underway shaping our growth, development, land use, transit, and recreational space. Mobility is a common thread throughout these efforts, and now is the time to align a shared vision.



Safety and Travel Choices

"100% of fatal/serious injuries crashes occur on just 10% of our streets"

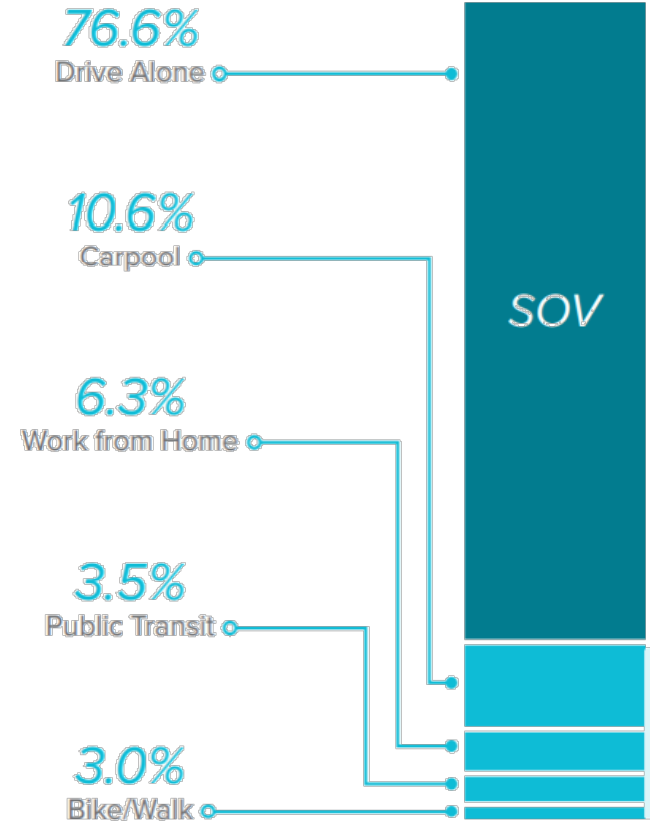
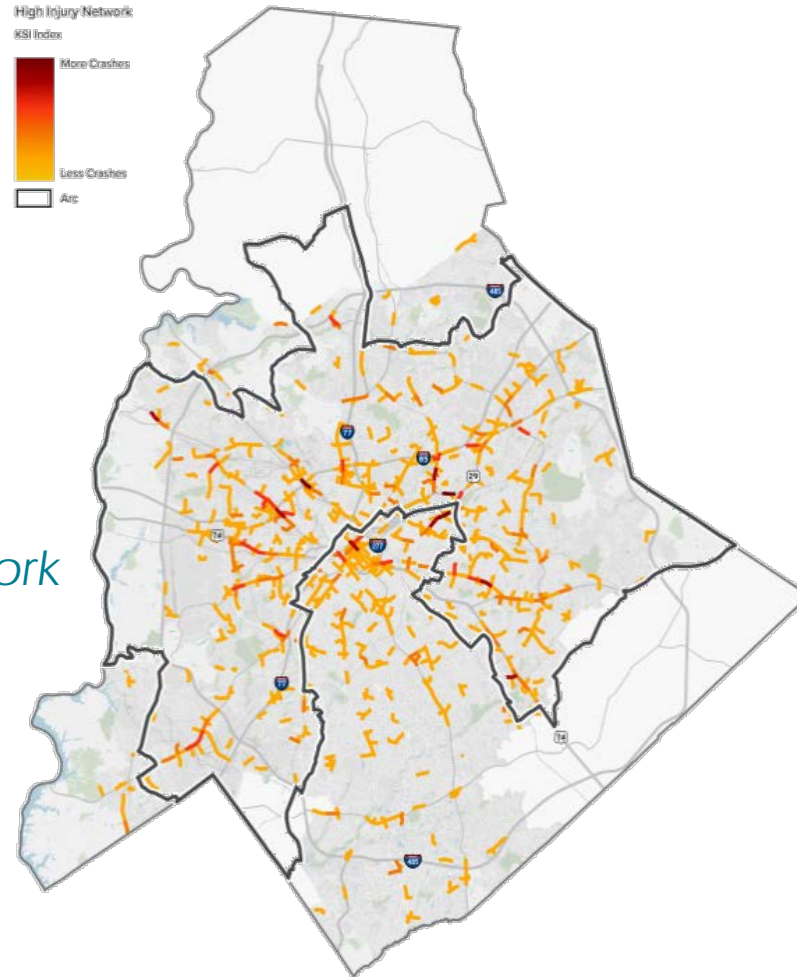
24.6 Min
Average Daily Commute Time

22.1%
Ave Household Income Spent
on Transportation

36.8%
Commute More than 30
Minutes Daily

\$15,719
Ave Annual Household Cost of
Driving in Charlotte

*High
Injury
Network*





Equity & Access to Opportunity

Households that spend 25% or more of their income on housing:

- Within the Arc: 48%
- Outside the Arc: 16%

% of Households in Cost-Burdened Block Groups

Arc Households

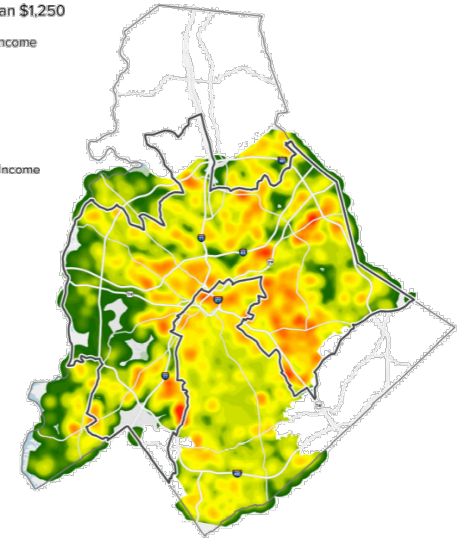
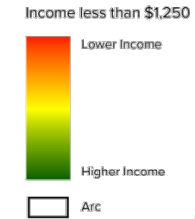
Cost-Burdened

23.6%

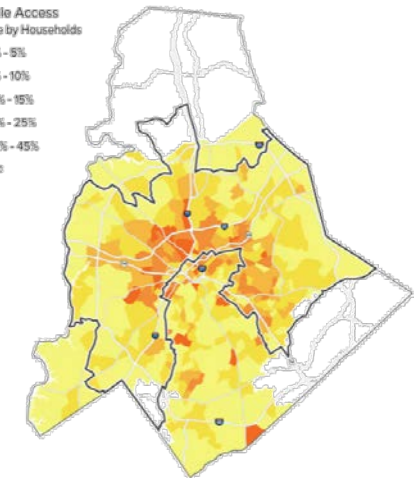
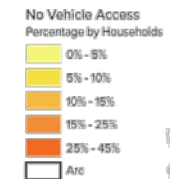
Non-Arc Households

4.6%

Low Wage Living



Vehicle Access



City	H & T Costs % Income (Avg)	H & T Costs >44% Income	Housing Costs % Income	Housing Costs >30% Income	Transportation Costs % Income	Median Household Income
Charlotte, NC	51%	62.9%	29%	34.2%	22%	\$61,993
Austin, TX	47%	48.9%	28%	28.3%	19%	\$71,543
Minneapolis, MN	38%	20.8%	22%	17.1%	16%	\$63,590
Nashville, TN	48%	58.5%	26%	24.4%	22%	\$55,873
Denver, CO	42%	32.8%	24%	20.2%	18%	\$68,377



Discussion Topics

A

What surprised you the most about the state of mobility in Charlotte?

B

How do we compare with the 4 peer cities (Austin, Denver, Minneapolis and Nashville) in the report?





Strategy & Outcomes

How do we get there?



DRAFT Transformational Mobility Network



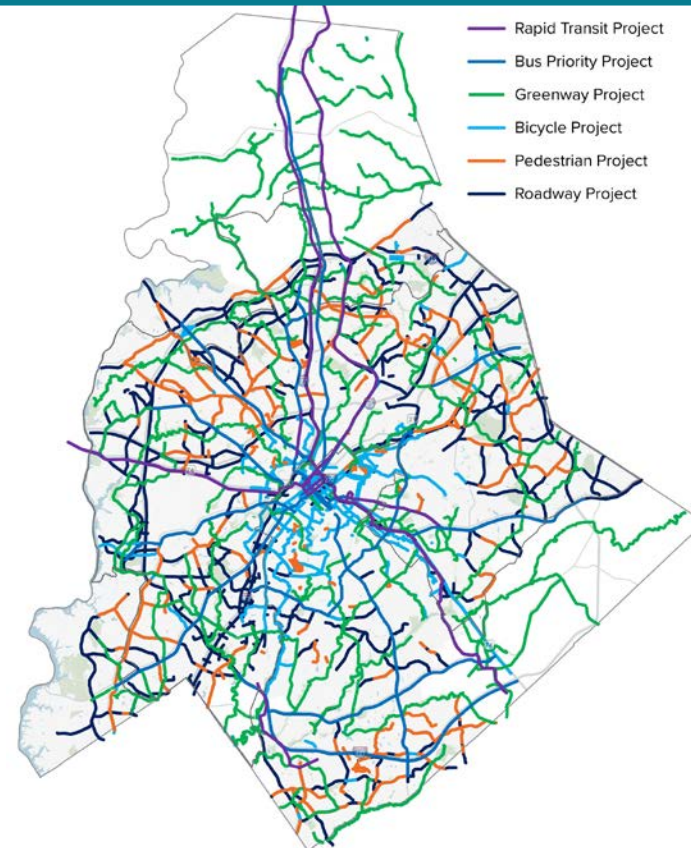
Adopted Plans (City/County/Region)



Universe of Projects/Needs

Defined by:

- Plans
- Programs
- Policies





Adopted Plans (City/County/Region)

Major Categories of Mobility Investment (Transformational Mobility Opportunities)



Universe of Projects/Needs

Defined by:

- Plans
- Programs
- Policies

Subset of above filtered by:

- Goals of the 2040 Comprehensive Plan
- On-going community input (e.g. survey)
- Charlotte Moves Task Force priorities & aspirations (on-going)



Adopted Plans (City/County/Region)



Universe of Projects/Needs

Defined by:

- Plans
- Programs
- Policies

Major Categories of Mobility Investment (Transformational Mobility Opportunities)



Subset of above filtered by:

- Goals of the 2040 Comprehensive Plan
- On-going community input (e.g. survey)
- Charlotte Moves Task Force priorities & aspirations (on-going)

Transformational Mobility Network



Task Force recommended program of mobility investment

- Aligned with recommended funding/financing options



Adopted Plans (City/County/Region)



Universe of Projects/Needs

Defined by:

- Plans
- Programs
- Policies



Major Categories of Mobility Investment (Transformational Mobility Opportunities)



Subset of above filtered by:

- Goals of the 2040 Comprehensive Plan
- On-going community input (e.g. survey)
- Charlotte Moves Task Force priorities & aspirations (on-going)

Transformational Mobility Network



Task Force recommended program of mobility investment

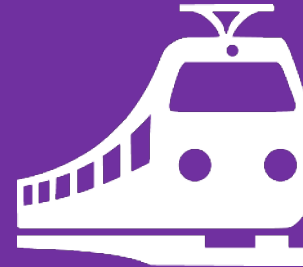
- Aligned with recommended funding/financing options



What this is NOT

- This is **NOT** a final draft. This is a first draft for comment and reaction.
- This is **NOT** intended to indicate **specific project details**. Much of this is based on planning work in progress. As such, the specifics of individual project alignments, scope, and limits will change in the future. At this point, **the project ideas, the connections they make, and the outcomes they produce** are more important for defining the Transformational Mobility Network than the specific alignments themselves.

Rapid Transit Corridors



Our complete rapid transit vision

Bus Priority System



Our expanded & prioritized bus network

Greenway System



Our parks & streets for recreation & mobility

Pedestrian Walkability



Our investment in first & last mile mobility

Bicycle Network



Our bicycle vision for all ages & abilities

Roadway Network

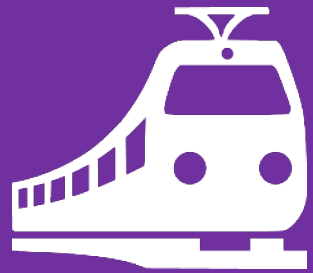


Our investment to manage congestion



Selection Criteria / Approach

Rapid Transit Corridors



Our complete rapid transit vision

- CATS 2030 System Plan

Bus Priority System



Our expanded & prioritized bus network

- Key corridors from the CATS Bus Priority Study (ongoing)
- Provide fast/frequent bus service throughout the city
- Supporting and connecting to the corridors identified in the Connect Beyond regional transit study.

Greenway System



Our parks & streets for recreation & mobility

- Corridors that provide the greatest opportunity to connect people to employment centers, parks, schools, and other critical needs
- Connect the greenway network to the rest of the mobility network (ped/bike/transit) and to the region

Pedestrian Walkability



Our investment in first & last mile mobility

- Focused on improving safety and "first/last mile" connectivity to transit and greenway corridors
- Improve pedestrian access by investing in mobility hubs at the confluence of other key mobility networks

Bicycle Network



Our bicycle vision for all ages & abilities

- Leverage/extend existing greenways and bike facilities to create "AAA" (all ages and abilities) bicycle corridors
- Connect to the rest of the mobility network and support "first/last mile" connectivity
- Create bicycle commuting corridors that provide affordable access to jobs and critical needs

Roadway Network



Our investment to manage congestion

- New multimodal transportation options and mitigate areas of high congestion
- Support Vision Zero safety commitment by investing in the High Injury Network
- Establish greater network connectivity, efficiency, and route choice by building new street connections

Charlotte Moves,

with our complete **rapid transit vision...**

we shape our growth and connect to
the jobs, housing, and opportunities
of our city and region.

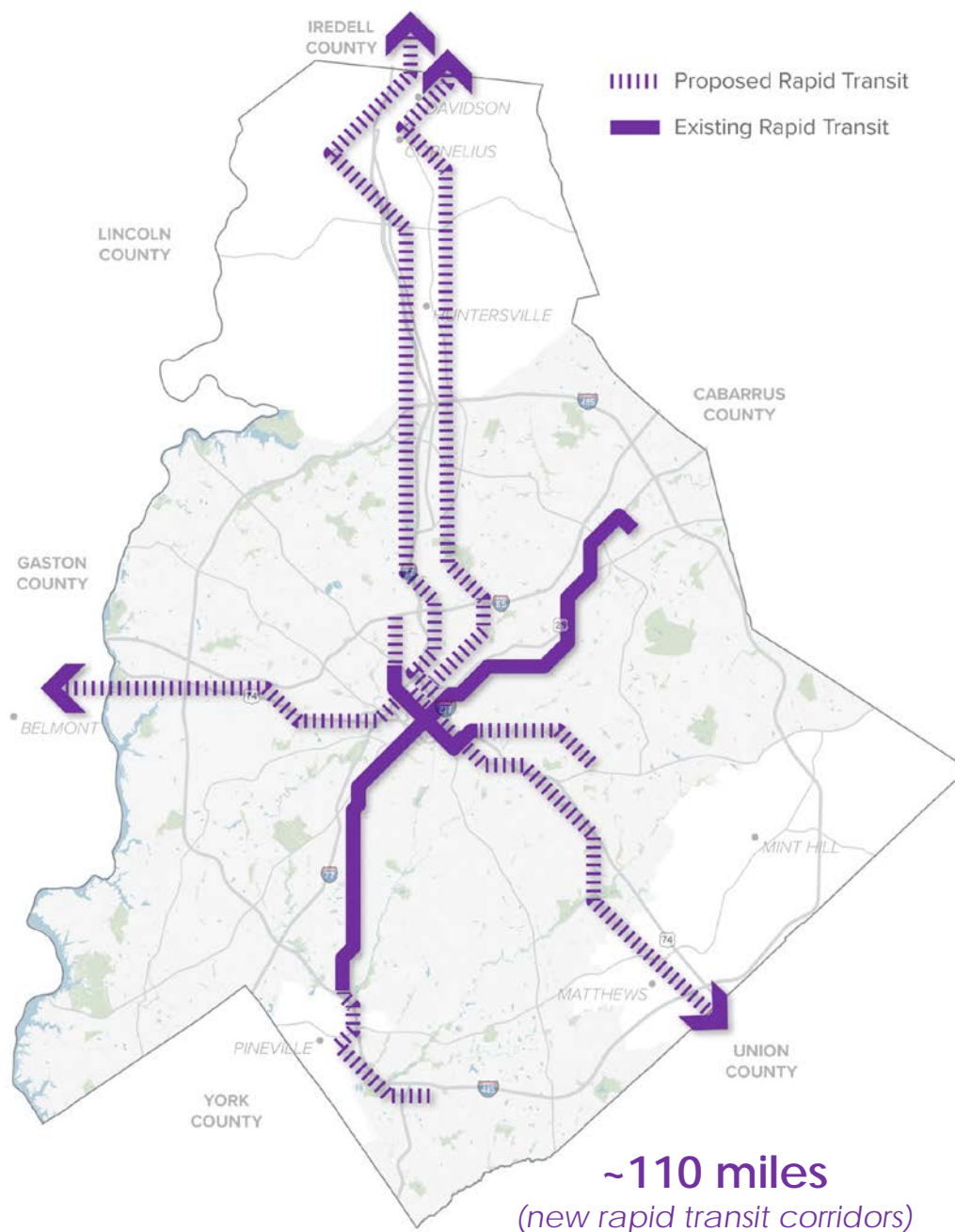


shaping our
growth and
connecting us
to the jobs,
housing, and
opportunities of
our city and
region.

Existing:

Strategic Energy Action Plan
(2018)

Connect Beyond
Charlotte Future 2040
Strategic Mobility Plan



- CATS 2030 System Plan

- Silver Line LRT Corridor
- I-77 BRT Corridor
- Red Line Commuter Rail Corridor
- Gold Line Streetcar (Phase 3)
- Blue Line Extension (Pineville/Ballantyne)

- Prioritize light rail
- High capacity regional corridors (CONNECT Beyond)
- Include “true” BRT
- Connect largest employers to largest areas of population
- Plan to support future connections to surrounding counties
- Pair transit stations with neighborhood planning

Charlotte Moves,

we ensure our access to
opportunity is not limited by
where we live or owning a car.

with our expanded **bus priority network...**



Bus Priority System



Our expanded & prioritized bus network

ensuring our access to opportunity is not limited by where we live or owning a car.

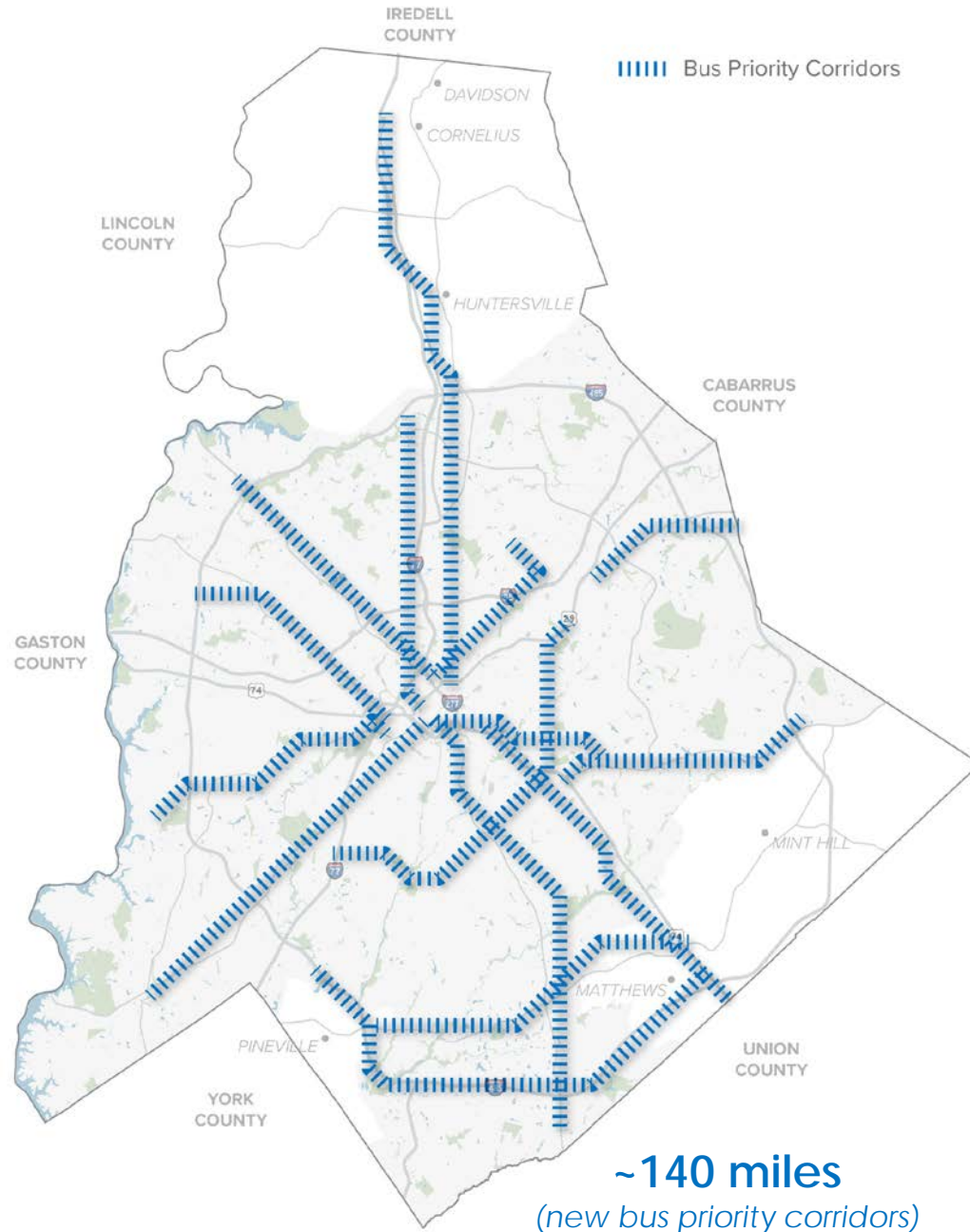
Building on Our Plans:

Existing:

Envision My Ride (2018)
CATS 2030 System Plan (2006)
Strategic Energy Action Plan (2018)

On-Going:

Bus Priority Plan
Connect Beyond
Charlotte Future 2040
Strategic Mobility Plan



Selection Criteria/Approach:

- Key corridors from the CATS Bus Priority Study (*ongoing*)
- Provide fast/frequent bus service throughout the city
- Supporting and connecting to the corridors identified in the Connect Beyond regional transit study.

Key Projects/Programs:

- Central Ave.
- South Tryon St.
- Freedom Dr.
- Statesville Rd.
- Other key corridors from the CATS Bus Priority Study

What we've heard from the Task Force:

- Repurpose vehicular lanes to incentivize alternative travel (carpool, bus, etc.)
- Increase high-frequency bus routes beyond the few that are planned – link to areas of high residential density
- Bus shelters everywhere!
- Need to be able to track buses in real time

Charlotte Moves,

with our **greenways and streets** for mobility...

we reach into our neighborhoods
to support walking and biking as a
natural extension of our daily life.



Greenway System



Our parks & streets for recreation & mobility

reaching into our neighborhoods to support walking & biking as a natural extension of our daily life.

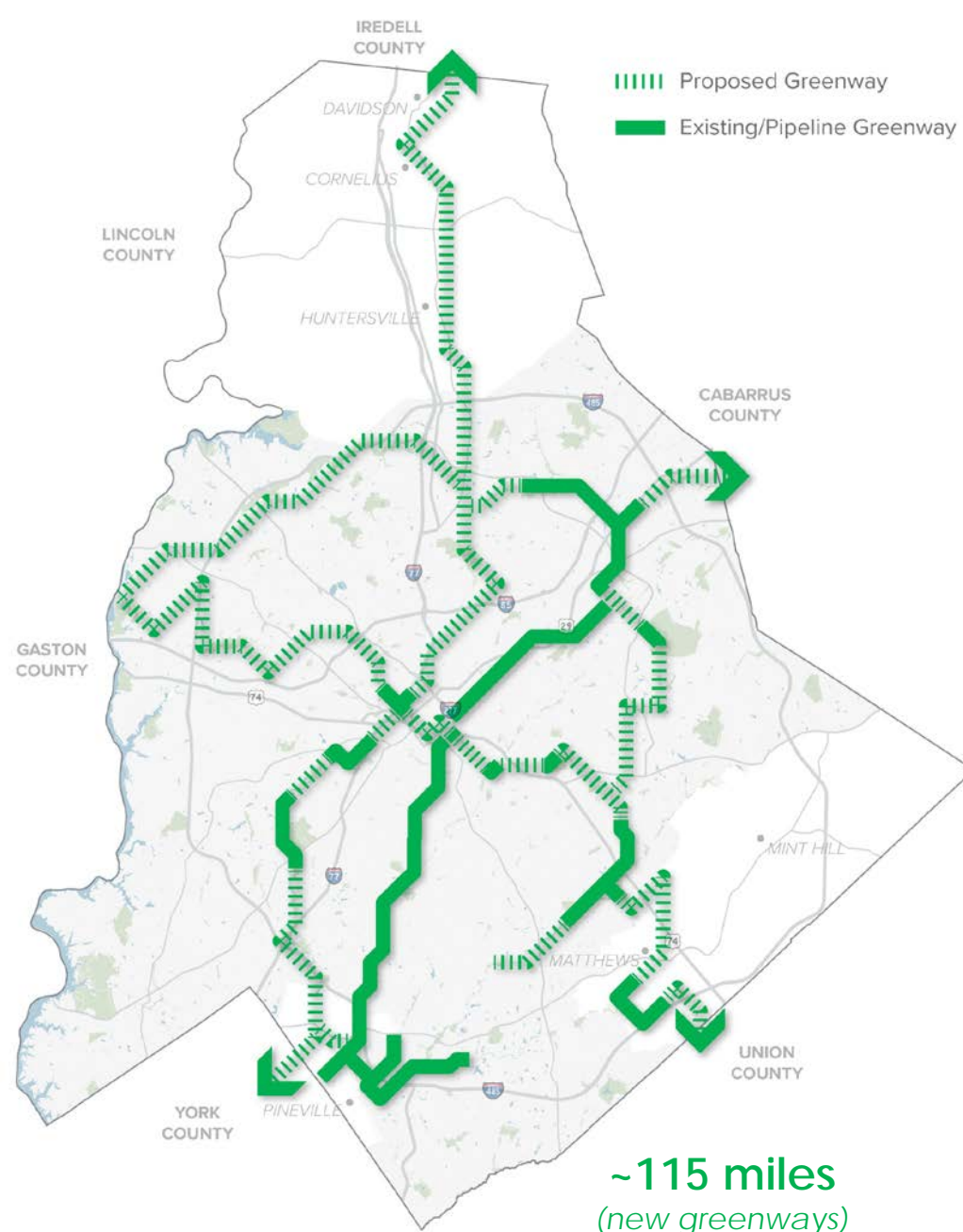
Building on Our Plans:

Existing:

Greenway Master Plan (2008)
Strategic Energy Action Plan (2018)

On-Going:

Meck Playbook
Charlotte Future 2040
Strategic Mobility Plan



Selection Criteria/Approach:

- Corridors that provide the greatest opportunity to connect people to employment centers, parks, schools, and other critical needs
- Connect the greenway network to the rest of the mobility network (ped/bike/transit) and to the region

Key Projects/Programs:

- XCLT 2.0
- Mooresville to Charlotte Trail
- North Charlotte Arc Trail
(Long Creek to Reedy Creek)

What we've heard from the Task Force:

- Cross Charlotte Trail
- Connect greenways to the rest of the network
- City + County partner to complete the planned Mecklenburg County system
- Connect to the broader region (i.e. Carolina Thread Trail)

Charlotte Moves,

we establish cycling as
integral to our character and
mobility culture.

with our **bicycle vision** for all ages and abilities...



Bicycle Network



Our bicycle vision for all ages & abilities

establishing cycling as integral to our character and mobility culture.

Building on Our Plans:

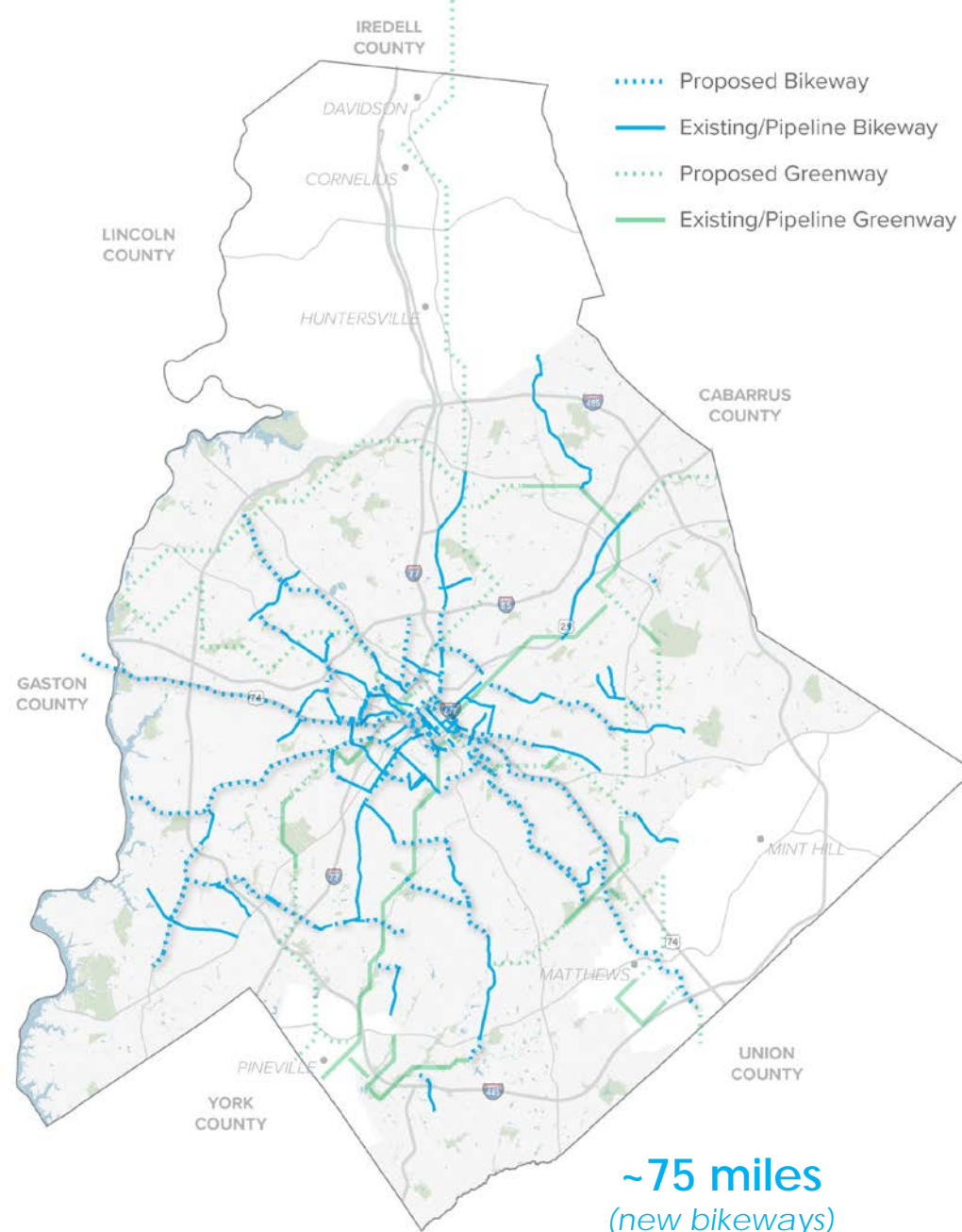
Existing:

Charlotte Bikes (2017)

Vision Zero Action Plan (2018)
Greenway Master Plan (2008)
Transportation Action Plan (2017)
Metropolitan Transportation Plan (2016)
Strategic Energy Action Plan (2018)

On-Going:

Meck Playbook
Charlotte Future 2040
Strategic Mobility Plan



~75 miles
(new bikeways)

Selection Criteria/Approach:

- Leverage/extend existing greenways and bike facilities to create “AAA” (all ages and abilities) bicycle corridors
- Connect to the rest of the mobility network and support “first/last mile” connectivity
- Create bicycle commuting corridors that provide affordable access to jobs and critical needs

Key Projects/Programs:

- Silver Line Rail Trail
- Steele Creek / West Blvd. Commuter Route
- Brookshire Parallel Bikeway
- Critical Network Gaps

What we’ve heard from the Task Force:

- Micromobility = bicycles + e-scooters + bike share + ...
- Create/enhance corridors for commuting
- Focus on facilities for “all ages and abilities”
- Connected to other modes

Charlotte Moves,

we elevate walkability as the
foundation of our mobility and
community identity.

with our investment in first/last mile **pedestrian walkability**...



Pedestrian

Walkability



Our investment in first & last mile mobility

elevating walkability as the foundation of our mobility and community identity.

Building on Our Plans:

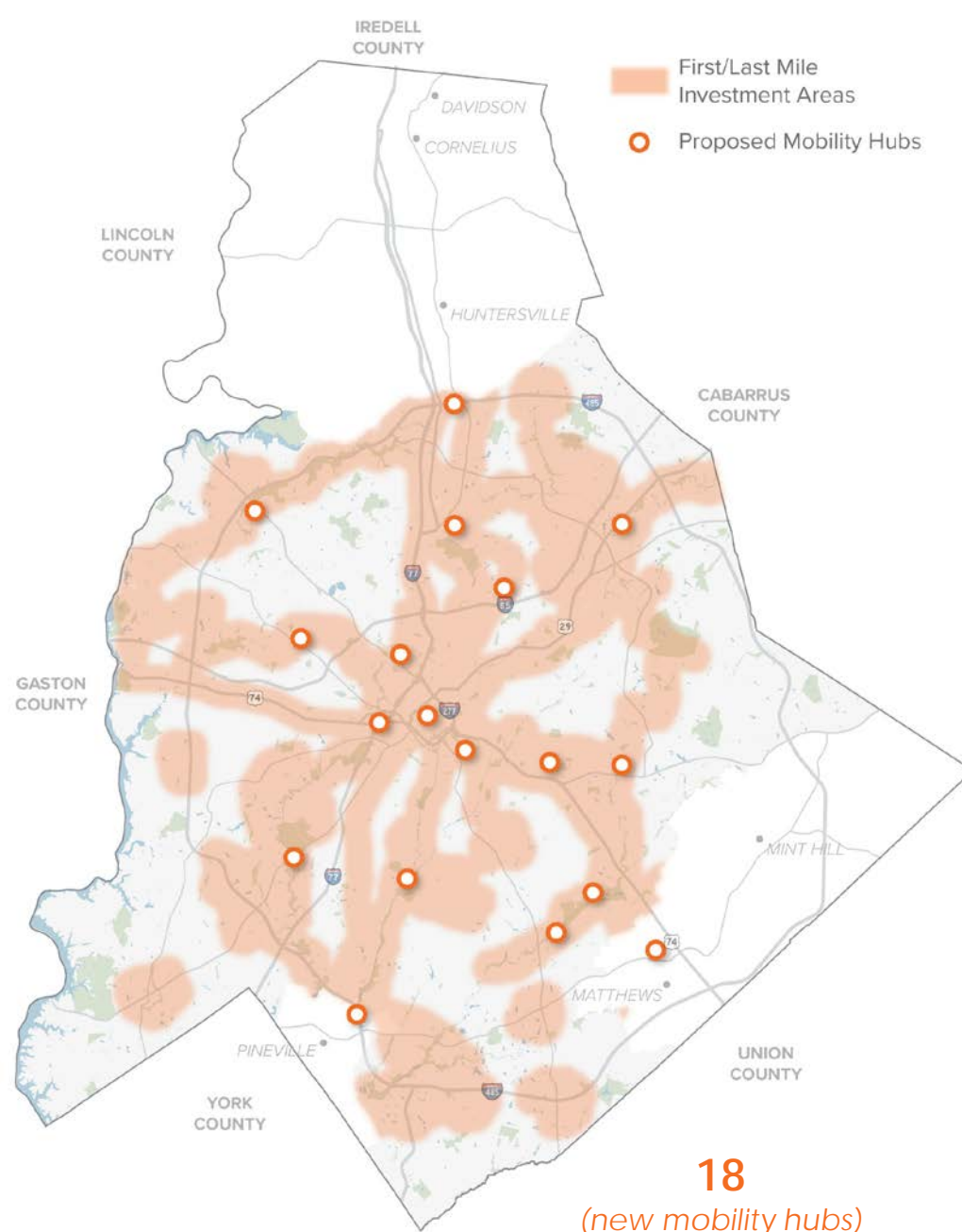
Existing:

Charlotte Walks (2017)

Vision Zero Action Plan (2018)
Greenway Master Plan (2008)
Transportation Action Plan (2017)
Metropolitan Transportation Plan (2016)
Strategic Energy Action Plan (2018)

On-Going:

Meck Playbook
Charlotte Future 2040
Strategic Mobility Plan



18
(new mobility hubs)

Selection Criteria/Approach:

- Focused on improving safety and “first/last mile” connectivity to transit and greenway corridors
- Improve pedestrian access by investing in mobility hubs at the confluence of other key mobility networks

Key Projects/Programs:

- First/Last Mile Sidewalk Gaps
- First Last Mile Pedestrian Safety Projects (*new crossings*)
- Mobility Hubs

What we’ve heard from the Task Force:

- Focus on sidewalks that complete first/last mile gaps
- Shared-use paths (pedestrian and bicycles)
- Funding for micromobility hubs

Charlotte Moves,

we manage our congestion and
extend the capacity and connectivity
of our roads and rights of way.

with our investment in the **roadway network**...



Roadway

Network



Our investment to manage congestion

managing our congestion and extending the capacity and connectivity of our roads and rights of way.

Building on Our Plans:

Existing:

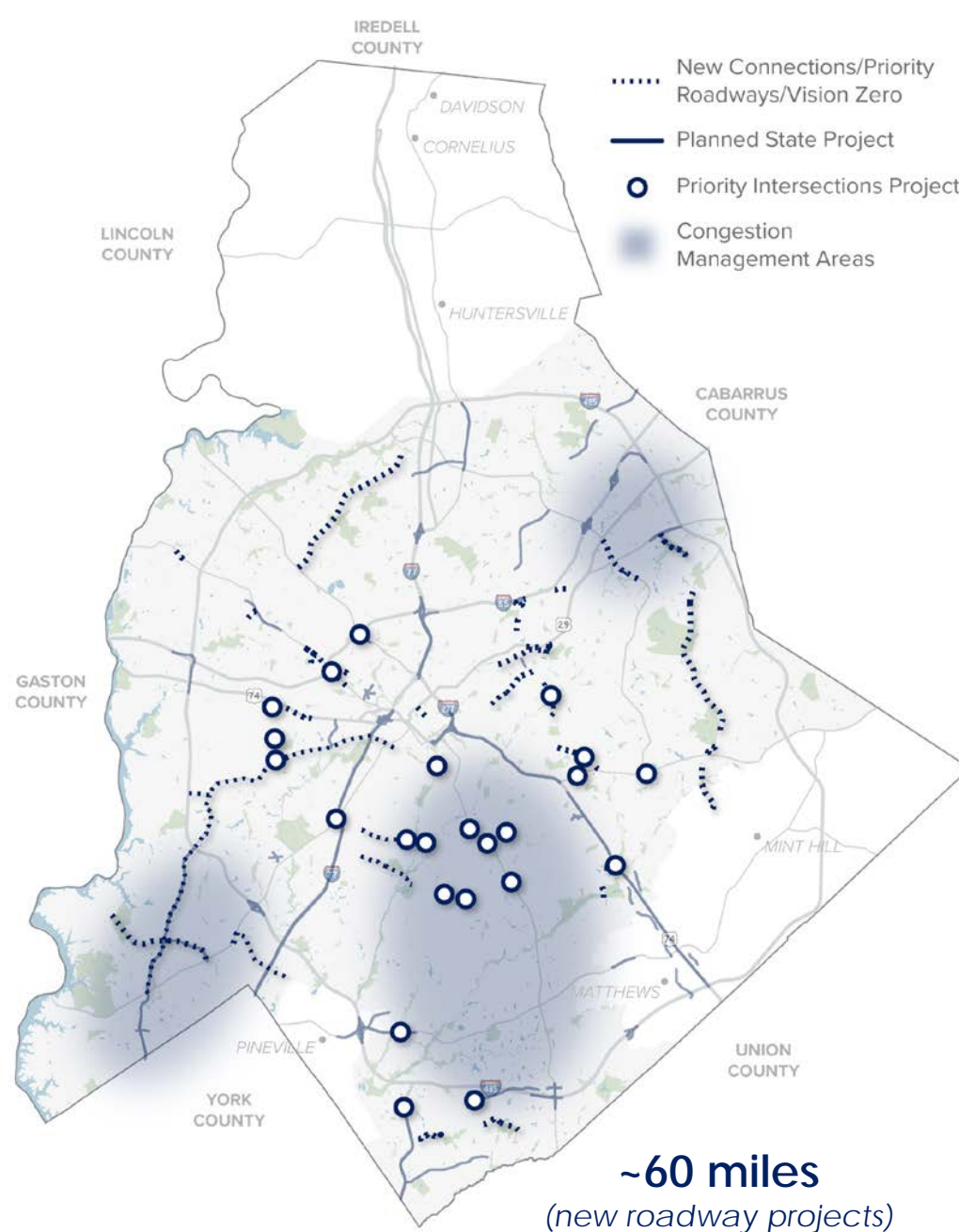
Transportation Action Plan (2017)

Metropolitan Transportation Plan (2016)

Strategic Energy Action Plan (2018)

On-Going:

Charlotte Future 2040
Strategic Mobility Plan



Selection Criteria/Approach:

- New multimodal transportation options and mitigate areas of high congestion
- Support Vision Zero safety commitment by investing in the High Injury Network
- Establish greater network connectivity, efficiency, and route choice by building new street connections

Key Projects/Programs:

- New Street Connections
(Eastern Circumferential, Fred D. Alexander Blvd., Bryant Farms Rd., Philemon Dr., Carowinds Blvd.)
- Priority Roadways & Vision Zero
(West Blvd., Tyvola Rd., The Plaza, etc.)
- Priority Intersections
- Connectivity Program/Partnerships

What we've heard from the Task Force:

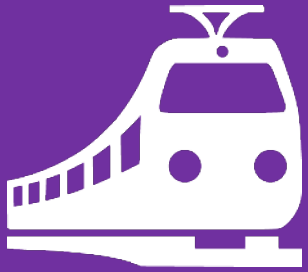
- Focus on safety
- Stitch together a more complete street grid – new streets, more connectivity
- Maintenance
- Redesign roads through residential areas to be less like highways for automobiles and more about moving people



Selection Criteria / Approach

Rapid Transit

Corridors



Our complete rapid transit vision

Big Idea:
Complete the 2030 System Plan

Bus Priority

System



Our expanded & prioritized bus network

Big Idea:
Reimagined Bus Service & Experience

Greenway

System



Our parks & streets for recreation & mobility

Big Idea:
Regional Ped/Bike "Superhighways"

Pedestrian

Walkability



Our investment in first & last mile mobility

Big Idea:
First/Last Mile

Bicycle

Network



Our bicycle vision for all ages & abilities

Big Idea:
Stitch Together Commuting Corridors

Roadway

Network



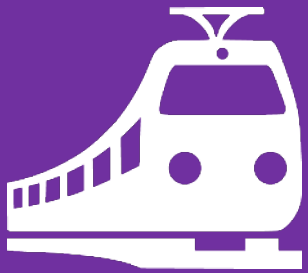
Our investment to manage congestion

Big Idea:
Focus on Connectivity & Congestion



Selection Criteria / Approach

Rapid Transit Corridors



Our complete rapid transit vision

- Silver Line LRT Corridor
- I-77 BRT Corridor
- Red Line Commuter Rail Corridor
- Gold Line Streetcar (Phase 3)
- Blue Line Extension (Pineville/Ballantyne)

Bus Priority System



Our expanded & prioritized bus network

- Key corridors from the CATS Bus Priority Study (ongoing)
- Provide fast/frequent bus service throughout the city
- Supporting and connecting to the corridors identified in the Connect Beyond regional transit study.

Greenway System



Our parks & streets for recreation & mobility

- Corridors that provide the greatest opportunity to connect people to employment centers, parks, schools, and other critical needs
- Connect the greenway network to the rest of the mobility network (ped/bike/transit) and to the region

Pedestrian Walkability



Our investment in first & last mile mobility

- Focused on improving safety and "first/last mile" connectivity to transit and greenway corridors
- Improve pedestrian access by investing in mobility hubs at the confluence of other key mobility networks

Bicycle Network



Our bicycle vision for all ages & abilities

- Leverage/extend existing greenways and bike facilities to create "AAA" (all ages and abilities) bicycle corridors
- Connect to the rest of the mobility network and support "first/last mile" connectivity
- Create bicycle commuting corridors that provide affordable access to jobs and critical needs

Roadway Network



Our investment to manage congestion

- New multimodal transportation options and mitigate areas of high congestion
- Support Vision Zero safety commitment by investing in the High Injury Network
- Establish greater network connectivity, efficiency, and route choice by building new street connections



Public Comment



Next Steps & Meeting Closing

October 22 Meeting

Implementation:

What will it cost? How do we pay for it?



CHARLOTTE

MOVES

TASK FORCE

Next meeting is Thursday, October 22, 2020