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INFORMATION:

May 11 – Tree Canopy Goal and Investment Strategy Citizen Sounding Board

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At a Council workshop on December 6, 2010 City staff presented the concept of setting a tree canopy goal and investment strategy for the City of Charlotte. This topic was referred to the Environment Committee. City Staff has met with the Environment Committee on separate occasions, and held one preliminary set of sounding board meetings to gather public input. In order for staff to update the sounding board and receive feedback and advice from members of the community, a second round of sounding board meetings will be held to discuss:

- Setting a tree canopy goal expressed as a percentage of total geographical area covered by tree canopy. This goal may also encompass sub-goals for certain areas.
- Developing a Tree Canopy Investment Strategy to guide public investment in trees and to serve as an informative tool for potential partners interested in maintaining and expanding a healthy tree canopy.

The follow up meetings will be held from 10:00-11:30 a.m. and 5:00-6:30 p.m. on May 11, 2011 at the Charlotte Mecklenburg Government Center in Room CH-14.

ATTACHMENTS (SEE TABLE OF CONTENTS ON LEFT):

March 24 Transportation and Planning Committee Summary



Charlotte City Council
Transportation & Planning Committee
Meeting Summary for March 24, 2011

COMMITTEE AGENDA TOPICS

- I. Subject: Sidewalk Retrofit Policy**
Action: Motion to recommend policy to Council (passed unanimously)
- II. Subject: Transportation Action Plan (TAP)– 5-Year Update**
Action: None
- III. Subject: FY2012 Focus Area Plan**
Action: Motion to recommend policy to Council (passed 3-1, Cooksey opposed)

COMMITTEE INFORMATION

Present: David Howard, Warren Cooksey, Patsy Kinsey, Michael Barnes
Time: 2:10 pm – 3:20 pm

ATTACHMENTS

Agenda Package

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and asked everyone in the room to introduce themselves. Jim Schumacher asked Danny Pleasant to introduce Tamara Blue, who is replacing Angela Maynard as the TAP Committee support person.

I. Sidewalk Retrofit Policy

Chairman Howard asked Danny Pleasant to introduce this presentation before turning it over to Vivian Coleman. Danny Pleasant said that CDOT is streamlining the sidewalk prioritization process as much attention goes into thoroughfare and high propriety sidewalks, while reserving some attention for the neighborhood petition process. The floor was turned over to Vivian Coleman, who presented the Sidewalk Retrofit Policy.

Coleman: The ultimate goal is to simplify the sidewalk process. Challenges and issues with the

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current policy were discussed at the last meeting in regards to past sidewalk projects' ownership between departments, the public involvement process, and flexibility in planting strip widths. The first substantial change to the policy links the Neighborhood Improvement Program, Sidewalk Program and the Area Plans to create a seamless approach to sidewalk projects, regardless of the funding source. The substantial change is relying on necessity based factors for higher volume streets, and the petition process for lower volume streets.

Howard: Do we install sidewalks when we redo roads, or is that always a separate process from this one?

Pleasant: When we widen roads, we start with the idea that we are doing a complete street from edge of right-of-way to edge of right-of-way, including sidewalk and whether or not we need bicycle facilities or a planting strip. These are separate capital projects. The sidewalk program is intended to look at sidewalk delivery from a customer service perspective. The idea is that we apply the same set of principles and rules to any sidewalk project we do in the City no matter how it's funded or what department is working on it.

(Council member Barnes entered the meeting)

Howard: I guess I'm trying to get my hands around this. Are these anything outside of what you would do when you're doing regular road widenings?

Pleasant: If it's a specific capital project, they are designed with the sidewalks integrated in the design. That does not apply to this. This is for retrofit when we go into an area and try to piece together sections of sidewalk that are missing.

Howard: So, you're doing something that is already there.

Pleasant: Right

Coleman: This represents fifty years of building where we built a street, but we didn't build a sidewalk, and now the requests have come in for sidewalks. This is where the three programs would come into play.

Howard: At some point I want to talk about how this affects projects that are already in the pipeline.

Ms. Vivian Coleman explained the current 4-tier categories (see attached presentation) and the proposed 3-categories and their respective processes. The proposed category that staff is asking for endorsement for reserved authority is the collector category, which can be either more residential or more commercial in nature. The reserved authority endorsement would allow CDOT's Director or assigns to decide whether or not to use the petition-based process based on traffic volume, speeds, crash history, and how heavily the collector street is populated with residential properties.

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Barnes: I have an issue right now where we have decided to install some sidewalks as part of an Area Plan NIP. The neighbors are not in agreement because of existing trees and differences in yard frontages. I've raised that issue with respect to reserved authority. If Danny has the authority to make decisions without the public process, then it takes our job away to some extent. If a neighborhood doesn't want sidewalks, but this man they don't know says they are going to get it, we are being held accountable for things that Mr. Pleasant might decide to do or may not decide to do. I want you to briefly talk through that.

Coleman: Danny would have the authority, but I think that CDOT would be very cautious in which projects in these types of areas that we are speaking about would move forward without a petition.

Howard: Danny, let me ask this question. Do you have that authority? Is that something that you have right now in other situations or is this new?

Danny: I do, actually. Before we tackle any projects that could become controversial, one of you will get a phone call depending on whose district the project is in. The discussion has been what to do with the in-between projects, like collectors, that carry more volume but not enough to be comparable to a thoroughfare. Some of those collectors have all rear frontage lots and they carry higher volumes. We could install sidewalk without interrupting the sense of privacy or ownership of the yard. But many collectors are on small lots without a lot of frontage and our intention is to have those subjected to the petition process. Those decisions don't come lightly, and they don't come without Council advisement and collaboration.

Howard: Do you have reserved authority right now?

Danny: Yes, by charter and by ordinance. As the Transportation Director, I have quite a bit of latitude about what happens in the right-of-way, but this is by City Council policy that guides how we go about doing our business. The former still remains, but we are asking for you to provide more framework around what we can already do.

Kinsey: Going back to what Michael said, that's a classic case as far as I'm concerned, where flexibility has to come in to play. We had the same situation in Plaza Midwood where it would have been ludicrous to put in a 6 ft. sidewalk and a planting strip because it would have been literally at the front door. Since that time, my feeling is we have practiced flexibility. That's important to me. Let me switch gears- just so I understand what we're dealing with right now: Park Road, collectors?

Coleman: Thoroughfares

Kinsey: Good. I just wanted to hear you say that. What's the tipping point? Is it the number of cars?

Pleasant: Thoroughfares are mapped. A thoroughfare plan is adopted by the City. A major collector map is also adopted by the City.

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Pleasant: I asked Vivian to do more public involvement above and beyond what the policy says. Now we're asking you to provide policy around where our practice has evolved to.

Coleman: We are building in the public involvement and flexibility for local streets that is critical to the success of the program. We are seeking your endorsement of the two substantial changes to the current policy. We will get you a draft of the policy document roughly a week before the Council Workshop, and then roughly a month later we will ask for your action on the policy changes. Questions?

Barnes: One of the things we asked staff to do when we passed the TAP and the USDG was to be flexible, and I appreciate the fact that you are all doing that. There are many instances where 8 ft planting strips, 6 ft sidewalk work fine, and there are situations where they don't. There are situations where we need to move around trees. That's the kind of flexibility we have to promise the general public, both residential and commercial, so I appreciate it.

Howard: I have a couple of questions. I want to go back to the NIP and the Area Plan and my question about projects that are already in the pipeline. Will you take out the sidewalk portion of these projects and put them into this public process?

Tom Warshauer (Economic Development): Yes, except for current projects that are over 30% in design.

Howard: You can't pull the sidewalk piece out of a complete package because the sidewalk is part of another process. I want to make sure the sidewalks that are already in current Area Plans remain.

Cooksey: Talk me through the theory behind taking schools and parks away from extra consideration in constructing sidewalks. It seems that as we are trying to manage our limited resources and prioritize, getting sidewalks to schools and parks even in lower volume areas would be something we would take into stronger consideration.

Coleman: Even though there won't be a special grouping or tier for schools, parks, greenways, and other public facilities, we are going to reevaluate the point structure on the evaluation criteria and give a little more weight to the schools and parks.

Cooksey: Local streets would still require a petition trigger where, as under current policy, staff can initiate a park or school centric sidewalk in a local street.

Coleman: That is correct, and that has been a huge point of contention for us, which is why we've moved to the petition process.

Pleasant: That may be a reserved authority type of decision. If the street serves a school and we see a pedestrian safety concern, we would want to resolve that quickly. These types of projects can create quite a bit of controversy and have been the most difficult.

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Howard: Can I get a motion to recommend to Council?

A motion was made by Council member Kinsey and seconded by Council member Barnes to recommend the policy change to City Council. (*Motion passed unanimously*)

Howard: I just found out there is an Economic Development meeting downstairs in about ten minutes, so we need to move the third item up so we can all vote on it.

II. FY2012 Focus Area Plan

Howard: We have talked about the Focus Area Plan a few times. The major issue last time was moving the Centers, Corridors and Wedges goal into the narrative, since it was not something we could measure.

Kinsey: It's still too long.

Howard: Motion?

A motion was made by Council member Kinsey and seconded by Council member Barnes to recommend the Plan to City Council. (*Motion passed 3-1, Cooksey opposed*)

III. Transportation Action Plan

Chairman Howard said the next item on the agenda is an update on the Transportation Action Plan (TAP). He asked Danny if he wanted to say anything before turning it over to Mr. Gallagher.

Pleasant: This is the place where we integrate Transportation and Land Use Plans and we blend those two together. The TAP has served us well for the past 5 years. Most of it seems to be relevant today but there are changes to update the plan, to recognize our accomplishments, and move on to other accomplishments. Danny turned it over to Dan Gallagher to present the update.

Gallagher: (Dan handed out the draft TAP 5-Year Update) Mr. Gallagher summarized key changes including the policies in regards to dates, clarification and new topics, the addition of Hot Lanes, the Committee of 21, funding levels, regional coordination with other agencies, CATS, and Area Plans. He also discussed policy changes to street signage, and the proposal of an appointment of a Pedestrian Advisory Committee.

Howard: Is the idea of the Pedestrian Advisory Committee new?

Gallagher: We don't have a Pedestrian Advisory Committee.

Howard: Has that been in the presentation before this?

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Gallagher: This is a new policy that we would like for you to consider as part of the policy update.

Barnes: Give me 10 seconds on what the Pedestrian Advisory Committee will do again?

Gallagher: Similar to the Bicycle Advisory Committee, it would work with our Pedestrian Program Manager to talk about walkability issues, bring people together to share ideas, we will talk about projects we are considering, talk about projects that are coming down the pipeline. It would give us a sounding board for pedestrian related issues. You hear us say all the time that everyone is a pedestrian. We talked to pedestrians to find out what is missing in the City.

Howard: I would like to know why that couldn't fit under one of our current advisory bodies, such as the Planning Commission. I would like to know how that's different.

Barnes: I would like to know why it can't fit under the Bicycle Advisory Committee?

Gallagher: That's a good observation. A number of communities across the nation have a combined Pedestrian and Bicycle Advisory Committee, and some cities have two separate groups, because their issues are different.

Coleman: The emphasis for the combined Bicycle and Pedestrian Committee is usually the bicyclists, because bicyclists talk and there isn't as much emphasis placed on the pedestrian issues. We need a group of advocates to help talk through some of the things that we've been talking about today. I see value in that committee.

Barnes: Back to the Chairman's point, why can't it fit under the Planning Commission?

Howard: I would like to know why it wouldn't fit in any of them. Either you ride a bike or you don't, but we all walk.

Barnes: When I used to ride a bike I would sometimes walk beside it.

Howard: It's about how we all get from place to place and connectivity. First I thought you were talking about people who walk for exercise, but no. It's just how we all get places.

Kinsey: I'm not one to support a new committee, but I see the value in this being separate. If we combine this with something else, we won't get the emphasis on pedestrian needs. I think this would be easy to find people interested to serve, just as people are interested in serving on the bicycle committee.

Howard: I'm not asking you to take it out; I would just like to know more about it.

Gallagher: I will pull some information together from some of the cities we have looked at to include what their Bicycle and Pedestrian Committees do. I think you will get into more robust

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discussion with a separate committee.

Howard: Thank you

Gallagher: Dan continued with new policy 2.8.3 and 2.8.4 (slide 5, copy attached), Traffic calming on non-local streets. We don't have anything that focuses on thoroughfare and collector level streets, so we've included a couple of policies that recognize that traffic calming is a consideration on all streets. We really don't have anything in the policy that speaks to that.

Kinsey: I have a problem as people will start petitioning to get road humps on collector streets. Commonwealth and Laurel Avenues are good examples of a stop sign at every intersection. I don't mind 25mph speed limits, and stop signs are better than humps, but we have to be able to drive without driving over so many humps and stopping at so many stop signs.

Gallagher: We hope to use the newly adopted policy to work on what's acceptable and what's not. Right now we don't have real good guidance on that measure.

(Council member Kinsey exited the meeting)

Gallagher: Dan further discusses new policies on new methods for measuring connectivity, annually reporting VMT, travel times and air quality. This came out of our public involvement. Some of the people that attended our meetings felt that we provided good information regarding vehicle miles of travel and air quality issues in the policy document, but it wasn't real clear or formalized. We have that annual information; we just haven't been able to report it in a better format so that people could use it.

Barnes: The question becomes, to what end? Are we going to be collecting information that could be used against us from a federal funding perspective? Are we collecting information that could help us improve our pedestrian, bicycle and vehicle facilities? What are we going to be using the information for?

Gallagher: Perhaps we would use it to help identify new priorities. I would imagine other people would use it to understand what's working in their air and what's not. I don't have a real good answer for you yet.

Howard: It would be a good way to measure our Centers, Corridors and Wedges.

Gallagher: Dan moved forward, mentioning the next new policy items (slides 6-7, copy attached) such as HOT lanes, an annual technical report of the City's transportation system, the Centralina COG Regional Transportation Study, and a Bi-annual transportation survey, updates to policies regarding light rail, service hours and bus frequency, USDG adoption and its inclusion in City Code, and references to the Committee of 21.

Barnes: Mr. Gallagher, can you refresh me on which Committee of 21's recommendations any elected body has adopted?

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Gallagher: I don't believe any elected bodies have adopted those.

Barnes: I believe the answer to my question is none. And to that point, I am confused as to why we continue to reference the Committee of 21 in light of the fact that no elected body has adopted any recommendations from that Committee. What is the purpose of continuing to reference it?

Gallagher: The Committee of 21 did a lot of good work and had a lot of discussion about a wide array of funding sources, and ultimately made some recommendations on some specific funding sources. Since I have been with the City, that has been some of the most robust discussion about transportation revenue choices. I would hate to lose that work. It was the best documentation of revenue sources that has been undertaken in years. I think there is an opportunity to build upon that and raising those points again.

Barnes: I'm not disagreeing with you at all. I agree with you. I recall on a previous Council and on another Transportation Committee talking about implementing one of the fee generating options that the Committee had recommended. I don't think there was even a second motion. We have never been willing to do anything that would generate a new source of revenue. I'm concerned about referencing the Body if we are never going to do anything with the recommendations.

Pleasant: It is a good catalogue of funding sources. In the TAP, I believe there was talk about going through some evaluation of funding sources. It references the catalogue that was already there and keeps us from having to reinvent that data. If you are more comfortable having this worded differently, we are certainly open to doing that. This is your document.

Howard: When you first started talking, I thought you were going in the other direction. Are you asking, when we are going to take up what the Committee has suggested?

Barnes: I'm not. It does not appear to me that it's going to happen.

Howard: We could do it. Do you think we should or are you saying since nothing happened we should just stop?

Barnes: No Council has been willing to do anything with the data, and we refer to it as if it's some living document that we are using in some fashion, and we're not. These guys, as professionals, want to hang onto it for benchmarking purposes and other data point purposes, but in terms of it actually being used by an elected body to change the way transportation is funded in this community, hasn't even come close to happening.

Gallagher: We hired a financial consultant to work with the finance department to update those numbers to determine what they would currently generate, since that information was getting stale. We did this for a presentation to this group so that we would know what those sources of funding would generate if we or Council were to pursue them in the future.

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Barnes: I don't recall hearing staff ask us to pursue any of the options either. There was no will among the elected body to do it and I don't recall you asking us to do it. Am I wrong?

Pleasant: Our internal discussions about that recognize that about the time the Committee of 21 concluded, the economy crashed.

Barnes: The global economy issues are not going to go away, things are going to get worse, so at some point, we are either going to try to implement some of those recommendations or just refer to it a nice document that a lot of good people worked on. I'm not suggesting that it go away. The way it is referred to, is as if it's an integral part of the plan, and it's not.

Schumacher: I guess my observation would be a minor point about one of the recommendations related to tolling, and we do have the HOT lane toll project, which is advancing through the process for I-77 north, so there is a little glimmer from that one recommendation. With regard to the tolling recommendations, as it has been said, those came along about the time the economy crashed. In a very strict procedure sense, the Committee presented to the City Council, the Council referred it to the Transportation Committee, and you conducted several meetings reviewing information. In that technical sense, it's resting here in the Committee. You have not reported back a recommendation to dismiss it or to do something with it.

Barnes: I tried.

Howard: That's the point I was making. We can still do something if we decided we wanted to take a referral to Council and say we want to move on it.

Gallagher: Switching out of policy and talking about funding and projects now, the original TAP was funded at \$140M per year investment by the City in a broad array of projects and programs. Since the TAP was adopted, the Transportation bond level has been between \$70-\$80M per year. In our discussions with you a number of months ago, you gave us guidance and direction to work toward a TAP that would reflect \$100M per year mark, and that's what we've done. It wasn't committing you to it, but for planning purposes, it allows you to envision what we want our city to look like in 25 years. Mr. Gallagher reviewed what \$100M per year would include (see slide 9, copy attached)

Howard: Its 25 years?

Gallagher: Yes, the TAP is a 25 year plan.

Howard: Are you saying that in 25 years, Charlotte won't have any more road needs? What are you saying will happen if we commit \$100M per year for 25 years, other than just spend a lot of money on roads?

Gallagher: Let's go back to a few months ago when we were showing you what our identified needs were from a road standpoint. This doesn't let us build every road we need, but it lets us

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build a lot of them. This will not allow us to build everything the City needs and I don't think there has been a city out there that has been able to do that. What \$100M per year mark does give us is a very comprehensive plan, it allows for a reasonable pace of projects in our community over the 25 year period.

Cooksey: I'm not sure I understand the \$100M correctly. I know we do street resurfacing now, we have sidewalk broken down. Is this \$100M above or inclusive of what we currently spend?

Pleasant: It's modestly ambitious. Our track record has been about \$80M per year through the bond programs, so this would be capital for the most part. I believe the resurfacing assumes a current level of effort which is primarily state Powell Bill dollars.

Cooksey: If we set a goal to accomplish this, we have to find \$100M per year. Do we would need \$100M more each year in addition to the \$80M?

Pleasant: I believe you continue your level of effort, which is about \$80M, so we need \$20M per year.

Cooksey: Finding \$20M per year is what this is about?

Schumacher: Much of that \$80M is through bond referendums. The current spending level over the last three bond referendums ran about \$75M or \$80M, some of that is Powell Bill but much of it is GEO bond funded and that will go away come 2012 without a change in the debt program, so it's a increase of \$20M above our current level of spending, but we are not going to be able to maintain our current level of spending without some adjustment to the bond program.

Barnes: This assumes like clockwork, \$100M dollars will be available every year for the next 25 years.

Cooksey: That's what I needed to know. It's not \$100M more, its \$100M total per year and while the amount we are currently spending fluctuates below that amount, the moderately ambitious proposal is finding \$100M per year.

Barnes: Unless we can find the funding to finance bond packages in the next few years, that won't happen, and under our current financial structure we cannot issue another because we can't fund it.

Pleasant: From time to time, we have been able to attract state and federal dollars within this mix as well. We have a couple of projects that are going on right now such as ITS work cameras, signal controls, center city wayfinding, which were funded. We have been fairly successful in attracting small amounts of federal dollars here and there to do some of this kind of work.

Barnes: But not \$2.5M.

Howard: Now I know what I was trying to get around to. Your assumptions are based on 25

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years. What provisions did you include to accommodate growth?

Gallagher: We used the Travel Demand Model for the region and all of the socio-economic projections that go into that. It's the same model that MUMPO uses for their long range transportation plan, so it's the same assumptions, and through that we are able to identify what the road needs are. And then we were able to work down our list of projects that address those needs at the \$100M per year mark.

Howard: So in 25 years, you just used the same projections that others in the area used? And you also assumed we would not be taking on state roads?

Gallagher: In 2006, the original TAP was a 3.5 billion dollar plan over 25 years. Based on the \$100M per year mark, we are recommending a 2.6 billion dollar plan. That required a lot of scaling back. The pace of our projects will slow a little at the \$100M per year mark. We still think it's a good, solid plan. Programs in this TAP that we were not able to set aside funding for at these levels are the Pedestrian Connectivity Program, the Safe Routes to School Program and Air Quality and Congestion Mitigation. That's not to say that we might not be able to support these through some other programs or projects, we just won't have stand alone funding for them under this updated TAP.

Howard: Did you consider the roles that developers will play as they develop Charlotte?

Gallagher: No.

The proposed schedule slide was reviewed (see slide 11, copy attached), ending in a public hearing in June, a final recommendation by the Committee and a Council decision in July, 2011.

Howard: Along the way you'll flesh out all of those policy changes that we listed at the beginning. Thanks everyone for coming out and I'll see everyone in April.

Meeting adjourned at 3:20 p.m.

Transportation & Planning Committee
Thursday, March 24; 2:00 – 3:30 PM
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
Nancy Carter
Warren Cooksey
Patsy Kinsey

Staff Resource: Jim Schumacher

AGENDA

- I. Sidewalk Retrofit Policy – 25 minutes**
Staff Resource: Vivian Coleman
Staff will provide an overview of items discussed at the last committee meeting on the current sidewalk retrofit policy. Staff will expand upon recommended changes to improve the policy.
Action: Recommend policy changes to the City Council
Attachment: 1. Sidewalk Retrofit Policy Update.ppt
- II. Transportation Action Plan 5-Year Update - 25 minutes**
Staff Resource: Dan Gallagher
Staff will present the first draft of the 5-Year Update of the TAP Policy Document. Staff will share a presentation that details the primary updates and revisions to the TAP Policy Document and present a schedule for public comments, public workshop and for advancing the 5-year update to City Council.
Action: For information only at this time.
Attachment: 2. TAP 5-Year Update.ppt
3. TAP Action Plan Policy.doc
- III. FY2012 Focus Area Plan – 10 minutes**
Staff Resource: Jim Schumacher
The Focus Area Plan has been reviewed by the Committee, presented at the City Council retreat, and modified to remove TRAN 1 as discussed on February 24.
Action: Recommend the Plan to the City Council.
Attachment: 4. FY12 Draft FAP.doc

Next Scheduled Meeting: Monday, April 11; 3:30 – 5:00 pm in Room 280

Distribution:	Mayor & City Council	Curt Walton, City Manager	Leadership Team
	Transportation Cabinet	Vivian Coleman	Dan Gallagher




CHARLOTTE
CHARLOTTE DEPARTMENT
OF TRANSPORTATION

City of Charlotte Sidewalk Retrofit Policy Update

Transportation & Planning Committee
March 24, 2011

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 CITY OF CHARLOTTE

Why We're Here

- To discuss the Sidewalk Retrofit Policy
- To request the Committee's endorsement of modifications to the Policy



*Everywhere you go, your trip begins
and ends as a pedestrian.*

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Last Committee Meeting

Staff provided information on:

- The existing policy
- Creating a seamless approach
- Changes to the public involvement process
- Continuing to incorporate flexibility in planting strip width
- Relying on petitions for lower-volume streets



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Recommendations to the Sidewalk Retrofit Policy

2 substantial changes:

1. Seamless approach, regardless of funding source for projects:
 - Sidewalk Program
 - Neighborhood Improvement Program
 - Area Plans
2. Relying on necessity based factors for higher volume streets and petitions for lower-volume streets

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Recommendation #1: Seamless Approach

Affects the following programs or funding sources:

- Sidewalk Program
- Neighborhood Improvement Program
- Area Plans

Program processes are somewhat different, but all should follow Policy.

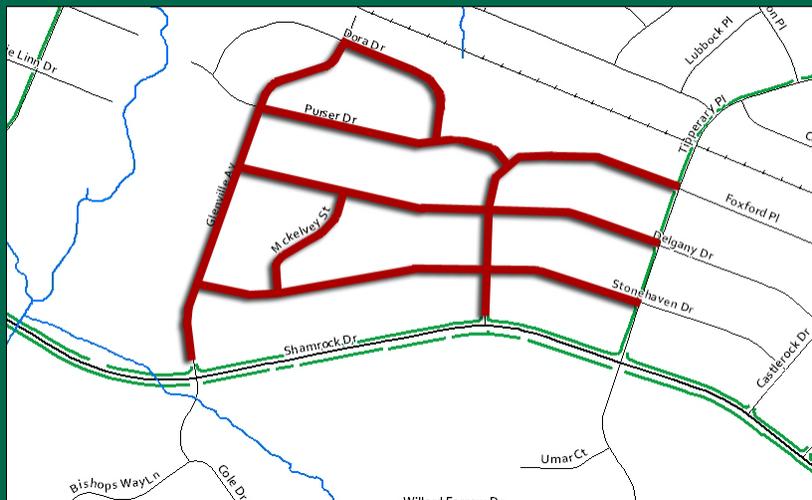


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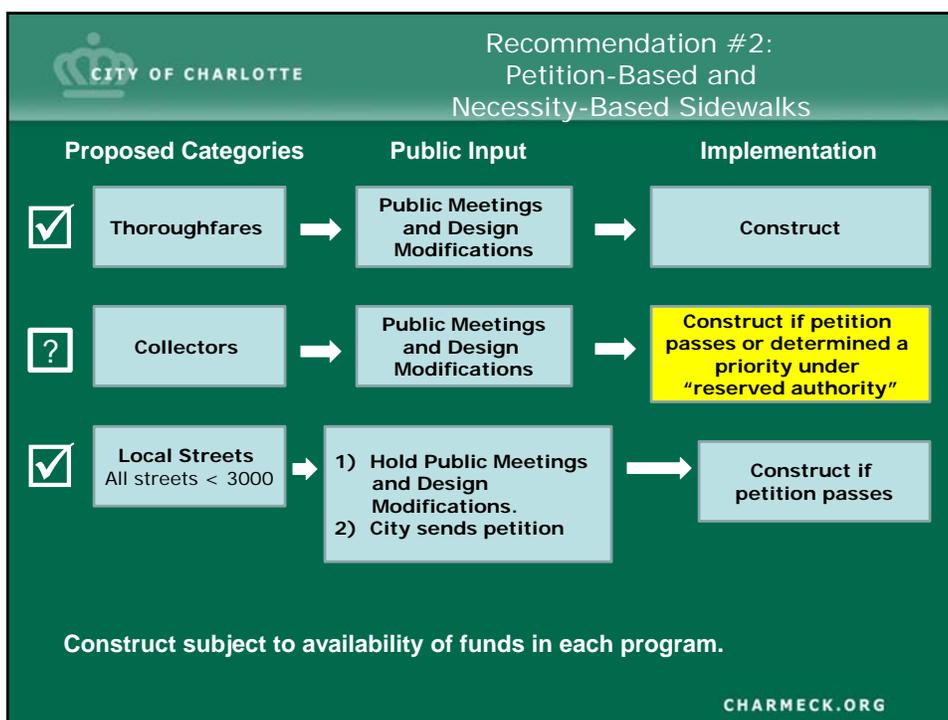
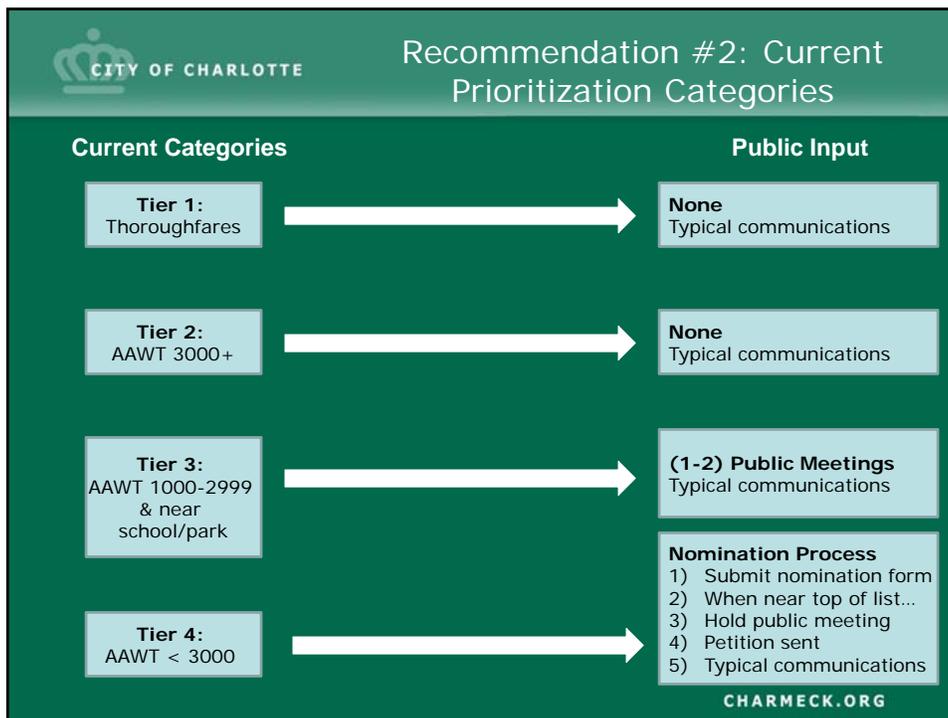


Recommendation #1: Seamless Approach

Example: Neighborhood Improvement Program



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Reserved Authority

A proposed sidewalk will be exempt from the typical procedure (including the petition process) if the Transportation Director determines that the sidewalk is necessary because of factors including, but not limited to:

- High traffic volumes and speeds
- Pedestrian safety
- Accessibility to transit
- Street primarily consists of land uses other than single family residential
- Street has reverse frontage lots

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Best Practices: Increased Public Involvement

Issue: Public Involvement/Awareness

Until recently, too few opportunities for residents to view plans before real estate phase

Solution:

Increased public involvement process

- Initial meeting for all potential projects with single family residential lots along project limits
- 2nd meeting at 30% design



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CITY OF CHARLOTTE

Best Practices: Sidewalk Location Flexibility

Issue: Planting Strip Width
8' foot planting strip desired

Solution:
For local streets - provide flexibility through the public involvement process. Planting strip widths will continue to vary.



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CITY OF CHARLOTTE

Proposed Schedule

Staff Review	Transportation and Planning Cabinet and Committee	Full City Council
11/2010 Review recommendations with CDOT working group	Feb 16, 2010 Presentation to Cabinet	
1/2011 Draft revisions for policy	Feb 24, 2011 Presentation to Committee	
1/2011-2/2011 Discuss recommendations with N&BS and Planning KBU staff	March 9, 2011 Presentation to Cabinet	
	March 2011 Written policy amended for review and endorsement	April 2011 Council Workshop
	March 24, 2011 Committee Endorsement	May 2011 Council Action

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Questions?



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Transportation Action Plan (TAP) Draft 5-Year Update

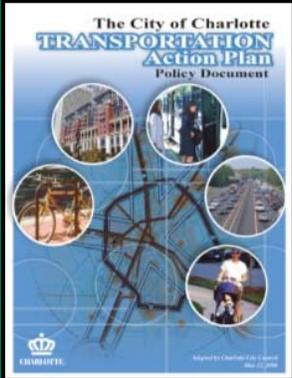
Dan Gallagher, AICP
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March 24, 2011

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 CITY OF CHARLOTTE

Items to Discuss

- “Draft” TAP Policy Document
- Summary of TAP 5-Year Update
 - Key changes and revisions from 2006 TAP
 - Policy refinements
 - Pace of transportation investments
- Schedule - Public workshop, comment period and Council adoption



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- Policy 4.1.1 – “The City will update the TAP every five years, at a minimum, so that Charlotte residents are provided the latest information regarding the City’s short-term and long-term transportation conditions, objectives and accomplishments.”



Great foundation to work with...most of the TAP is still up to date!

- ✓ Policies
 - Date specific, clarification, new topics
- ✓ Committee of 21 work on funding sources
- ✓ Funding levels – modified lists of projects and programs
- ✓ Regional coordination efforts
- ✓ Other planning efforts (CATS & Planning)





Key Policy Additions/Revisions

- New Policy 2.1.6 – More user-friendly and visible street signs at signalized intersections
- New Policy 2.7.7 – Appointment of a Pedestrian Advisory Committee
- New Policies 2.8.3 and 2.8.4 – Traffic calming on non-local streets and update traffic calming processes by end of 2012



Key Policy Additions/Revisions

- New Policy 2.9.11 – new methods for measuring connectivity
- New Policy 3.1.4 – annually track and report VMT, travel times and air quality
- New Policy 3.1.13 – continued study and implementation of High Occupancy Toll (HOT) lanes
- New Policy 4.1.6 – annual technical report on the supply and conditions of the City's transportation system



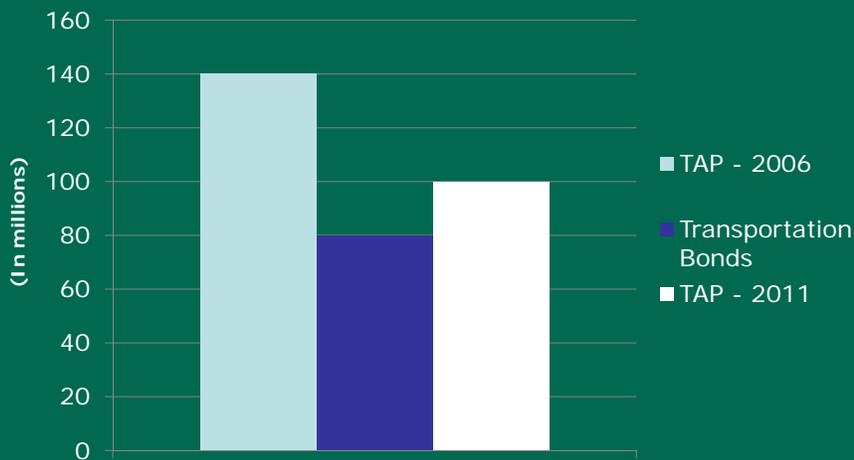
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Minor Policy Additions/Revisions

- Policy 3.1.9 - Centralina COG Regional Transportation Study
- Policy 4.1.4 – Bi-annual transportation survey
- Updated policies and references to light rail, service hours and bus frequency
- USDG adoption and inclusion in City Code
- References to the Committee of 21



Annual Funding Amounts



Funding & Transportation Investments

- At \$100M per year for (non-transit) transportation funding (Figure 4), TAP would include:
 - Bridge repairs/replacements
 - 50 thoroughfare improvements
 - 60 miles of Farm to Market Roads
 - 50 major intersection improvements
 - 250 minor roadway improvements
 - Street resurfacing at 12-14 year levels
 - 50 street connections and 25 stream crossings
 - Signal systems maintained and upgraded
 - 150 miles of new sidewalks/sidewalk maintenance
 - Implement the Bicycle Plan network of trails, bike lanes and signed routes
 - Continue traffic calming at current levels



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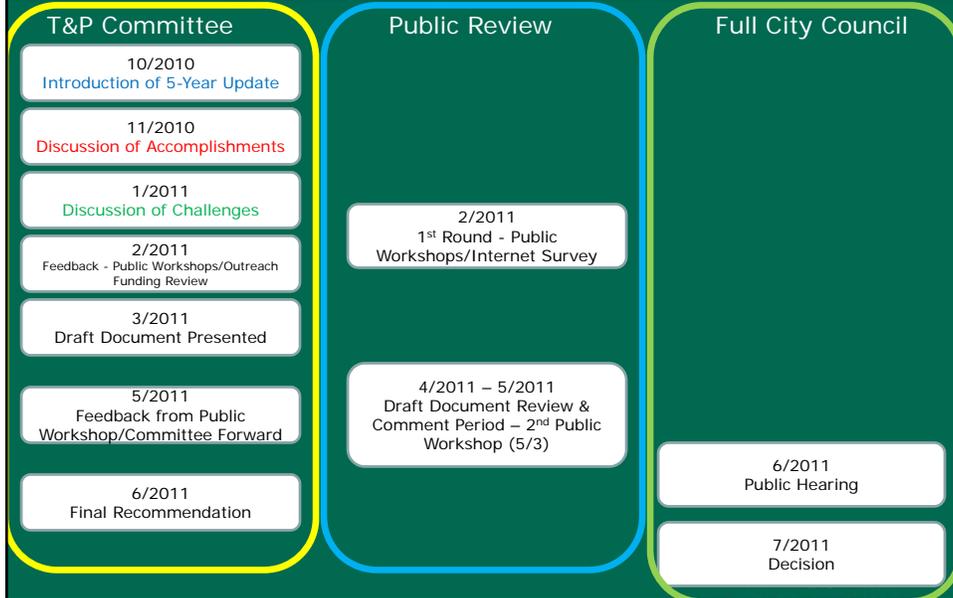
Funding

- \$3.5B TAP in 2006 would become \$2.6B TAP in 2011 (over 25 years)
 - Reduced pace of projects
 - Fewer thoroughfare, intersection, farm to market road, street connection and sidewalk projects
 - No funding for some programs and projects:
 - Pedestrian Connectivity
 - Safe Routes to School
 - Air Quality and Congestion Mitigation
 - Activity Center improvements



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Proposed Schedule



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The City of Charlotte

TRANSPORTATION

Action Plan

Policy Document



Transportation Action Plan

Policy Document

Draft 5-Year Update

March 24, 2011

*Adopted by
Charlotte City Council
May 22, 2006*

Updated
_____, 2011



CHARLOTTE.

*Planning is bringing the future into the present so
that you can do something about it now.*

Alan Lakein, writer

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Introduction



*The **Transportation Action Plan (TAP)** is the City of Charlotte's comprehensive transportation plan which was originally adopted by City Council in May, 2006. The TAP consists of the TAP Policy Document and the TAP Technical Document.*

*The **TAP Policy Document** (this document) provides background information on what the TAP is and why it is an important tool for Charlotte's future. In addition, this document provides a detailed summary of the TAP Goals, Objectives and Policies and maps and figures (beginning on page 13) that are adopted by City Council to help Charlotte achieve its transportation vision.*

*The **TAP Technical Document** includes six chapters that detail Charlotte's existing and future transportation conditions. The Technical Document contains background and reference materials that provide the foundation for both near-term and long-term transportation decisions.*

Charlotte will be the premier city in the country for integrating land use and transportation choices.

— City of Charlotte Focus Area Plan, 2010

What is the Transportation Action Plan?

The City of Charlotte is committed to “becoming the premier city in the country for integrating land use and transportation choices.” In order to achieve this vision, the Charlotte City Council adopted the City’s first comprehensive transportation plan, known as the **Transportation Action Plan (TAP)** in May, 2006. The TAP consists of a *TAP Policy Document* (this document) and a *TAP Technical Document*

- ▶ The TAP describes the policies and implementation strategies to achieve the City’s transportation-related goals.
- ▶ The TAP provides citizens, elected officials and staff with a *comprehensive plan* that includes the City’s goals, policies and implementation strategies to achieve the City’s transportation vision.

This TAP Policy Document is supplemented by the TAP Technical Document which includes specific details regarding Charlotte’s transportation needs, projects and programs through 2035.



The TAP will help guide Charlotte decision-making over the next 25 years.

Why is the TAP necessary?

The City of Charlotte is growing rapidly, and the decisions we make today are crucial for determining how well we will accommodate ongoing growth.

The growth expected during the next 25 years, while providing great economic opportunities, will bring significant challenges for transportation and land use planning.

Already a fast-growing city, Charlotte will find growth even more challenging in the years ahead. Over the next 25 years, approximately 225,000 new residents will move to Charlotte. This is comparable to the popula-

tion of Durham, Birmingham or Orlando moving to Charlotte. Charlotte is now the nation's 18th most populous city and could become the 14th most populous by 2035. This growth will increasingly strain Charlotte's limited transportation infrastructure.

The population of Charlotte will increase by the equivalent of the population of Orlando (225,000) over the next 25 years.



- ▶ *The TAP defines short-term and long-term policies together with an implementation "blueprint" for achieving the City's transportation vision, while accommodating a significant increase in travel and protecting our quality of life.*

How are transportation and land use goals integrated in the TAP?

The direct beneficial relationship between transportation and land use decisions is the foundation of Charlotte's Centers, Corridors and Wedges Growth Framework and the TAP.

The TAP is based on the transportation objectives and expectations of the Centers, Corridors and Wedges Growth Framework to ensure that Charlotte achieves its transportation goals, while simultaneously protecting Charlotte's quality of life.

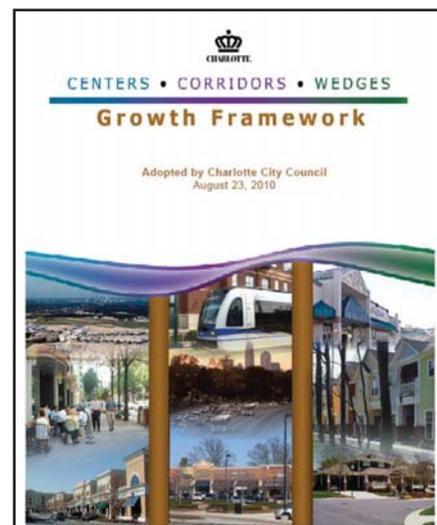
Transportation systems and land use patterns have well-documented reciprocal relationships. The Centers, Corridors and Wedges Growth Framework uses a simple and clear development vision to provide a foundation for Charlotte's economic growth while protecting the quality of life in Charlotte's neighborhoods.

- ▶ *By increasing and intensifying development in appropriate locations identified in area plans for Activity Centers and Growth Corridors, additional employment opportunities and housing choices can make the best use of existing infrastructure and transportation resources.*

Rapidly growing communities, like Charlotte, must depend on an appropriate land use strategy, upgraded multi-modal transportation systems, and a variety of forward-thinking solutions to accomplish the commitment to protecting those quality of life elements that make them attractive and livable places.

The TAP's continued adherence to the Centers, Corridors and Wedges Growth Framework and to the Transportation Action Plan policies will result in a transportation and land use approach that is consistent with the City's mission to "become the premier city in the country for integrating transportation and land use choices."

Adherence to the Centers, Corridors and Wedges Growth Framework will help Charlotte meet its transportation goals.



Is the TAP only about motor vehicles?

The City's Centers, Corridors and Wedges Growth Framework and the Transportation Action Plan recognize that Charlotte's transportation system needs to become more diversified. While the TAP calls for a significant number of roadway improvements, it also recognizes that transit, bicycle and pedestrian modes need to be upgraded and accommodated.



The City's bus transit plans and developing rapid transit system are an integral component of the City's Centers, Corridors and Wedges Growth Framework. In the TAP, the City also recognizes the need to make Charlotte more bicycle and pedestrian friendly.

To protect our quality of life and provide a variety of transportation choices, Charlotte must ensure that its neighborhoods are highly-connected, walkable and bicycle-friendly.

- ▶ *The TAP's goals, policies and recommended programs are intended to enhance the multi-modal capacity and connectivity of streets and thoroughfares, so that over the next 25-year period an increasing percentage of our residents are within short distances to neighborhood-serving land uses such as parks, schools, greenways, retail stores and employment areas.*

While many streets need to be built and improved, providing more transportation choices is an important component of Charlotte's transportation future.

Does the TAP identify options for financing transportation?

A key component of the TAP is that it be financially attainable. Under current revenues, it is clear that financial resources available to the city to fund new streets, transit services and facilities, bicycle facilities, and pedestrian pathways are *not* sufficient to attain the City's vision.

Chapter 6 of the TAP Technical Document demonstrates the long-term challenges to the transportation system under existing funding sources and levels. It also describes the enhanced funding level necessary for the City to reduce existing deficiencies and provide more capacity and choices for the future. Chapter 6 also identifies potential funding sources that City Council may want to consider further in order to fund our transportation projects and programs.



Charlotte needs to increase transportation funding to meet its transportation goals and adequately maintain its transportation infrastructure.

What does the TAP say about NCDOT roadways?

The TAP describes how a comprehensive network of freeways, high-occupancy vehicle (HOV) lanes and high-occupancy toll (HOT) lanes are needed to serve longer distance travel and reduce travel demand on streets. These roads are generally maintained by the North Carolina Department of Transportation (NCDOT). This approach is consistent with the Centers, Corridors and Wedges Growth Framework.

The TAP also defines the City's policies and strategies for working with NCDOT to create more "complete streets." This will help ensure that the State's roadways are designed and implemented to be consistent with the City's transportation vision and that they also meet the needs of our residents and businesses.

NCDOT maintains many roadways, such as Providence Road.



What are the contents of the TAP?



Chapter 1 – Mission Statement and Introduction

This chapter describes the City’s transportation mission and vision, and the challenges and opportunities for achieving these goals.

This chapter also summarizes the Centers, Corridors and Wedges Growth Framework and discusses the importance of following its framework to accommodate Charlotte’s unprecedented growth, while protecting the City’s quality of life.

Chapter 2 – Purpose of Plan

This chapter explains the need for a comprehensive transportation plan and how this plan is beneficial in promoting land use and transportation choices.

This chapter also explains the benefits of having a comprehensive transportation plan that includes the City’s transportation policies, programs, projects and financial resources so that elected officials and City staff can then use the TAP to make day-to-day and long-term transportation choices which will influence land use decisions.

Chapter 3 – Goals, Objectives and Policies

This chapter defines the City’s goals and provides a comprehensive listing of objectives and policies to implement the goals and mission statement.

Chapter 3 also shows the measurable objectives and policies that are aligned under each goal. Aligning the objectives and policies under each goal enables document users to fully understand how individual policies are working in conjunction with other policies to implement the City’s mission statement and goals.

TAP Overview (continued)

*The City's
Transportation
Goals include
measurable
objectives and
policies.*

City of Charlotte Transportation Action Plan Goals

- **Goal 1**
Continue implementation of the Centers, Corridors and Wedges Growth Framework.
- **Goal 2**
Prioritize, design, construct and maintain convenient and efficient transportation facilities to improve safety, neighborhood livability, promote transportation choices and meet land use objectives.
- **Goal 3**
Collaborate with local and regional partners on land use, transportation and air quality to enhance environmental quality and promote long-term regional sustainability.
- **Goal 4**
Communicate land use and transportation objectives and services to key stakeholders.
- **Goal 5**
Seek financial resources, external grants and funding partnerships necessary to implement transportation programs and services.

TAP Overview (continued)



A key TAP goal is that streets be appropriately designed to protect and enhance Charlotte's quality of life.

Chapter 4 – Existing Conditions

This chapter describes existing baseline conditions to determine if we are meeting the City's mission of becoming the premier city in the nation for integrating land use and transportation choices. Using a report card format, this chapter also identifies existing transportation needs and current shortfalls to determine what, if any, changes should be considered in order to meet the City's mission statement.

This chapter also presents key land use and baseline transportation measures that will be used throughout the 25-year planning horizon to determine how well the City is advancing the Centers, Corridors and Wedges Growth Framework.

TAP Overview (continued)

Chapter 5 – Future Conditions

This chapter assesses anticipated transportation projects to be implemented by, and the transportation conditions expected for, 2015, 2025 and 2035. This chapter enables the City to determine if existing and projected

funding levels are adequate to deliver quality transportation service and implement the City's mission and transportation goals.

Using a report card format, this chapter assesses key land use and transportation measures

(as detailed in Chapter 4) to determine how well the City is advancing the Centers, Corridors and Wedges Growth Framework and meeting its transportation goals.

Chapter 6 – Financial Element

This chapter describes the existing and anticipated transportation revenue sources through 2035. The information regarding Federal, State, City and other sources is used in Chapters 4 and 5 to determine transportation capital investments and operation projections. This chapter identifies funding shortfalls that may impede the City from achieving its transportation mission and vision.

This chapter also focuses on identifying alternative funding scenarios and funding mechanisms that are being considered by other communities that may help to minimize the funding shortfall(s).

Rapid growth will continue to challenge the City's transportation infrastructure supply.



Was City Council asked to adopt the entire TAP Policy Document?

No, City Council was asked to officially adopt only pages 13-38 of this document and the series of figures listed in the appendix. The other sections of the TAP Policy Document and TAP Technical Document will be used for background and reference purposes.

- ▶ *Pages 13-38 of the TAP Policy Document include the City's transportation mission statement, defines the City's five transportation-related goals and provides a comprehensive listing of measurable objectives and policies to guide Charlotte towards becoming the premier city in the country for integrating land use and transportation choices.*

Charlotte residents, elected officials and City staff can use these goals, objectives and policies to make day-to-day and long-term decisions to achieve the City's transportation vision.

Goals Objectives

Policies

City Council was asked to adopt the Goals, Objectives and Policies on pages 13-38, and the series of maps in the Appendix of this document.

These goals, objectives and policies can be used in making day-to-day and long-term decisions to achieve the City's transportation vision.

Legal Disclaimer

City Council's adoption of the Transportation Action Plan enacts no policies not explicitly included in the Plan. Nothing herein is intended or should be interpreted to establish a legal obligation on or standard of care for the City of Charlotte, or to provide individuals or businesses with a legally enforceable right, benefit, or expectation in the goals, objectives, or policies.

Continue implementation of the Centers, Corridors and Wedges Growth Framework.

Goal
1

Objective 1.1

The City will continue to track development in Activity Centers and Growth Corridors to help assess the effectiveness of the Growth Framework.

Policy 1.1.1

The City will continue to refine the boundaries of the Growth Corridors, Activity Centers and Wedges through the area planning process and reflect these refinements in Figure 1.

Policy 1.1.2

The City will encourage a minimum of 70% of new multi-family units to be located within Activity Centers and Growth Corridors, consistent with adopted area plans.

Policy 1.1.3

The City will encourage 75% of new office development and 75% of new employment to be in Activity Centers and Growth Corridors, consistent with adopted area plans.

Policy 1.1.4

The City will encourage a minimum of 65% of Charlotte residents to reside within ¼ mile of transit service.

Policy 1.1.5

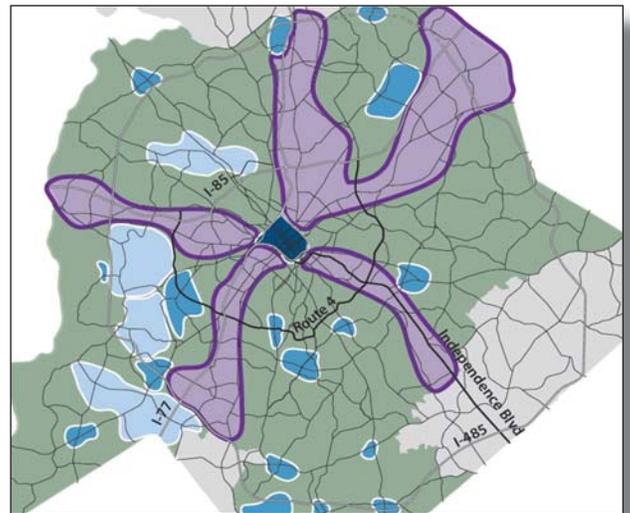
The City will work with the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) to ensure that the Long Range Transportation Plan is consistent with and supports the City's Centers, Corridors and Wedges Growth Framework.

Policy 1.1.6

The City intends for the TAP to support and enhance City Council's adopted housing and neighborhood improvement plans.

Policy 1.1.7

The City recognizes and will continue to support the Charlotte-Douglas International Airport as a significant multi-modal transportation facility, major employment center and important regional economic generator.



The Centers, Corridors and Wedges Growth Framework will be used to guide growth into areas where it can best be served.

1.2
CIP Coordination

Objective 1.2

The City will ensure that the Capital Investment Plan priority projects are fully coordinated with the Centers, Corridors and Wedges Growth Framework.

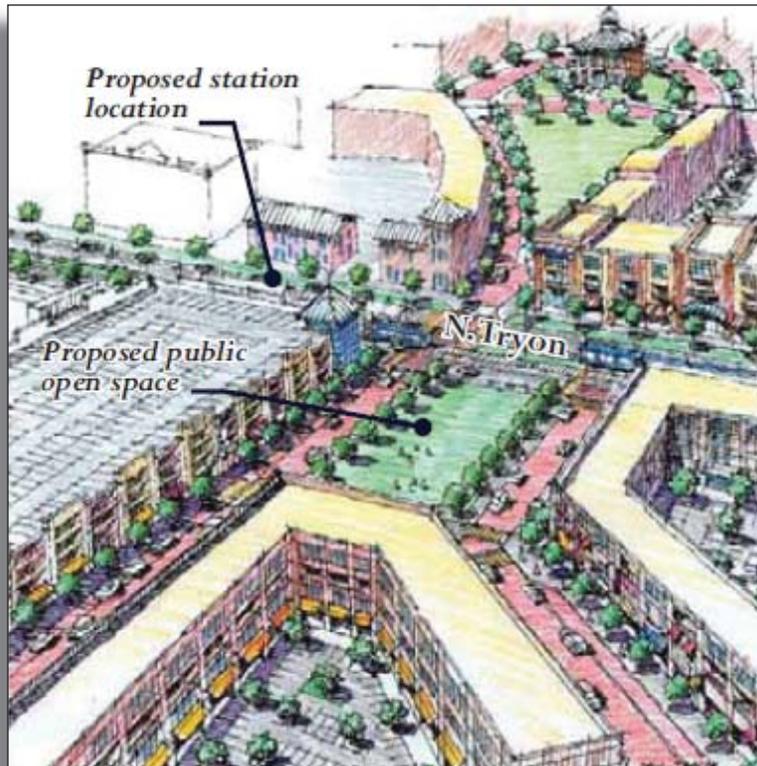
Policy 1.2.1

The City will utilize the Capital Investment Plan (CIP) to advance transportation projects that support the Centers, Corridors and Wedges Growth Framework.

Policy 1.2.2

The City will use public infrastructure investment as a catalyst for new transit-supportive development in select station areas.

The City will invest in infrastructure in station areas, consistent with the Centers, Corridors and Wedges Growth Framework.



proposed Rocky River Station

Objective 1.3

CATS will continue implementing the 2030 Corridor Systems Plan consistent with the Centers, Corridors and Wedges Growth Framework.

Policy 1.3.1

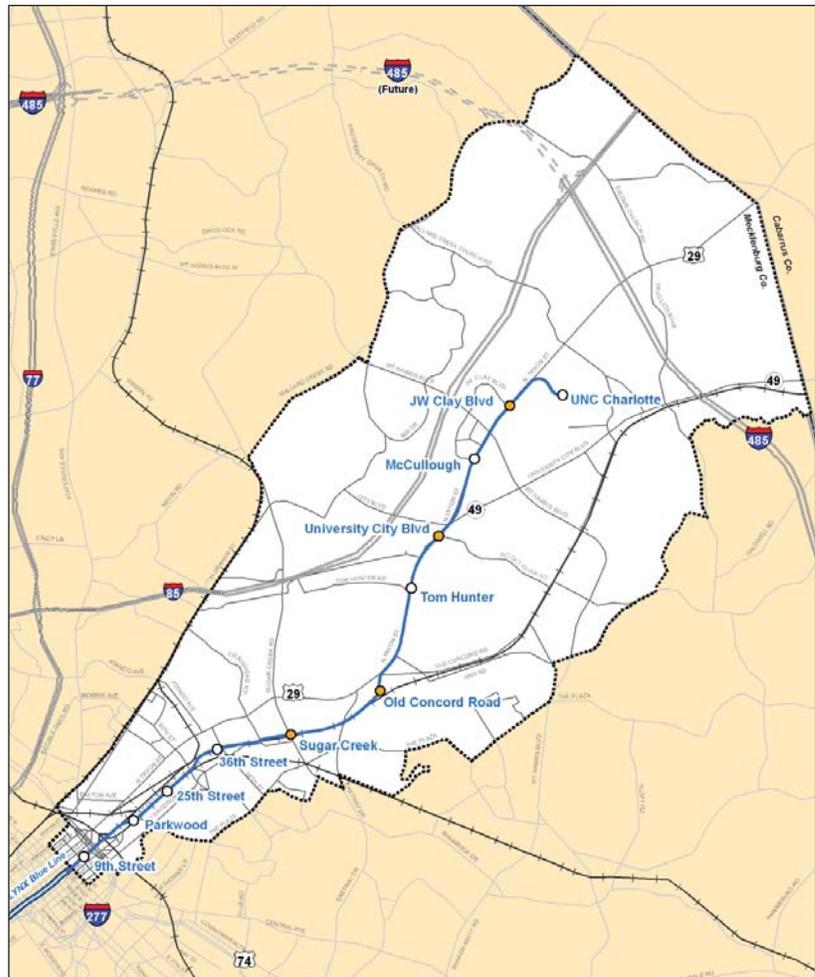
CATS will continue construction of the four rapid transit corridors to support the Centers, Corridors and Wedges Growth Framework.

Policy 1.3.2

CATS will implement Streetcar service to support the Centers, Corridors and Wedges Growth Framework.

Policy 1.3.3

CATS will continue expansion of countywide transit service to ensure competitive service and growth in transit ridership while maximizing commuter choice.



*Northeast Corridor
Blue Line Extension*

**Goal
2**

Prioritize, design, construct and maintain convenient and efficient transportation facilities to improve safety and neighborhood livability, foster economic development, promote transportation choices and meet land use objectives.

Objective 2.1

The City intends for all transportation projects to improve safety and neighborhood livability, foster economic development, promote transportation choices and support the Centers, Corridors and Wedges Growth Framework.

Policy 2.1.1

The City will classify existing and future streets based on the Urban Street Design Guidelines (see Figure 3).

Policy 2.1.2

The City will promote a balanced and multi-modal transportation system that serves the mobility needs of all segments of the population, accommodates all travel modes and promotes community economic development (see Appendix Figure 4 for the proposed categories of locally funded transportation expenditures), while furthering the Centers, Corridors and Wedges Growth Framework.

Policy 2.1.3

The City will prioritize intersection improvements in the Capital Investment Plan based on crash rates, congestion levels, pedestrian level of

East Boulevard is a well-designed street that balances the interests of all users.



Objective 2.1 (continued)

The City intends for all transportation projects to improve safety and neighborhood livability, foster economic development, promote transportation choices and support the Centers, Corridors and Wedges Growth Framework.

Policy 2.1.3 (continued)

service and bicycle level of service as described in the Urban Street Design Guidelines.

Policy 2.1.4

The City will build complete streets (i.e., by designing transportation projects within the context of adjacent land uses to improve safety and neighborhood livability, promote transportation choices and meet land use objectives) consistent with the City's Urban Street Design Guidelines.

Policy 2.1.5

The City will work with NCDOT to create context-based streets that include transit, bicycle and pedestrian design features as part of new or widened NCDOT street construction projects or on State-maintained streets.

Policy 2.1.6

The City will continue to implement overhead street name markers, when installing new signals and during signal maintenance, in an effort to create more user-friendly and visible street signage at signalized intersections.

Policy 2.1.7

The City will work with MUMPO to ensure that the Long Range Transportation Plan advances transportation projects that improve safety, neighborhood livability, promote transportation choices, meet land use objectives and support the Centers, Corridors and Wedges Growth Framework.



Harris Boulevard is a NCDOT roadway that is missing several context-sensitive treatments and fails to promote transportation choices.

2.2 Monitoring

Objective 2.2

The City will monitor and report Level of Service for motorists, bicyclists and pedestrians, every five years.

Policy 2.2.1

The City will monitor levels of service for motorists, bicyclists and pedestrians at signalized intersections.

Policy 2.2.2

By 2015, the City will consider defining transportation adequacy policies.



Policy 2.2.3

The City will conduct turning movement counts at signalized intersections and roadway segment counts, on a two-year rotation, in order to monitor transportation level of service and to fulfill formal agreements with NCDOT related to the maintenance and operation of State system signals.

The intersection of Sharon Road and Fairview Road has poor levels of service for motorists, bicyclists and pedestrians.

Policy 2.2.4

The City will continue to apply flexible transportation mitigation measures, within Activity Centers and Growth Corridors, in an effort to promote infill development.

Policy 2.2.5

The City will maintain seven years of crash data and conduct trend and crash pattern analysis to support ongoing programs.

Policy 2.2.6

The City will take an active role in the education of motorists, pedestrians and bicyclists through annual transportation safety campaigns.

Policy 2.2.7

The City will prioritize major roadway projects based on the following ten CIP prioritization criteria: (1) reduce congestion, (2) improve safety,

Objective 2.3

CATS will improve the quality of life for everyone in the greater Charlotte region by providing outstanding community-wide public transportation services while proactively contributing to focused growth and sustainable regional development.

Policy 2.2.7 (continued)

(3) support rapid and express bus transit, (4) support the Centers, Corridors and Wedges Growth Framework and Area Plans, (5) increase accessibility to Uptown and other Economic Centers in the Charlotte Sphere of Influence, (6) improve connectivity, (7) provide multimodal options, (8) support “fragile” and “threatened” neighborhoods, (9) improve intermodal connectivity and (10) provide positive cost-effectiveness.

Policy 2.3.1

The City recognizes that service policies related to achieving this objective will be governed by the Metropolitan Transit Commission (MTC) that is alternately chaired by the Mayor of Charlotte and the Chair of the Mecklenburg County Commission. The MTC is responsible for the operating policies of CATS and sets the policies that govern the expansion, operation and maintenance of transit services within the entire CATS system.

Policy 2.3.2

CATS will expand the local bus system to support the incremental development of a fixed guideway system in key corridors to meet the transportation needs of our diverse population and provide greater mobility throughout the community and region.

Policy 2.3.3

CATS will provide expanded, competitive service to grow transit ridership, support land use objectives and maximize commuter choice.

continued next page



CATS provided bicycle accommodations on the Lynx trains.

2.3

Public Transportation

(continued)

Objective 2.3 (continued)

CATS will improve the quality of life for everyone in the greater Charlotte region by providing outstanding community-wide public transportation services while proactively contributing to focused growth and sustainable regional development.

Policy 2.3.4

CATS headways for local and neighborhood shuttle bus routes will be no more than 60 minutes. In peak periods, 30-minute headways will be the norm on local routes unless low demand warrants less frequent service. Express and Regional Express services will have a minimum of three (3)

trips in each peak direction. CATS light rail services will operate at a frequency of ten (10) minutes or better in the peak and at least 30 minutes in the off-peak.

Policy 2.3.5

The standard span of service for CATS local bus routes, Special Transportation Services and Light Rail will be 5:00 a.m. to 1:30 a.m. Exceptions will be based on ridership and productivity.



CATS express and regional bus service serves longer-distance commuters.

Policy 2.3.6

The City recognizes that the MTC's adopted service policies regulate stop spacing and amenities.

Policy 2.3.7

All new CATS services will be subject to performance evaluation and will be expected to meet the performance standards for its service type within two years of implementation.

Policy 2.3.8

New CATS shuttle services in employment areas may require a financial contribution from business community stakeholders up to 100 percent of the marginal operating cost.

Objective 2.3 (continued)

CATS will improve the quality of life for everyone in the greater Charlotte region by providing outstanding community-wide public transportation services while proactively contributing to focused growth and sustainable regional development.

Policy 2.3.9

The local collector portion of CATS express routes will not exceed 15 minutes in travel time or 50 percent of the travel time on the express portion of the route, whichever is less.

Policy 2.3.10

CATS will monitor routes with an overall index score between 0.75 and 0.99, and make changes to the service as needed. Routes falling between 0.50 and 0.74 should be subject to a more detailed analysis that examines performance by route segment and time of day and makes appropriate recommendations.



*CATS ridership
has more than
doubled
since 1998.*

2.4

Pavement Conditions

Objective 2.4

The City will maintain a 12-year resurfacing schedule and an average pavement conditions rating of 90 on all City-maintained streets.

Policy 2.4.1

The City will monitor and report pavement condition ratings through the use of bi-annual pavement condition surveys and pavement management data.

Policy 2.4.2

The City will continue to identify ways to enhance the City's pavement conditions and will conduct a peer comparison of other jurisdictions' standards every 5 years.

The City has been able to return to a 12-year resurfacing cycle due to increased funding and lower material costs.



Policy 2.4.3

The City will update and refine maintenance-related policies and operating procedures every three years.

Policy 2.4.4

The City will implement bicycle-friendly maintenance procedures and maintain bicycle facilities appropriately.

Objective 2.5

The City intends to review and implement transportation safety and operation improvements as needed.

Policy 2.5.1

The City will identify and analyze roadways where speed-related collisions constitute a higher percentage of all crashes in order to prescribe engineering or enforcement countermeasures, consistent with the Urban Street Design Guidelines, to address excessive vehicle speeds.

Policy 2.5.2

The City will analyze locations with significantly higher crash rates to develop projects and programs, consistent with the Urban Street Design Guidelines, to reduce both the number of crashes and the overall crash rate.

Policy 2.5.3

The City will track and report the results of safety improvement programs and projects annually.

Policy 2.5.4

The City will seek to maximize capacity of existing streets by investing in technology such as improved controllers, expanding the coordinated signal system and implementing Intelligent Transportation Systems.

Policy 2.5.5

The City intends for all traffic signals to be part of a coordinated signal system by 2030.

Policy 2.5.6

The City intends to replace 50 obsolete signal controllers annually in order to maintain the efficient operation of the City's signalized intersections.

Policy 2.5.7

The City intends for a minimum of 90% of transportation detection systems (loops and video detectors) to be operable at all times, and failed detection devices to be repaired within 30 calendar days.



The City is committed to improving safety through a wide array of initiatives.



The City currently maintains over 725 signalized intersections.

2.6 *Bicycle Facilities*

Objective 2.6

The City will complete at least 150 miles of bikeway facilities within the city by 2015, and an additional 350 miles by 2035.

Policy 2.6.1

The City will require bicycle lanes designed consistent with the Urban Street Design Guidelines, on all new or reconstructed roadways within the city, where feasible. Where bicycle lanes are not feasible, justifications will be included as part of the road preliminary design process and alternative routes will be identified.

Policy 2.6.2

The City will place bike route signs on selected local streets as bike routes, as needed, to provide a connected network of bikeways.

Policy 2.6.3

The City will continue to create bicycle lanes as part of the road resurfacing program, where possible, by narrowing traffic lanes and striping bicycle lanes, consistent with the Urban Street Design Guidelines.

When roads are resurfaced, the City looks for opportunities to stripe bicycle lanes as part of the project.



Objective 2.6 (continued)

The City will complete at least 150 miles of bikeway facilities within the city by 2015, and an additional 350 miles by 2035.

Policy 2.6.4

The City will coordinate the construction of bicycle connection projects with the implementation of ongoing transit and greenway projects.

Policy 2.6.5

The City will study and identify off-road bicycle trail opportunities (in addition to existing/ planned greenways) as part of the City's Bicycle Plan. The City will consider an increased role in providing multi-use trails to create a comprehensive network of bikeways.



Policy 2.6.6

The City will continue to seek opportunities to increase the availability of bicycle parking in Charlotte.

Policy 2.6.7

The City will update the Bicycle Plan every five years.

Charlotte's bicycle parking requirements make Charlotte more bicycle-friendly.

2.7 Sidewalks

Objective 2.7

The City will construct over 375 miles of new sidewalks by 2035.



*Every trip begins
and ends as a
pedestrian trip.*

Policy 2.7.1

The City, when constructing sidewalks on existing streets, will construct sidewalks on both sides of all thoroughfares, on one side of all collector streets and (when requested) on one side of all local streets, consistent with the sidewalk prioritization process.

Policy 2.7.2

The City will prioritize sidewalk projects based on the City's adopted sidewalk prioritization process.

Policy 2.7.3

The City will provide sidewalks, crosswalks, pedestrian signals, lighting and other facilities consistent with the Urban Street Design Guidelines to make it safer, easier and more comfortable for people to walk.



*Charlotte's
sidewalk program
makes Charlotte
a more walkable
community for
all users.*

Policy 2.7.4

The City will require new development to construct sidewalks consistent with City Code.

Policy 2.7.5

By 2012, the City will complete a sidewalk inventory of existing sidewalks and pedestrian elements.

Policy 2.7.6

By 2012, the City will adopt a pedestrian plan.

Policy 2.7.7

In 2011, the City will appoint a Pedestrian Advisory Committee to create a more walkable city and to promote a better pedestrian environment.

Objective 2.8

The City will continue to implement traffic calming in an effort to improve safety and neighborhood livability, promote transportation choices and meet land use objectives.

Policy 2.8.1

The City will implement neighborhood traffic calming, where requested, to help minimize speeding through a variety of approved remedies, including: speed limit reductions, multi-way stops, speed humps, and other traffic calming measures as deemed appropriate.

Policy 2.8.2

By 2012, the City will further develop standards for local streets to be designed to include traffic calming design features consistent with City Code.

Policy 2.8.3

The City will continue implementing traffic calming measures on non-local streets, as deemed appropriate, to improve safety, livability, transportation choices and meet land use objectives.

Policy 2.8.4

By 2012, the City will review its traffic calming processes and procedures, and continue to update them to reflect emerging practices.

Policy 2.8.5

The City intends for all school speed zones meet the standards for signs, markings, and other safety features set forth in the School Speed Zone and Crossing Policy, as adopted in June, 2004.



Charlotte's improved sidewalk and planting strip requirements are creating more walkable streets.

Traffic calming, such as chokers, helps moderate travel speeds through neighborhoods.

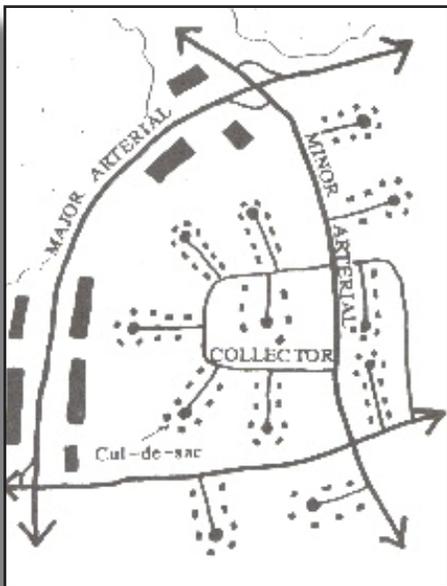
2.9 Connectivity

Objective 2.9

The City will maintain its connectivity ratio of 1.45 inside Route 4, and increase its connectivity ratio outside Route 4 from 1.19 to 1.35, by 2020.

Policy 2.9.1

The City will support connectivity by continuing to create new connections, both through new development and by identifying and implementing connectivity opportunities.



Policy 2.9.2

The City will require that new development provide for public access, ingress, and egress by interconnecting streets within developments and with adjoining developments, consistent with City Code.

Policy 2.9.3

The City will continue to require that the proposed street system will be designed to provide a network of interconnected streets to facilitate the most advantageous development of the entire area. Stub streets will be provided to adjacent properties in accordance with the Subdivision Ordinance. Cul-de-sacs and other permanently dead-end streets will be permitted only where certain conditions offer no practical alternative to connectivity.

Policy 2.9.4

The City intends for existing and new residential developments to be connected by streets and/or bikeways and pedestrian systems to reduce vehicle miles of travel (VMT). This will help accommodate travel between new residential developments and nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial land uses, office developments and other compatible land uses and developable lands.

Disconnected development patterns like the one above result in longer trips and increase congestion.

Objective 2.9 (continued)

The City will maintain its connectivity ratio of 1.45 inside Route 4, and increase its connectivity ratio outside Route 4 from 1.19 to 1.35, by 2020.

Policy 2.9.5

The City will consider implementing a CIP-funded bridge/street creek crossing program, to facilitate connectivity.

Policy 2.9.6

The City will preserve the existing and future connected street system by protecting individual existing street connections and platted non-existing streets, and will consider restoring appropriate street, bicycle and pedestrian connections that were previously severed.



Policy 2.9.7

The City will require block length spacing and street connection requirements consistent with City Code.

Policy 2.9.8

By 2013, the City will consider adopting connectivity mitigation measures as a condition of conditional rezoning and development approvals.

Policy 2.9.9

The City will consider additional policies to further discourage gated roadways except in unique circumstances.

Policy 2.9.10

By 2012, the City will evaluate optional methods for measuring and tracking connectivity.

Excessive use of cul-de-sacs has resulted in increased congestion, increased VMT and higher costs to provide City services. In many neighborhoods you can no longer “take a walk around the block” because there is little to no block structure.

2.10
Land Development

Objective 2.10

The City will adopt policies, guidelines and ordinances that ensure land develops in a manner consistent with achieving this goal.

Policy 2.10.1

The City recognizes the Thoroughfare Map, as adopted by MUMPO, as the official document/map stating the alignment of existing and future thoroughfares (see Appendix Figure 6).



Policy 2.10.2

The City will use the MUMPO Thoroughfare Plan Map and the City's Collector Map for acquisition and reservation of rights-of-way and for review of all development proposals and subdivision plats (see Figure 7).

Policy 2.10.3

The City will adopt and apply the Urban Street Design Guidelines Classification Map to help guide the planning and design of existing and future thoroughfares.

Policy 2.10.4

The City will review and update its right-of-way requirements and ordinances to help ensure the City is preserving thoroughfare rights-of-way, consistent with the Urban Street Design Guidelines, as necessary to accommodate the City's desired multimodal cross-sections for existing and future needs.

Policy 2.10.5

The City will continue to implement comprehensive access management and context-sensitive sight triangle and site design requirements, consistent with the Urban Street Design Guidelines.

The City must add street capacity through road widenings and create a more connected street network to accommodate Charlotte's growth.

Objective 2.10 (continued)

The City will adopt policies, guidelines and ordinances that ensure land develops in a manner consistent with achieving this goal.

Policy 2.10.6

The City will continue refining the existing CDOT Traffic Impact Study Guidelines so that any site development that generates 2,500 or more vehicular trips per day will be required to complete a multimodal transportation impact analysis.

Policy 2.10.7

The City will continue refining the requirements for transportation impact analyses to reflect the multimodal objectives and methods included in the Urban Street Design Guidelines and General Development Policies.

**Goal
3**

Collaborate with local and regional partners on land use, transportation and air quality to enhance environmental quality and promote long-term regional sustainability.

Objective 3.1

The City will coordinate and collaborate with local and regional partners as needed.

Policy 3.1.1

The City will coordinate with local and regional partners to ensure that the Long Range Transportation Plan complements and supports the TAP.

Policy 3.1.2

The City will continue to promote intergovernmental coordination with regional and local partners such as NCDOT, MPOs, CRAFT, COG and adjacent jurisdictions to address transportation, land use and air quality issues.

Policy 3.1.3

The City recognizes that reducing VMT per capita is critical to improving the region's air quality and will continue to coordinate with regional partners to develop and implement strategies to reduce per capita VMT.

NCDOT is facing funding shortfalls for state highways and interstates.



Objective 3.1 (continued)

The City will coordinate and collaborate with local and regional partners as needed.

Policy 3.1.4

The City will continue to annually collect and analyze data regarding local, regional and national trends in VMT, uncongested and congested travel times, population, employment, fuel prices and air quality, and report this information in the Transportation Action Plan Annual Report.

Policy 3.1.5

The City will ensure that new area plans continue to consider transportation, VMT and air quality impacts.

Policy 3.1.6

The City will work cooperatively with NCDOT to ensure that their transportation projects in the region meet the region's transportation and land use vision and air quality objectives.



Policy 3.1.7

The City will work with its regional partners to ensure that the regional travel model is maintained and utilized to evaluate regional transportation and land use scenarios.

Policy 3.1.8

The City will coordinate with the Charlotte-Mecklenburg School system in an effort to locate more schools where children can walk or bicycle to school sites in an effort to reduce VMT, reduce energy consumption and create more livable neighborhoods.

Policy 3.1.9

The City will continue to work with its regional partners to evaluate the Centralina Council of Governments' Regional Transportation Planning Study to assess its recommendations and to determine how, or if, they should be implemented.

To create a sustainable community, we must accommodate the needs of all travelers.

3.1

Local and Regional Coordination

(continued)

Objective 3.1 (Continued)

The City will coordinate and collaborate with local and regional partners as needed.

Policy 3.1.10

The City intends to use the Capital Investment Plan and Long Range Transportation Plan process, so that transportation projects that promote intermodal freight and goods movement are appropriately prioritized.

CATS Vanpools provide a comfortable, cost-effective way for groups of 5 to 15 commuters to share their ride to work.



Policy 3.1.11

The City will work with regional partners to promote a regional network of express and local bus service and vanpool facilities to enhance regional air quality and multimodal travel choices.

Policy 3.1.12

CATS will continue to collaborate with MTC member jurisdictions on the adoption and promotion of Joint Development Policies as guidance in implementing the Joint Development Principles that were adopted by all MTC members with jurisdiction over a rapid transit corridor.

Policy 3.1.13

The City will work with transportation partners to implement the recommendations of the regional Managed Lanes Study and create a regional network of high-occupancy toll (HOT) lanes.

Communicate land use and transportation objectives and services to key stakeholders.

Goal
4

Objective 4.1

The City will communicate and periodically update its land use and transportation objectives to stakeholders.

Policy 4.1.1

The City will update the Transportation Action Plan every five years, at a minimum, to ensure that Charlotte residents are provided the latest information regarding the City's short-term and long-term transportation conditions, objectives and accomplishments.

Policy 4.1.2

The City will develop a Transportation Action Plan Annual Report that can be distributed both in hard copy and electronically.

Policy 4.1.3

The City intends for periodic updates of the Capital Investment Plan (CIP) to be consistent with the Transportation Action Plan.

Policy 4.1.4

The City will continue to implement a bi-annual survey to determine baseline public awareness and knowledge of the strategies recommended in the TAP, including the Centers, Corridors and Wedges Growth Framework and the City's multimodal transportation approach.

Policy 4.1.5

The City intends for information presented to the public regarding transportation and land use plans undertaken by the City to include a description on how the plans and projects are consistent with and support accomplishing the goals and objectives of the Transportation Action Plan and the Centers, Corridors and Wedges Growth Framework.

Policy 4.1.6

The City will prepare an annual report describing the supply (quantities) of roadway miles, sidewalks, bikeways, transit service and the multi-modal characteristics of thoroughfares, local streets and intersections.

**Goal
5**

Seek financial resources, external grants and funding partnerships necessary to implement transportation programs and services.

Objective 5.1

The City will annually review and update transportation conditions and funding assumptions to assess whether the City is “keeping pace” with transportation demands generated by growth and development.

Policy 5.1.1

The City will consider all potential funding opportunities to implement the Transportation Action Plan.

Policy 5.1.2

The City will update (no less than every 5 years) its list of financially feasible and proposed transportation projects in 5 and 10-year increments in conjunction with updates to the CIP and TIP.

Policy 5.1.3

The City will monitor current transportation funding revenues and expenditures on an annual basis to ensure that they are keeping pace with the assumptions in the Transportation Action Plan.

Policy 5.1.4

The City will continue to research opportunities to implement alternative transportation funding sources as identified by the Committee of 21.

The City will need to seek additional funding to keep pace with its transportation maintenance, capacity and livability needs.



Objective 5.1 (continued)

The City will annually review and update transportation conditions and funding assumptions to assess whether the City is “keeping pace” with transportation demands generated by growth and development.

Policy 5.1.5

The City adopts the following figures by reference:

- Figure 1: **Centers, Corridors and Wedges Map**
- Figure 2: **2030 Corridor System Plan**
- Figure 3: **USDG Street Classification Map (Future Conditions)**
- Figure 4: **Locally Funded Transportation Programs and Improvements List**
- Figure 5: **Existing Bicycle Facilities Map**
- Figure 6: **Charlotte Thoroughfare Map**
- Figure 7: **Existing and Proposed Major Collectors**

(Figures 1-7 are included in the appendix of this document.)

Conclusion

The **Transportation Action Plan** will help Charlotte achieve its mission of becoming the premier city in the country for integrating land use and transportation choices. The TAP provides short-term and long-term tools for Charlotte residents, elected officials and staff to make the appropriate decisions for us to best accommodate our projected growth and maintain our quality of life.

The TAP will help Charlotte become the premier city in the country for integrating land use and transportation choices.



Appendix

Figure 1: **Centers, Corridors and Wedges Map**

Figure 2: **2030 Corridor System Plan**

Figure 3: **USDG Street Classification Map (Future Conditions)**

Figure 4: **Locally Funded Transportation Programs and
Improvements List**

Figure 5: **Existing Bicycle Facilities Map**

Figure 6: **Charlotte Thoroughfare Map**

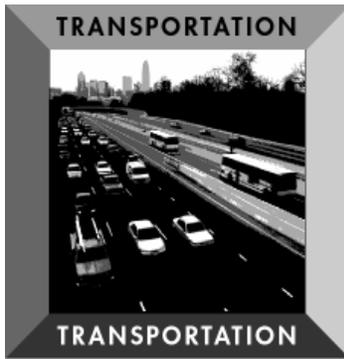
Figure 7: **Existing and Proposed Major Collectors**

**Figure 4:
Locally Funded Transportation Programs and Improvements List**

Program Category	TAP Goal	To be accomplished during TAP timeframe using proposed funding level	2011-2015	2016-2025	2026-2035	Total 2011-2035
Motorists: Capacity and Safety Improvements						
Bridge Program	2	Inspect every city-maintained bridge (currently 193) every two years and make repairs as necessary (\$35,000,000); replace 10 bridges (\$40,000,000)	\$ 15,000,000	\$ 30,000,000	\$ 30,000,000	\$ 75,000,000
Curb and Gutter Maintenance Program	2	Replace 250 miles of curb & gutter @ \$150,000/mile	\$ 2,500,000	\$ 5,000,000	\$ 5,000,000	\$ 12,500,000
Farm-to-Market Road Improvement Program	2	Modify rural roads to City standards (approx. 60 miles @ \$8,000,000/mile)	\$ 100,000,000	\$ 200,000,000	\$ 200,000,000	\$ 500,000,000
Intersection Capacity & Multimodal Enhancement Program	2	Upgrade 50 intersections (@ \$5,000,000 each)	\$ 50,000,000	\$ 100,000,000	\$ 100,000,000	\$ 250,000,000
Major Thoroughfare and Street Projects	2	Construct approximately 50 locally-funded projects (see Appendix B-5)	\$ 150,000,000	\$ 300,000,000	\$ 300,000,000	\$ 750,000,000
Minor Roadway Improvement Program	2	Construct 250 low-cost improvement projects @ \$250,000 each	\$ 12,500,000	\$ 25,000,000	\$ 25,000,000	\$ 62,500,000
Pedestrian & Traffic Safety Program	2	Construct projects that enhance the safety of motorists and other travelers	\$ 5,000,000	\$ 10,000,000	\$ 10,000,000	\$ 25,000,000
Public-Private Participation Program	5	Share costs with private developers to create better projects (approx. 250 projects @ \$175,000)	\$ 8,750,000	\$ 17,500,000	\$ 17,500,000	\$ 43,750,000
Railroad Grade Crossing Improvement Program	2	Improve 70 railroad grade crossings at \$15,000 each	\$ 210,000	\$ 420,000	\$ 420,000	\$ 1,050,000
Railroad Safety Improvement Program	2	Improve 75 railroad crossing signals at \$15,000 each	\$ 225,000	\$ 450,000	\$ 450,000	\$ 1,125,000
State Highway Participation Program	5	Share costs with State to create better projects, including funding to improve street lighting and sidewalks	\$ 10,000,000	\$ 20,000,000	\$ 20,000,000	\$ 50,000,000
Street Connectivity Program	2	Construct 50 street connections (@\$1,000,000/ea.), 3 miles of new connector streets (@\$8,000,000/mi.), 25 stream crossings (@\$1,000,000/ea.) and funds for ROW protection (@\$1,000,000/yr.)	\$ 25,000,000	\$ 50,000,000	\$ 50,000,000	\$ 125,000,000
Street Lighting Installation Program	2	Install streetlights on the 150 miles of thoroughfares that are not presently illuminated	\$ -	\$ -	\$ -	\$ -
Street Resurfacing Program	2	Maintain street resurfacing at 12-year resurfacing cycle	\$ 30,000,000	\$ 60,000,000	\$ 60,000,000	\$ 150,000,000
Traffic Control Devices Upgrade Program	2	Maintain all existing intersections (725) as well as 325 new intersections over next 25 years while upgrading 1250 (50/yr.) signalized intersections with new equipment (\$30,000,000); construct new Traffic Management Center (\$10,000,000); upgrade all signs and markings to meet higher visibility standard (\$25,000,000), and upgrade 375 intersections over 25-years to include APS devices for visually impaired (\$5,625,000).	\$ 15,000,000	\$ 30,000,000	\$ 30,000,000	\$ 75,000,000
Traffic Flow Enhancement Program	2	Improve traffic flow by using existing streets more efficiently through several techniques: Optimal signal coordination (\$35,000,000), ITS (\$15,000,000), and incident management (\$25,000,000)	\$ 10,000,000	\$ 25,000,000	\$ 25,000,000	\$ 60,000,000
Capacity and Safety Improvements Total			\$ 434,185,000	\$ 873,370,000	\$ 873,370,000	\$ 2,180,925,000

**Figure 4:
Locally Funded Transportation Programs and Improvements List**

Program Category	TAP Goal	To be accomplished during TAP timeframe using proposed funding level	2011-2015	2016-2025	2026-2035	Total 2011-2035
Pedestrian Pathways						
Pedestrian Connectivity Program	2	Construct 100 bike/ped connections (@\$100,000 each) & 250 mid-block crossings (@\$40,000/ea.)	\$ -	\$ -	\$ -	\$ -
Safe Routes to School Program	2	Implement projects at 25 schools at \$1,000,000 each	\$ -	\$ -	\$ -	\$ -
Sidewalk Construction Program	2	Construct 150 miles of new sidewalks @\$1,000,000/mile	\$ 30,000,000	\$ 60,000,000	\$ 60,000,000	\$ 150,000,000
Sidewalk Maintenance Program	2	Replace 200 miles of sidewalk @ \$125,000/mile	\$ 5,000,000	\$ 10,000,000	\$ 10,000,000	\$ 25,000,000
		Pedestrian Pathways Total	\$ 35,000,000	\$ 70,000,000	\$ 70,000,000	\$ 175,000,000
Bicycle Pathways						
Bicycle Program	2	Create a network of 500 miles of bikeways, including bike lanes, bike routes and greenways	\$ 10,000,000	\$ 20,000,000	\$ 20,000,000	\$ 50,000,000
		Bicycle Pathways Total	\$ 10,000,000	\$ 20,000,000	\$ 20,000,000	\$ 50,000,000
Livable Neighborhoods and Centers						
Air Quality and Congestion Mitigation Program	3	Construct projects that can help improve air quality within Charlotte	\$ -	\$ -	\$ -	\$ -
Area Plan Capital Project Program	2	Implement 25 area plan projects at \$500,000 each	\$ 2,500,000	\$ 5,000,000	\$ 5,000,000	\$ 12,500,000
Center City Implementation Program	1	Implement low-cost transportation infrastructure improvements as outlined in Center City Transportation Study	\$ 10,000,000	\$ 20,000,000	\$ 20,000,000	\$ 50,000,000
Centers and Corridors Implementation: Corridors	1	Complete station area projects in all four remaining corridors (10 stations @ \$5,000,000 each)	\$ 10,000,000	\$ 25,000,000	\$ 15,000,000	\$ 50,000,000
Centers and Corridors Implementation: Centers	1	Implement 5 regional center projects (\$5,000,000 each) and 10 subregional center projects (\$2,000,000 each)	\$ -	\$ -	\$ -	\$ -
Streetscape/Pedscape Program	2	Implement 25 projects at \$3,000,000 each	\$ 15,000,000	\$ 30,000,000	\$ 30,000,000	\$ 75,000,000
Traffic Calming Program	2	Construct 35-40 smaller projects (i.e. using speed humps) per year (\$250,000) and 5 larger projects (i.e. using traffic circles or other) per year (\$1,250,000)	\$ 5,000,000	\$ 10,000,000	\$ 10,000,000	\$ 25,000,000
		Livable Neighborhoods and Centers Total	\$ 42,500,000	\$ 90,000,000	\$ 80,000,000	\$ 212,500,000
PROGRAM & PROJECT GRAND TOTAL			\$ 521,685,000	\$ 1,053,370,000	\$ 1,043,370,000	\$ 2,618,425,000



“Charlotte will be the premier city in the country for integrating land use and transportation choices.”

Safe, convenient, efficient, and sustainable transportation choices are critical to a viable community. The City of Charlotte takes a proactive approach to land use and transportation planning, and the three major documents that provide the context for the Transportation Focus Area Plan are the *Centers, Corridors and Wedges Growth Framework*, the *Transportation Action Plan* and the *2030 Transit Corridor System Plan*.

The ***Centers, Corridors and Wedges Growth Framework (CCW)*** establishes a vision for future growth and development for Charlotte by: 1) identifying three geographic types used to categorize land in Charlotte and its “sphere of influence” - Activity Centers, Growth Corridors and Wedges; and 2) outlining the desired characteristics of each of these geographies. Much of Charlotte’s future moderate to higher intensity development (70% of new multi-family and 75% of employment) is targeted within Growth Corridors and in Activity Centers. Lower to medium density residential and services supporting neighborhoods is targeted for the areas between the Growth Corridors, referred to as Wedges. This will help maximize existing infrastructure and services, particularly those related to transportation. While the *Centers, Corridors and Wedges Growth Framework* provides an overall vision for future growth and development, more specific direction, especially for integrating land use and transportation at the neighborhood level, continues to be provided in area plans and other policy documents.

The ***Transportation Action Plan (TAP)*** details the City’s transportation strategies and programs that are necessary to accommodate the City’s future growth. The TAP is a comprehensive document that includes and addresses Charlotte’s transportation mission statement and vision, transportation goals, objectives, and policies, existing and future conditions impacting transportation, and financial resources and constraints.

The ***2030 Transit Corridor System Plan*** is another cornerstone of integrating transportation and land use. The LYNX Blue line exceeded opening year ridership projections with over 16,000 trips per weekday. Building on this success, preliminary engineering is being advanced on the LYNX Blue Line Extension (BLE), the LYNX Red line (North Corridor Commuter Rail) and the cross-town Streetcar.

Charlotte and the surrounding region will continue to grow rapidly, making the implementation of new transportation strategies even more imperative. These strategies are particularly important now, given the State’s transportation revenue shortfalls and backlog of important transportation projects. The City is committed to identifying and prioritizing transportation strategies that ensure the City’s long-term viability and to seek ways to secure adequate funding to implement improvements along state and local transportation corridors. These include 1) taking steps to improve the equity share formula used for state transportation funding and pursuing federal transportation reauthorization opportunities to enhance federal funding directly to urban areas, 2) finding ways to reach and maintain air quality attainment, thereby preserving valuable federal funding for necessary transportation improvements, and 3) consider the goals and recommendations of the Committee of 21.

Transportation

Develop Collaborative Solutions

I. TRAN. Focus Area Initiative: In order to enhance multi-modal mobility, environmental quality and long-term sustainability, collaborate with local and regional partners on land use, transportation and air quality strategies and projects.

- A. FY12 Measure: Annual hours of congestion per traveler, as measured by Texas Transportation Institute, for the Charlotte Urban Area compared to top 25 cities
1. FY12 Target*: Percentage change in annual hours of delay per traveler in Charlotte will be less than the 5-year average percent change for the top 25 cities in the nation
- FY10 Actual: Charlotte's 5-year average delay per peak traveler decreased 2.1% while top 25 congested urban areas delay per peak traveler increased .5%
- B. FY12 Measure: Increase the % of City population within ¼ mile of parks, schools, shopping, and transit greater than the 2004 baseline
1. FY12 Target: Increase the % of population within ¼ mile of parks above 16.9%
- FY10 Target: 16.9%
- FY 10 Actual: 16.0%
2. FY12 Target: Increase the % of population within ¼ mile of schools above 13%
- FY10 Target: 13%
- FY 10 Actual: 12.7%
3. FY12 Target: Increase the % of population within ¼ mile of shopping above 45.6%
- FY10 Target: 45.6%
- FY 10 Actual: 52.2%
4. FY12 Target: Increase the % of population within ¼ mile of transit above 63.5%
- FY10 Target: 63.5%
- FY 10 Actual: 55.1%
- C. FY12 Measure: Along with MUMPO and the Centralina Council of Governments, the City will work with other jurisdictions in the region to evaluate the Regional Transportation Planning Study to assess its recommendations and to determine how, or if, they should be implemented
1. FY12 Target: Complete work by June 2012

* The City will track congestion levels/annual hours of delay per traveler for the top 25 cities in the United States as reported by the Texas Transportation Institute and annually compare them against Charlotte congestion levels.

Provide Transportation Choices

II. TRAN. Focus Area Initiative: **Prioritize, design, construct, and maintain convenient and efficient transportation facilities to improve safety, neighborhood livability, promote transportation choices, and meet land use objectives, and make progress on a plan to reach a pavement survey rating of 90 over 5 years**

- A. FY12 Measure: Improve the pavement condition survey rating over the previous survey
1. FY12 Target: Prior year data expected in March 2011
 - FY10 Target: 82.0
 - FY10 Actual: Data expected in March 2011
- B. FY12 Measure: Accelerate and Implement the 2030 Transit Corridor System Plan as conditions allow
1. FY12 Target: Advance key tasks of the LYNX Red Line (North Corridor) Work Plan by June 30, 2012 (CATS)
 2. FY12 Target: Complete Project Design and begin Construction of the 1 ½ mile Streetcar Starter Project within 18 months of receipt of the FTA Urban Circulator Grant funds (Engineering) (CATS)
 3. FY12 Target: Streetcar service within 3 ½ years of receipt of the FTA Urban Circulator Grant funds (Engineering) (CATS)
 4. FY12 Target: Complete the Final Environmental Impact Statement for the LYNX BLE by June 30, 2012 (CATS)
- C. FY12 Measure: Achieve 5 of 6 targets supporting this initiative
1. FY12 Target: In light of the current economic environment, restructure current transit service levels to achieve a 3% ridership increase.
FY10 Target: 4% increase
FY10 Actual: 6.5% decrease
 2. FY12 Target: Complete a minimum of 10 miles each of new sidewalk and new bikeways annually
FY10 Target: 10 miles of new sidewalk and bikeways
FY10 Actual: 14.6 miles of sidewalk and 22 miles of bikeways completed
 3. FY12 Target: 90% of transportation bond road projects completed or forecast to be completed on schedule
FY10 Target: 90% of bond projects completed on schedule
FY10 Actual: 90% of bond projects completed on schedule

- 4. FY12 Target: Monitor crashes annually and identify, analyze and investigate hazardous locations concentrating on patterns of correctable crashes. In addition, seek to decrease vehicle accidents per mile traveled below prior year
 - FY10 Target: Decrease vehicular accidents below previous year
 - FY10 Actual: Vehicular accidents per mile (14.6% decrease)
- 5. FY12 Target: Maintain a citywide annual average intersection crash rate less than 2 crashes per million entering vehicles
 - FY10 Target: Maintain a citywide annual average intersection crash rate less than 2 crashes per million entering vehicles
 - FY10 Actual: .82 crashes per million entering vehicles.
- 6. FY12 Target: Track increase in bicycle usage over previous year
 - FY10 Target: Not available, this was a new target for FY11
 - FY 10 Actual: Not available, this was a new target for FY11

Enhance Customer Service

III. TRAN. Focus Area Initiative: Communicate land use and transportation objectives as outlined in the Transportation Action Plan (TAP)

- A. FY12 Measure: The City will continue to convey transportation and land use information through a variety of methods.
 - 1. FY12 Target: Complete and present TAP Annual Report to the City Council by January 2012
 - 2. FY12 Target: The City will conduct a bi-annual survey, to benchmark existing community awareness of the City's transportation plans and growth framework by December 2011
 - FY10 Target: December 2009
 - FY10 Actual: December 2009
 - 3. FY12 Target: The City will work with its regional partners to produce a work plan, schedule and initiate the update of the MUMPO 2035 Long Range Transportation Plan by July 2012
 - FY10 Target: Update MUMPO 2035 Long Range Transportation Plan by March 2010
 - FY10 Actual: The Long Range Transportation Plan was approved by MUMPO and found to be conforming to air quality standards on March 24, 2010

Expand Tax Base & Revenues

IV. TRAN. Focus Area Initiative: Seek financial resources, external grants, and funding partnerships necessary to implement transportation programs and services

- A. FY12 Measure: Prepare a legislative agenda to fund the Transportation Action Plan by seeking additional revenue sources and by ensuring that Charlotte receives increased funding for planning, constructing, operating, and maintaining multi-modal transportation facilities and services
1. FY12 Target: December 2011
FY10 Target: December 2009
FY10 Actual: December 2009
- B. FY12 Measure: City Council, in partnership with the County and the Charlotte Chamber of Commerce, will continue to consider the Transportation Task Force Committee of 21's funding and process recommendations to the legislature as needed for implementation.
1. FY12 Target: December 2011
FY10 Target: December 2009
FY10 Actual: December 2009
- C. FY12 Measure: Monitor federal transportation reauthorization legislation and identify opportunities to increase and steer federal transportation funding directly to urban areas
1. FY12 Target: December 2011
FY10 Target: December 2009
FY10 Actual: December 2009