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WEEK IN REVIEW:

Mon (Aug 22)	Tues (Aug 23)	Wed (Aug 24)	Thurs (Aug 25)	Fri (Aug 26)
12:00 PM Restructuring Government Committee, Room 280 CANCELLED		5:30 PM MTC Meeting, Room 267		
2:00 PM Transportation and Planning Committee, Room 280				
3:45 PM Environment Committee, Room 280				
5:00 PM Council Business Meeting, Room 267				
6:30 PM Citizens' Forum				

CALENDAR DETAILS:

Monday, August 22

- 12:00 pm Restructuring Government Committee, Room 280
AGENDA: CANCELLED
- 2:00 pm Transportation and Planning Committee, Room 280
AGENDA: 2020 Center City Vision Plan, BikeShare Program, Steele Creek Area Plan
- 3:45 pm Environment Committee, Room 280
AGENDA: Post Construction Controls Ordinance, Consideration of Citizens Advisory Committee on the Environment
- 5:00 pm Council Business Meeting, Room 267
- 5:00 pm Citizens' Forum

Wednesday, August 24

- 5:30 pm MTC Meeting, Room 267

August and September calendars are attached.

AGENDA NOTES:

Agenda Item #39 – Airport Advertising Agreement with OMA

Staff Resource: Jerry Orr, Aviation, 704-359-4000, tjorr@charlotteairport.com

This item is being removed from the August 22 agenda to allow additional time to finalize the terms and conditions of the advertising agreement. The Airport was notified that Outdoor Media Alliance (OMA) wants to further discuss the contractual terms for their advertising deal. Staff anticipates bringing this item back to Council in September.

INFORMATION:

August 25 - Muddy Creek Stream Restoration Project Unveiling

Staff Resource: Jennifer Frost, E&PM, 704-432-0970, jfrost@charlottenc.gov

City Council is invited to attend the unveiling of the Muddy Creek Stream Restoration Project on August 25, 2011 at 10 a.m. Staff from Corporate Communications, Storm Water Services and Engineering & Property Management will give an overview of the project and discuss water quality benefits. Please see the invitation attached.

The Muddy Creek Stream Restoration project resulted in:

- Reducing house and street flooding by improving the storm drainage system;
- Changing the stream path to a more natural design;
- Stabilizing eroded creek banks;
- Restoring the floodplain to its natural state and function;
- Enhancing water quality; and
- Improving habitats for aquatic life and wildlife.

This project is located within the McAlpine Creek watershed near the intersection of Central Avenue and Albemarle Road. McAlpine Creek watershed is listed on the State's list of Impaired Waters. The stream is impaired for bacteria, sediment and biological integrity. This project addresses those impairments. The project also generates stream mitigation bank credits that will be used to offset impacts to streams elsewhere in Charlotte.

The Muddy Creek Stream Restoration project was funded in part by the American Recovery and Reinvestment Act.

See Attached.

Association of Pedestrian and Bicycle Professionals Development Seminar

Staff Resource: Malisa McCreedy, CDOT, 704-353-0481, mmccreedy@charlottenc.gov

Scott Correll, CDOT, 704-432-5219, scorrell@charlottenc.gov

The biannual Association of Pedestrian and Bicycle Professionals Development Seminar will be held in Charlotte October 25-27, 2011 at the Blake Hotel. As one of the nation's premiere pedestrian and bicycle conferences, it will attract participants representing a wide variety of disciplines from around the country.

The conference offers sessions on a wide array of topics including Complete Streets Policies, planning people-friendly communities, healthy aging, livability strategies, safety, and bike sharing. The conference program includes pre-conference workshops and mobile tours showcasing best practices with a local and regional flavor.

Additional information about the conference program and registration details can be found at <http://apbpps.org/>.

See Attached.

August

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
	1	2	3 12:00p mtg cancelled Housing & Neighborhood Development Committee, Room 280	4	5	6
7	8	9	10	11 3:30p mtg cancelled Economic Development Committee, Room 280	12	13
14	15	16	17	18	19	20
21	22 12:00p mtg cancelled Restructuring Government Committee, Room 280 2:00p Transportation & Planning Committee, Room 280 3:45p Environment Committee, Room 280 5:00p Council Business Meeting 6:30p Citizens' Forum	23	24 5:30p MTC Meeting, Room 267	25	26	27
28	29 12:00p Economic Development Committee, Room CH-14	30	31			

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September

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
				1	2	3
4	5 HOLIDAY LABOR DAY	6 11:30a Business Investment Grant Tour 5:00p mtg cancelled Council Workshop 7:30p mtg cancelled Citizens' Forum	7 12:00p Housing & Neighborhood Development Committee, Room 280	8 3:30p Economic Development Committee, Room 280	9	10
11	12 12:00p Governmental Affairs Committee, Room 280 3:30p Transportation & Planning Committee, Room 280 5:00p Council Business Meeting	13	14	15 7:00a NLC/Siemens Sustainable Infrastructure Tour; Ritz Carlton, 201 East Trade Street	16	17
18	19 5:00p Zoning Meeting	20	21 12:00p Community Safety Committee, Room 280	22 12:00p Restructuring Government Committee, Room 280 2:00p mtg cancelled Transportation & Planning Committee, Room 280 3:30p Economic Development Committee, Room 280	23	24
25	26 3:45p Environment Committee, Room 280 5:00p Council Business Meeting 6:30p Citizens' Forum	27	28 5:30p MTC Meeting, Room 267	29	30	

2011



CHARLOTTE.

Please join us as we unveil the

Muddy Creek Stream Restoration Project
August 25th
10:00 a.m.

Travel West of the Hollins Drive & Executive Center Drive intersection.
Parking is available on either side of the dead end on Hollins Drive.
Please wear appropriate footwear for walking in unpaved areas.



Please direct any questions to Michelle Gutt,
Corporate Communications & Marketing at 980-322-4421 or mgutt@charlottenc.gov.



Charlotte City Council
Transportation & Planning Committee
Meeting Summary for July 25, 2011

COMMITTEE AGENDA TOPICS

- I. **Subject:** Transportation Action Plan
Action: Motion to recommend policy to Council (passed unanimously)
- II. **Subject:** Transit Use During Center City Events
Action: None
- III. **Subject:** Residential Design Standards
Action: Motion to proceed with Phase I and start working on Phase II passed 4-1 (Cooksey opposed)
- IV. **Subject:** Center City Curb Management
Action: None

COMMITTEE INFORMATION

Present: David Howard, Nancy Carter, Patsy Kinsey, Warren Cooksey,
Time: 3:35 pm – 5:09 pm

ATTACHMENTS

Agenda Package

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and asked everyone in the room to introduce themselves.

I. **Transportation Action Plan**

Howard: The first issue we have is the Transportation Action Plan update, which we approved going to Council for public comment. I don't think anything has changed since the last time you presented this, so unless there are questions, we can move to recommend it to Council after hearing from Danny and Dan.

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Pleasant: Mr. Chairman, you did send it to Council for public comment and you received public comment that was largely positive in support of the plan. Now it's ready for referral to City Council for action.

Howard: Any questions?

Kinsey: I have a question for Danny. You said largely supported? I didn't think anyone spoke against it?

Pleasant: That's pretty large.

Howard: Dan, if you'll go over the slide about the dates (see slide 3).

Carter: One thing that's missing for me is funding. If we could ever get into that, it would be great. I think that could be an interesting second section.

Howard: If you remember Council asked us about revisiting the Committee of 21 and Jim just told me that in September, we should be doing that.

Schumacher: We'll discuss that starting in September and the larger discussion will be part of your spring budget discussion next year.

Barnes: Revisit it how, Mr. Schumacher?

Schumacher: We're trying to figure that out. We need to look back at what those recommendations were, and inventory and catalogue what has happened since then, and decide whether or not those recommendations still seem viable.

Barnes: I asked you because I have an appreciation for our near term revenue enhancements. As I recall, many of those recommendations centered around revenue enhancements and there was no stomach among democrats or republicans or even, seemingly, among staff to entertain any of that. And that was in an environment where things in the broader economy were actually doing well. I can only imagine what people would say now, because there were several things in that package of potential solutions. I'm just wondering if we are going to be spinning our wheels and if the expectations are likely to yield anything fruitful.

Howard: My thought process is that this is just a great window. I haven't seen any other opportunities up to this point where we should bring those back up, you are right. But coming off of hearing the 5-year update just seemed like a real good time to revisit that and Councilmember Carter asks how we do this. It's really just the start of the conversation and because there was already a body of work, I say let's at least start with that body of work and see where we go from there.

Gallagher: You asked me about the dates. June 13, you had your public comment and we are

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back to you for the Committee's recommendation. We are hoping to have it out for Council adoption on August 22. We are specifically asking you for your recommendation on the TAP 5-year Update and to advance it for your August 22 meeting.

Carter: So moved.

Barnes: Second

Howard: We recommend this to Council. Any questions on the motion? All in favor let it be known by saying I. Opposed? The motion carries. Thank you.

Gallagher: Thank you.

II. Transit Use During Center City Events

Howard: We actually started this conversation last meeting. So this is really more of an update to that information. One of the things I got a chance to do during the 4th of July was to spend a lot of time at the Transit Center. I got a chance to see these guys in action. After hearing from staff, I would love to share some of that with you guys.

Flowers: We are responding to the question from Councilman Barnes about where we saw increases in bus ridership over the Memorial Day weekend. Larry Kopf will be providing information on where we saw the increases in bus ridership and what specific lines show those increases, which gives you some indication to the origin and the destination of the bus riders.

Mr. Kopf began explaining the CATS Special Event Planning presentation.

Mr. Cooksey joined the meeting.

Barnes: You may have provided this information to us previously, but did you all also have the data regarding which light rail stations have the highest ridership?

Flowers: Yes. I-485, 3rd St. and CTC.

Barnes: How many people get on the train to come to uptown?

Flowers: Getting on the train would be I-485 and Scaleybark.

Barnes: Were you all able to determine from this data whether there was anything that happened in or around those stops that night that would have been of interest to CMPD?

Kopf: We did work with CMPD on bus ridership. We identified the stops that had higher ridership and we shared with CMPD so that we could prepare for July 4th. I'm not sure how that information was used, but we did work with them on that information. Overall the buses were much lower in terms of how many people they brought into uptown, compared to either driving

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in or using the rail. The buses were not as much above average as the other modes, but people did use them.

Flowers: Rail ridership was over 200 percent higher than an average Saturday. Bus ridership was only about 14 percent over an average Saturday.

Kopf: There were only 940 people over average getting off in uptown on that particular Saturday.

Barnes: So then would you say that it's more likely than not that folks were taking private vehicles.

Kopf: That was our conclusion.

Howard: Are you wondering if altercations started at the train stations that carry riders downtown?

Barnes: Yes. I'm wondering if there were things happening around the bus stops and the neighborhoods around the rail stops that carried riders uptown, because you remember some of the footage we saw. There were a lot of people on some of the rail cars, and they weren't paying, so was there a party or something that had happened?

Flowers: No, because if you look at the rail slide you'll see that the demographics were very different than what you saw on the streets (see slide 4).

Howard: One thing that I found out is that when they talked about letting people onto the train at 485 when everybody was flooding in trying to get on the train, you guys were worried about safety.

Kopf: That's right. They were queued up across the tracks and we were worried about safety, so we did have to move that line along.

Howard: That was more about everybody getting there at one time to go downtown.

Flowers: We took those lessons learned, and for the 4th of July, we had more ambassadors there.

Howard: That's what happened with the free rides. There was safety and liability along the platforms at 485.

Kopf: We do sell round trip tickets, so in uptown, when people are getting on but they are not going to a ticket machine, it's because they already have their ticket.

Mr. Kopf continued with Alightings Uptown Charlotte--per route to presentation finish (see slide 6).

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Barnes: My comment is that it seems to be that we are not able to necessarily determine why May 28 happened. A lot of my questions have to do with the work I'm doing with the Public Safety Committee, where we are trying to address whether or not a new or enhanced ordinance is necessary. I want to make sure we don't make changes that are not necessary, so if this is just an aberration, we can keep moving forward. If there is something that we need to work with the community to address, then we can do that. I think we are all committed to making sure the young folks have things to do that are productive, and I'm trying to make sure there is nothing that we are doing from a service perspective or infrastructure perspective that requires a change that would prevent a repeat of May 28. It seems to be the case that as a result of the involvement that we had with people on the 4th of July, that some of these problems have gotten better.

Carter: I was noting the concentration of the bus ridership. About 500 of those overages came from the east side, so if there is a message that needs to be concentrated, I think we can weight it in that area if the disturbances occurred from that bus route rather than from the rail. If there is anything we can do, I'm sure Representative Kinsey and I would be glad to partner with you (see slide 6).

Flowers: Those are our higher ridership lines on a daily basis, so I wouldn't characterize it that this event attracted ridership from that section of town. It's just that it was supplementing the ridership level that we already have. This probably gave them some increased mobility for that function. We have a higher frequency on those lines.

Carter: Precisely, but the percentage over is what makes me curious.

Flowers: What it doesn't show here is how close they came in from using those lines. They could have also parked somewhere else, maybe like over by CPCC and used those lines because they were coming to uptown. Those are just lines that show ridership; it isn't showing you alightings from a specific stop. You can't say exactly where the origin was. I don't know if Larry has that type of detail.

Kopf: I guess the other thing I would point out is, for example, 9 Central Ave. brought 160 people over its average. There's no clear correlation between those 160 and the things that were going on in uptown. It was a small percentage of the overall crowd.

Carter: What I heard is that there was a concentration around the Transit Center and that the movement circulated around the Transit Center, so I'm wondering if it generated at the Transit Center.

Flowers: The adjacencies to the Transit Center will create that because you have the EpiCentre, you have the stadium. So even on a normal weekend you see a lot of people walking in that area because of the adjacencies.

Howard: What I saw on the 4th didn't seem to be as much circulation around the Transit Center as there was around the EpiCentre. They didn't go all the way up to the square or behind the Arena. I walked the whole thing and there was never a lot of people on 5th St. The activity was

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more around the EpiCentre, and the Transit Center just happens to be in that same block. People were going around and back up 4th St. and back onto College St., crossing over and going down the other side toward the Arena and crossing over again. In addition to that, I do want to say that I was there from 7:00 until 12:30, and I visited these guys quite a few times in the Transit Center, standing around for 30 minutes at a time just to see what was going on. It was not the Transit Center. Not even close.

Barnes: Now, you're talking about July 4th?

Howard: It was still very crowded. There had to be about 30 or 40 thousand people. There were a lot of people. I want to commend your staff. Not that anything felt unsafe, but everything was together inside the Transit Center. I would bet some of the problems in the past had to do with people being able to cut through the Transit Center. They took care of that by blocking off one side of it, so you can only come in off 4th St. The people coming in were just getting on buses, there were never people standing around in big groups waiting on busses. They had busses on standby on one of the streets but they were never needed. What I can tell you, Councilman Barnes, is that neither the Transit Center nor the light rail platform were ever crowded. What I deducted from what I saw is that people were driving in from somewhere, parking and then walking around. 4th street is a problem, and I shared that with Jim a little while ago. Because they light up the back of the Transit Center, and because our back streets are not like Trade and Tryon, it felt like a tunnel. We have small sidewalks and we have this tree canopy that makes it feel like a dark alley going up the street, where people could dart in and out of the EpiCentre on the side. No one was really paying attention to those streets because the attention is on College, Tryon and Trade. There are some visibility issues, and I think the 2020 Plan talks about how people circulate and how safe they feel? These are just some of my observations. I thought you guys did an absolutely fabulous job. There were no confrontations around the Transit Center. The little confrontations we had were actually out on the street and the police had to deal with it. It was really just rude teenagers. It was never people trying to do anything illegal, so thank you guys. Let's move on the next one.

III. Residential Design Standards

Howard: We've got the Residential Design Standards and we have John ready to present. Debra, would you like to set it up first?

Campbell: This circles back to recommendations related to single family residential design standards. We came to the committee almost a year ago to give you all an overview of the staff recommendations. We have gone full circle with our stakeholder group and we are here to present Phase I of the standards. As I mentioned at the Council zoning hearing last week, we scaled back on some of the recommendations, particularly those related to actual architectural design. With that I'm going to turn it over to John.

John Howard: I'll give you a brief background on how we got here and where we're going (see slide 2).

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Howard: If I was to put a house beside the one at the bottom, you are saying that I don't have to go 20 ft. back, because it would look awkward for one thing (see slide 8).

John Howard: You would not. You'd have to fill out the survey and show adjacent houses and how far you want to go forward, but not less than 10 ft.

Howard: This is not part of the conservation district? This is just in general?

John Howard: No. This will be in the zoning ordinance.

Barnes: During a recent community tour that I participated in along with the Chair, we saw a few houses that were seemingly 10 ft. from the street, and it looked as if the driveways were the front yard and you could drive straight from the street up to the front door. These were new houses, not 20 year old houses. One of the thoughts that I had was whether we could prevent that from happening under the ordinance?

John Howard: Is the issue more about parking in that front area?

Barnes: It's about tackiness.

Howard: They are putting the driveways inside the envelope of the house and not to the side of it, which is the way it used to be done. This means they can use skinny lots.

Campbell: Is it a real driveway or a pad?

Howard: It's a pad. That's what I wanted to ask you about. Is it 20 ft. from the front door to the back of curb or the sidewalk?

John Howard: 20 ft. standard, from back of sidewalk to the actual garage entry. We'll talk about design for garages and parking in a minute.

Barnes: I don't want to force people to park on the sidewalk. A parking pad should not be the front yard. So they're parking in front of the house on a slab that would otherwise be grass. It's challenging from my perspective.

Campbell: Is that the exception or the rule? Is that a common situation or just specific to a certain geography?

Barnes: I've seen it a good bit. We'll talk more about it later.

Laura Harmon: We do have a regulation in the ordinance that requires that driveways be at least 20 ft. behind the sidewalk so that cars don't come over the sidewalk. We are not finding that that's always being followed, and we're working on some things that will actually make sure we are getting better compliance as homes are built.

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Howard: How does somebody get a permit if they are not compliant?

Laura Harmon: We are getting more details on the permits.

Campbell: The goal cannot be accomplished without the enforcement piece of it. And we're working through all the various departments, County and City, on better enforcement and an understanding of what things we should be looking for, and more importantly, to enforce what we have already adopted.

Mr. John Howard continued his presentation with Streetscape (see slide 9).

Carter: There's a dynamic in here that I'm trying to capture, because you're talking about transition. Do you look behind you or do you look in front of you?

John Howard: Both. A case came up in NoDa, for example, where four or five homes were being built on vacant lots along a very long block. There was already sidewalk on that side of the street and the builder was asking if he should put in sidewalk that is compliant to today's standards or match what already existed? I think we take it case by case. Some blocks may always stay R-5. You might have a rare occurrence where you need to have UR-1 to make something fit. We need to have flexibility in the ordinance to choose what is appropriate.

Campbell: I think, Mrs. Carter, what you're asking is how do we base our decision and what do we look at when we're thinking contextually whether something fits or doesn't fit? Is that the question?

Carter: That's it. Some of it, John just addressed, but more philosophically...

Campbell: If you go back to the first one (see slide 8), the ordinance recommends the front setback. In the second one, the Streetscape (see slide 9), you will be looking at the front but there may be a corner lot, so you may look a little bit down the other side of the street to see contextually, do we have 8ft. sidewalks, 6ft. sidewalks, no sidewalks, whatever, in order to match the existing context. That is a thing that we are essentially saying that our ordinance ought to respect, to a certain extent, some of the built environment.

Carter: What about the curb and sidewalk? Do you respect that? Is that the context?

John Howard: It depends. We have to look at each street type to see exactly what may or may not fit.

Laura Harmon: If there's on-street parking, how wide that sidewalk is. A 50-ft wide lot would be very hard to transition as far back as you might want, so maybe you have something at the curb, but you have it as a wider sidewalk than what's on either side so people have enough room to get away from the curb. But again, it's always going to be based on the circumstance.

Campbell: It is difficult to have a one size fits all, and we need the flexibility to be able to look at

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that existing context and make a decision that is appropriate because this is the context in which it is being built. In another context it probably would not be appropriate, but because you've got an existing fabric, we're saying we need to be compatible and consistent with the existing fabric.

Carter: I'm delighted to hear you all talk about the vibrancy of history.

Kinsey: I just want to say, I totally support this. It's been a problem for me in some of our older neighborhoods where we say, "You've got to go tear out that sidewalk." It doesn't make any sense, and I have fought you a little bit on that. I totally support this recommendation.

Howard: One question for you real quick. The picture at the top (see slide 9) is the problem and the picture at the bottom is what we want? It doesn't seem to be buffered at all to that commercial use on the side. Both are acceptable?

John Howard: The one on the top has no sidewalk at all in this particular section. The question is what do you put in to make sure that it is contextual, that it matches up with what is along the entire block?

Howard: It's not about the fact that it doesn't seem to have buffering on the side?

John Howard: No, not at all. The lower picture is an infill project or a NIP project, and they put in what would be matching around the block. It is not what the Urban Street Design Guidelines would recommend for a new development, but in the infill situations, you've got to put in what actually makes sense.

Howard: With all this flexibility, how do you have predictability?

Campbell: We know that with the Urban Renewal guidelines, there will be standards.

Laura Harmon: You always know that in the worst case scenario you require a 14 ft. setback and a 6 ft. sidewalk, and then you have the ability to come and make your case to adjust it because of the context. We've been caught so many times, particularly with zoning cases, where we looked at a case that didn't make sense. We wanted to be able to give relief and we haven't been able to.

Howard: It just seems that policy and the ordinance are going to have to be very detailed so that it doesn't look like staff is making decisions without guidance.

Mr. John Howard continued the presentation with Breezeways (see slide 10), and Utility Structures (see slide 11).

Cooksey: We're not talking about that hotel with a huge tower in front of it are we?

John Howard: Just single family.

Barnes: Are you suggesting that there would not be houses within a certain number of feet of

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these structures?

John Howard: Correct.

Barnes: If a house is built, then a structure could not be built within a certain number of feet of the house? In other words, a lot of developers fool people who don't know any better and sell them houses that have these things in the front yard or the back yard, and people who didn't know any better have bought into it. Will the utility companies be prohibited in building these towers in the front or back yards of existing communities?

John Howard: That would be the assumption. I did talk to Duke Power about that, and I know from this perspective, it would be buffered and it would be a distance from the tower if the house comes in second. If the tower comes after the fact, they will still have to meet the standards. It covers both, whichever comes first.

Barnes: What's your recommendation regarding how far those towers should be from houses?

John Howard: 200 ft. from the right-of-way, and it has to be buffered and screened.

Campbell: We are hoping this situation would only exist on very large parcels. Even then, we would want a buffer and screening. We actually got feedback from the stakeholders saying "What if I have a very, very large lot?" We still think this condition is not a very good condition under any circumstances, but if you have a large lot, then we want to make it possible that the house feels as though it's separated from the tower, that there is distance, there is screening and there are buffers. You've got to have a very large lot in order to potentially have this condition occur.

John Howard: Then it wouldn't be a problem, because you're so far away from it that there's no impact.

Campbell: A visual impact.

John Howard: And safety, and only for the front. The rear and side would stay the same. This is more about the front impacts, not the rear or side.

Barnes: That's my issue. I would like to address both the front and the back. I think the front is obviously a bigger deal. If you look at the picture in the top corner, that's obviously a bigger deal than if the tower was in the back yard. So, if you say 200 ft. in the front, which is a decent distance I suppose, would there be no minimum distance in the back?

Laura Harmon: Outside your rear yard. You are required a rear yard of 30-40 ft. It would have to be behind that.

Campbell: It would vary depending on the zoning district.

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Howard: What I see across Charlotte is that what our power company does it right. This is the developer. In a normal situation, the utility company would have run a fence or tree line behind the tower and you wouldn't see it that clearly. The developer did that wrong, not the power company.

Barnes: I think they should be prohibited.

Howard: That's why I'm supporting this.

Cooksey: Typically, about how far apart are the towers and transmission lines?

John Howard: Tower to tower?

Cooksey: Yes.

John Howard: I'm thinking the next closest one is about 5 or 6 blocks away from here.

Cooksey: If we're talking about yardage distance from a tower, prohibiting construction of single family residential a certain distance from a tower, how far apart are the towers?

Campbell: It's front yard?

Cooksey: Yes, it's front yard.

Mr. John Howard continued the presentation with Side Yards (see slide 12).

Howard: What about the area that's in the right-of-way that we talked about a year ago? Where you have the one or two houses blocking access all together because they were so close? Are you dealing with those at all?

Campbell: Actually, you all have approved the text amendment.

John Howard: You can't do that anymore. That part has been solved.

Campbell: We have a certain effective date so that it would affect new development because this condition exists all over Charlotte (see slide 12).

Barnes: So, the minimum would be 5 ft. as per the bottom image (see slide 12).

Laura Harmon: 5 ft. on both lots, so you will have a 10 ft. separation between homes.

Carter: We were just having a side conversation about infill and development on the ETJ looking at needs for electricity and looking at needs for new transmission lines. I don't know whether there will be any put in or not? That is a real concern, to see if we could be working with Duke Energy as we do our planning, because these in side yards or these in the front yards is not really

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acceptable, they're dangerous. And to have that in our plan as we look forward would be beneficial to us all, would it not?

Campbell: We certainly have communicated with them on these recommendations and I think, Ms. Carter, you are saying going forward that we look at the need for placement of the large utility structures, or all transmission and utility facilities?

Carter: I think that's an issue for you all to discuss, because I'm not sure what our flexibility is or how we can address the issue. I don't know how proactive we can be, and I am concerned about it.

Campbell: We will put it on a to-do list.

Mr. John Howard continued the presentation with SB 731 (see slide 13).

Barnes: I imagine, based upon what you provided there, that SB 731 would not apply to multi family?

John Howard: Correct.

Barnes: Are there any other single family exceptions?

John Howard: Historic districts and manufactured and modular housing.

Barnes: I mentioned to your Planning Director that I think this is such an important issue to the long term sustainability and quality of our community that we should do what we can to keep moving forward.

Howard: And the fear of not staying where we are is what? That it would provoke something in Raleigh or it would be overturned eventually?

John Howard: We thought about that and I think there is one benefit from waiting and having a Phase I approach like what we've got now, and a Phase II approach to bring back aesthetic recommendations. One is looking at our impacts to a plan review and code enforcement piece that hasn't been ironed out yet. That would be difficult to try and enforce garage widths and distance for every single house, or to inspect every single corner lot. It would be an impact to their staff and also fees and time. I think while we work through that issue, it might buy us time if we get Phase I passed first, and then come back and revisit the Phase II stuff later. That way we can make sure that we've got something that is enforceable in our ordinance.

Campbell: John is absolutely right. We would have had all these things worked out, but when we heard about the pending legislation, which would actually make these things illegal in a zoning ordinance, we stopped working on those things. And if we put those things into the ordinance today, we would not have a good way of having worked out the logistics of how we enforce and who would enforce. We are not saying don't do it, we are saying that we felt that what we have is

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really important in terms of our recommendation, that if you want us to we will continue to work on those other elements. We'll work out all the enforcement issues as well as the outstanding cost issue. If the Committee says, "We still want you all to work on those things," we will go back and work on all those logistics and bring back a part II text amendment. The other reason that we are concerned is this is what we told our stakeholders that we were going to do. That we were going to advance certain aspects of this ordinance and not others. So, I would be concerned if we unilaterally did it without being able to go back to that group and say, "Council says now they want this advanced along with Phase I.

Barnes: You did have some good suggestions regarding placement of windows and houses on corner lots. There was quite a bit of work there that I think a number of us appreciate and I would rather see you continue. I've been on this since I've been on the Council. It started in 2004 just before I got on and Phase II might take you another 4 or 5 years. At some point we need to get this done. My expectation would be that, if we don't ask staff to combine Phases I and II into one full blown ordinance, that Phase II follow in a matter of weeks, not years.

Campbell: I think we've got so much work done.

Barnes: I know you have. I've seen it.

Campbell: It's a matter of logistics for us now.

Howard: You need something from us to go to public hearing. Are you coming back to us in August?

Campbell: Yes.

Howard: If you want us to go in September, when are we voting for it to move to public hearing?

Campbell: This would travel the way that a normal zoning would travel. We don't need an action to take the text amendment forward. We would need an action from the Planning Commission. We would need something to say go ahead and include the entire package, like Phase II that you all would like to see us move ahead on.

Cooksey: I wasn't thrilled with the notion of government designing buildings in the first place. I think our function is health, safety and public welfare; it's not the way a building looks. My question would be for the category of direction we're talking about. Does Committee direction suffice, or are we talking about a level of staff work that requires 6 months of Council to move forward?

Ms. Kinsey left the room.

Schumacher: I was pondering that same question. It would really need to go back to look at how this started.

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Howard: It seemed like it was in that original conversation that Council said you could go forward on. You just split it in two. So, it's still with the Committee and I'm saying we would like to direct this back to Council.

Barnes: And they unilaterally dropped Phase II, right?

Cooksey: Just knowing the list of things that is on the Planning Department's plate that we get in a list every month, a lot of things get dragged out longer, and to go ahead and accomplish the items that have been presented will be very satisfactory before moving on or trying to expand with others.

Barnes: I make a motion to stick with original work, which was both Phases I and II.

Carter: Second.

Howard: Patsy went out of the room.

Cooksey: My question remains. To what extent do committees direct staff work, or does it take all of Council to do so? So, is this a vote to direct staff or is it a vote to make a recommendation to Council?

Howard: I'm going to try to answer that for you so we can move forward. What I think I heard you say is that that was already part of the full scope, and staff decided that maybe we should slow down on that part because of legislation. What he's saying is that it's already approved to go forward, and he wants to stay with that. So we either stay with it, or separate it out and bring it back. Staff is still working on enforcement issues, so you could still separate this later on in this process if you fleshed it out between now and an approval request.

Campbell: We can. We have brought you a body of work on a text amendment, and we as staff have divided this text amendment into two parts. What I think I'm hearing you all say is that we need to combine the two parts and come back with the text amendment that includes all of the recommended changes, and that it would go through the normal rezoning process.

Ms. Kinsey returned to the meeting.

Howard: You need to come back here, because we need to hear what you suggested on those other issues.

Campbell: Correct. So the filing would probably be in January, because we would have to go back to the stakeholders, do the cost study, and then we'd work out the enforcement with Neighborhood and Business Services and the County.

Barnes: Weren't the stakeholders a part of Phase II originally?

Campbell: They were part of it originally, but we had more things to work through, but when the

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senate bill came up, we dropped that and just went full speed ahead on the things that we knew would be appropriate and would be legal under SB 731.

Barnes: So, you could continue to move along with Phase I, add the dropped Phase II, and if the Bill passes at some point, we could uncouple those two things. I think that's fine.

Campbell: Correct.

Barnes: I can live with that.

Carter: I prefer that. Do we know if this will be taken up by the debates in the state legislature this week?

John Howard: I don't think so.

Howard: I was going to ask earlier if this should even be put on the agenda for the state. It sounds like this may happen before then.

Motion to proceed with Phase I and start immediately on Phase II passed 4-1 (Cooksey opposed, stating that he doesn't think a motion is necessary).

IV. Center City Curb Management

Howard: We have one last item. Let's get this one going because I think it's just for information, and I want to make sure that you all feel comfortable with the pilot part of this.

Pleasant: I think we can speed this up a bit. This is to talk about some of the highest demand real-estate in the City of Charlotte, and that is the use of our curb lanes. Curb lanes are demanded by on-street parking, loading zones, valets, taxi cabs and probably uses we haven't thought of yet will want some part of that real estate. Over a long period of time, in an effort to become responsive and accommodating to everyone that's requested use of the curb space, we have this variety of allocations. We have it allocated by time of day, we've got signage that is backfilled into that allocation of curb space that people have found confusing, so we decided to go through and look comprehensively at the whole center city area the way the curb space is used, the allocation of that curb space first of all, and secondly, how we communicate that allocation of curb space by signage. That is part one of our effort. Part two of our effort, which will come back in the fall when we deal with how we actually manage and operate that curb space, including how we charge for parking, because we haven't changed parking rates in many years. We got a recommendation from your PCAC to evaluate our parking fees and rates. We'll look at that in the fall, but for now we want to look at how we allocate the curb space, how we communicate that allocation through signage, and then we're going to talk about doing a demonstration project right away on N. Tryon St. to see how this is all going to work out for us. So with that, go ahead and speed through the presentation.

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Coleman: I think Danny covered a lot of this already. Danny has covered the overview of what we're here for today, and this is really about how we got here.

Ms. Coleman presented the Curb Lane Management Study Overview.

Barnes: I want to talk about this fee issue before you get too far into the fall. Parking is not a profit center for us, is it?

Pleasant: Although it is not a profit center, it does accrue dollars to the general fund.

Barnes: How much does it cost now per 30 minutes?

Szymanski: It's a dollar an hour right now, and we've looked at some peer cities to see that other cities are doing now.

Barnes: And what are you finding?

Szymanski: We're finding that most of them are raising their rates.

Coleman: We're low. \$1.50 an hour is the rough average.

Barnes: Uptown is becoming unfriendly as it is, and as you just acknowledged, finding a bag on a meter on a Friday for something that is not happening until Sunday will really tick people off, especially if they are visiting the city. I like for uptown to be as convenient and as visitor friendly as possible. The elimination of on-street parking has always been a gripe that I have had, and now increasing the price of that parking is almost like slapping folks in the face. So, you're going to direct me to a deck where I pay \$20 to park, or you're going to raise the fee to park on the street. I think it should be a friendly visitor feature where you pay a dollar for 30 minutes or an hour, handle your business, buy some shoes, have lunch and then hit the road. I don't think we should be in a position, as some cities are going, where you charge \$2-\$5 for people to park in one of these spaces. In other words, unless we are using that money to improve some technology or to repaint these spaces, it doesn't make a lot of sense to me. I like those new central unit machines.

Szymanski: They are already 7 years old and almost out of date, and so I'd like us to have the opportunity to come back and explain what we would do with that revenue if we were to have it.

Howard: I think Councilman Barnes brings up another point; we need to make sure make sure it's friendly. We need to make sure people feel comfortable coming downtown.

Pleasant: We agree with you. You have lots of policy framework for us to look at as far as making the center city more visitor friendly. It's very friendly for people who work here. It's easy to find where you're supposed to park day in and day out. That's has been the whole purpose around our way finding system, and some uniform signage for parking garages, and now with the use of the curb space as well.

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Howard: It's important when you're having town hall meetings to get public input in your own districts. It would be nice to hear what Council would like to add.

Carter: We're talking transit as well, but part of our emphasis is to get people on transit, and I think signage for the park and ride for visitors as well our inhabitants or residents would be very important.

Pleasant: If you'll allow Vivian and Doreen to show you quickly what we're looking at for curb allocation and signage...

Kinsey: I'm going to slip out because I have to go upstairs before I go to the meeting. I was downtown on Saturday for the Firefighter's pancake breakfast, and it said "free parking on Tryon." There was absolutely no way I could tell where that free parking was. All those signs are confusing. Say where you can park, and if it's free, say it's free on Saturday and Sunday. It's confusing, and a lot of people do not go uptown just because of that.

Howard: When I first got on Council, I got towed. I couldn't read the signs; they didn't make sense to me.

Kinsey: The parking people are difficult.

Barnes: They are not city employees, are they?

Szymanski: No. They are our contractor's employees. Were they unable to answer your questions? Why don't we talk about that later?

Ms. Kinsey left the meeting at 4:58.

Howard: When do we meet again?

Schumacher: August 22.

Howard: We are rushing. You are going to start the pilot program anyway, because you can do that.

Coleman: We can start evaluating the pilot program.

Howard: I don't want to feel like we're rushing through this.

Pleasant: We can allocate the curb space, we can do the signage and we can do the demonstration project. What we'll need your approval on is addressing the fee structure, and I think some of the management elements.

Szymanski: We need your input on the fee and your approval for fines.

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Howard: Now, that's part two of this. That's not something that's happening in the next couple of months.

Coleman: Correct. The pilot does not require Council action.

Szymanski: Final sign design is probably more critical for right now to move ahead.

Pleasant: The signs we are going to use are for a pilot project, but should we decide those would be permanent signs in the City, you will need to grant an exception to the national standard for signage, because the design will deviate a bit from the Manual for Uniform Traffic Control Devices.

Howard: What I want to do is make sure we don't do exactly what we're doing right now, and that is try to rush through this in a few minutes.

Schumacher: I worry about the 22nd because you already have the Bike Share discussion with the vendor from out of town, and the last pass on the 2020 Vision Plan.

Howard: Keep going till we don't have a quorum then.

Ms. Coleman continued the presentation with the Standard Block Face Template (see slide 10).

Barnes: And how many spaces on a percentage basis would you eliminate under that?

Coleman: It's going to vary per block. And as we get into the pilot with an implementation team, we'll study how many spaces will actually be allocated per block. We haven't been through the analysis yet on the pilot.

Pleasant: We can't tell you until we actually measure out the blocks and allocate that space.

Barnes: Will there be a demarcation line between loading and public parking.

Coleman: The signage will demarcate.

Barnes: On the pavement as well?

Coleman: Not typically. It will be signage.

Ms. Szymanski held up signs that exist now, as well as the concept signage. Ms. Coleman explained the changes suggested by the consultant. The changes clarify the times of day that parking is and is not allowed, as well as curb lane use changes throughout the day.

Barnes: I like where you all are going.

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Szymanski: We know it needs more work.

Ms. Coleman continued with the Pilot Project (slide 13), and ended with Next Steps (slide 14).

Carter: Impact on people who are color blind?

Szymanski: We did have someone looking at the signs who was color blind, and he said he usually just reads them.

Howard: What about a bar code where you can scan and it gives you the information right away?

Cooksey: I was in a meeting about bar codes on Thursday. I don't know that it would be that good, because you would still have to park and get out of your car to use it.

Szymanski: That's why we want to go to pay by cell.

Cooksey: Pay by phone would be the way to do it. Ultimately, the way you would know is if you park and the machine won't take your money, then you can't park there.

The meeting ended at 5:09.

Transportation & Planning Committee
Monday, July 25; 3:30 – 5:00 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. Transportation Action Plan - 10 minutes

Staff Resource: Dan Gallagher

In 2006, City Council adopted the 25-year Transportation Action Plan (TAP). The TAP is a dynamic plan that includes the City's transportation related policies, programs and projects in one plan. The TAP consists of a Policy Document and a Technical Document. In order to keep the 25-year TAP up to date, it is updated every five years. Since October 2010, staff has been working with the Transportation & Planning Committee and citizens to draft the TAP 5-year Update. The draft TAP was presented to the Transportation and Planning Committee on March 24, 2011 and City Council received public comment on the TAP at their June 13, 2011 meeting.

Action: Recommend the TAP 5-Year Update and forward to City Council for consideration at their August 22, 2011 meeting.

Attachment: 1. TAP Action Plan 5-Yr Update.ppt
2. TAP Policy Document

II. Transit Use During Center City Events – 10 minutes

Staff Resource: Carolyn Flowers and Larry Kopf

CATS staff will present a review of information pertaining to special event planning and the Lynx Blue Line ridership information for the Speed Street celebration. Additional information will be provided regarding bus ridership on May 28. A brief analysis of the data will be provided.

Action: For discussion only

Attachment: 3. Comparison of Bus Alightings in Uptown Charlotte.ppt

III. Residential Design Standards – 30 minutes

This presentation will provide highlights of proposed Zoning Ordinance changes that address residential design. In 2004, Charlotte residents, primarily from the Eastside, voiced concerns regarding quality of life issues. The City Manager requested staff to address the issue of strengthening neighborhood standards relating to housing design and general quality of life. The Planning Department was asked to lead the Residential Design Standards (RDS) project to address single family residential design. This effort began in 2008 after other quality of life issues had been completed. A citizen advisory group was organized consisting of neighborhood residents, real estate professionals, development/architectural professionals and land development consultants. This group provided feedback to staff on proposed changes to the Zoning Ordinance and was involved throughout the process.

Staff Resource: John Howard

Action: For information only

Attachment: 4. Single Family Residential Design Standards.ppt

IV. Center City Curb Management – 30 minutes

Staff Resource: Vivian Coleman and Doreen Szymanski

This presentation provides an overview of the Curb Lane Management Study and how the study's recommendations will be initially implemented. The Curb Lane Management Study evaluates parking in the Uptown area to develop a more understandable and consistent approach for curb space allocation, signage and parking operations.

Action: For discussion only

Attachment: 5. Curb Lane Management Study.ppt

Next Scheduled Meeting: Monday, August 22; 2:00 – 3:30 pm in Room 280

Distribution:	Mayor & City Council Transportation Cabinet Carolyn Flowers & Larry Kopf	Curt Walton, City Manager Dan Gallagher	Leadership Team John Howard Vivian Coleman & Doreen Szymanski
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CHARLOTTE.

Transportation Action Plan – 5 Year Update

Transportation and Planning Committee Meeting

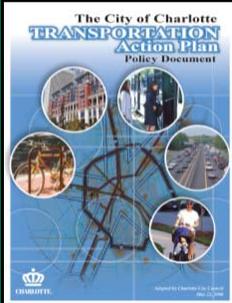
July 25, 2011

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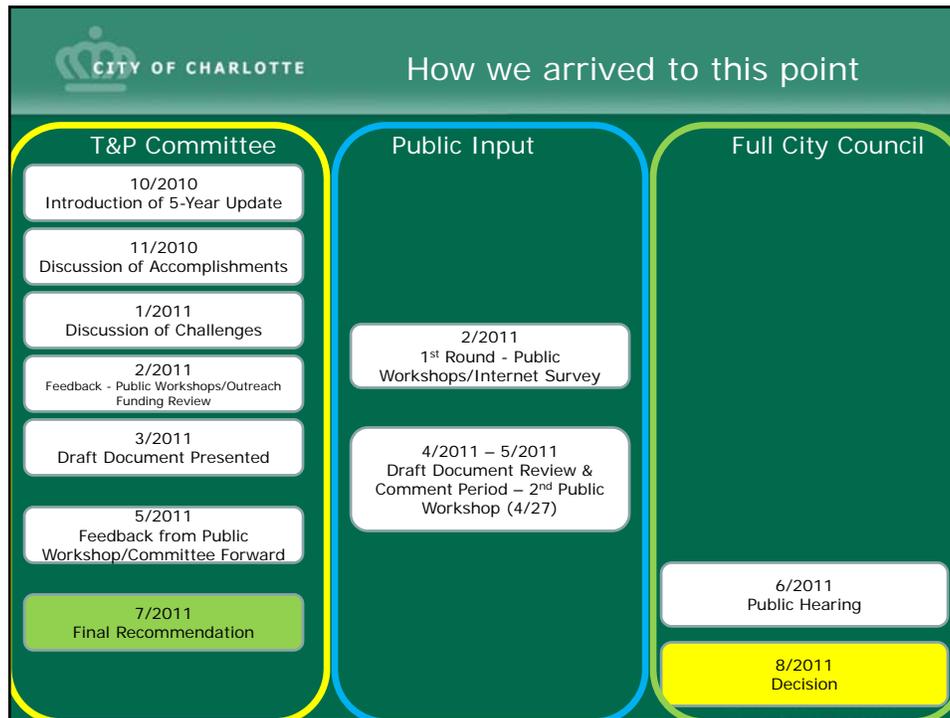
 CITY OF CHARLOTTE

TAP Background

- In **May 2006**, City Council adopted the TAP – Charlotte’s first long-range, comprehensive multi-modal transportation plan
- TAP defines transportation-related
 - Policies
 - Programs
 - Projects
- Dynamic Plan - 5-Year Update
- 9-month process



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CITY OF CHARLOTTE Key Updates

- ✓ Capital project lists were reviewed and cost information updated
- ✓ TAP built around \$100M annual funding level
 - About 83% for motorist related improvements
 - Farm to Market Road funding increased from 2006 TAP
- ✓ Policy Scan
 - Updated to reflect work that has been completed, changes to dates and best practices
- ✓ Continued commitment to Complete Streets approach




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TAP 5-Year Update

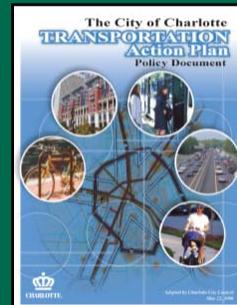
- **City Council Public Comment – June 13, 2011**
 - 11 speakers in favor of the plan
 - None opposed
- **Transportation and Planning Committee Recommendation – July 25, 2011**
- **City Council Action – August 22, 2011**

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Request for Committee Action

- Committee recommendation on TAP 5-Year Update
- Request the Committee to advance the TAP 5-Year Update to City Council for adoption at the 8/22/11 Council meeting



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 CITY OF CHARLOTTE

Questions

Dan Gallagher, AICP
CDOT Planning Section Manager
dgallagher@ci.charlotte.nc.us



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August 22, 2011 DRAFT

The City of Charlotte

TRANSPORTATION

Action Plan

Policy Document



5 Year Update
Adopted by City Council
(Date TBA)

Transportation Action Plan

Policy Document

Draft

August 22, 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.

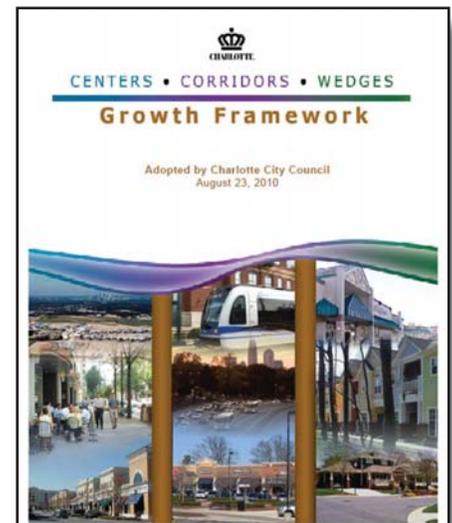
Transportation systems and land use patterns have well-documented reciprocal relationships. The Centers, Corridors and Wedges Growth Framework uses a simple and clear development vision to provide a foundation for Charlotte's economic growth while protecting the quality of life in Charlotte's neighborhoods.

- ▶ *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 active living, 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, 75% of new office development and 75% of new total employment to be in Activity Centers and Growth Corridors, consistent with adopted area plans.

Policy 1.1.3

The City will encourage a minimum of 63.5% of Charlotte residents to reside within ¼ mile of transit service.

Policy 1.1.4

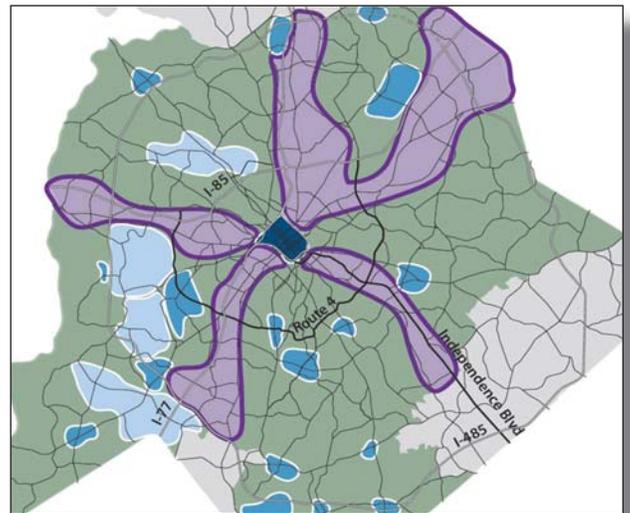
The City will work with the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) to ensure that the Long Range Transportation Plan is consistent with and supports the City's Centers, Corridors and Wedges Growth Framework.

Policy 1.1.5

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

Policy 1.1.6

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.

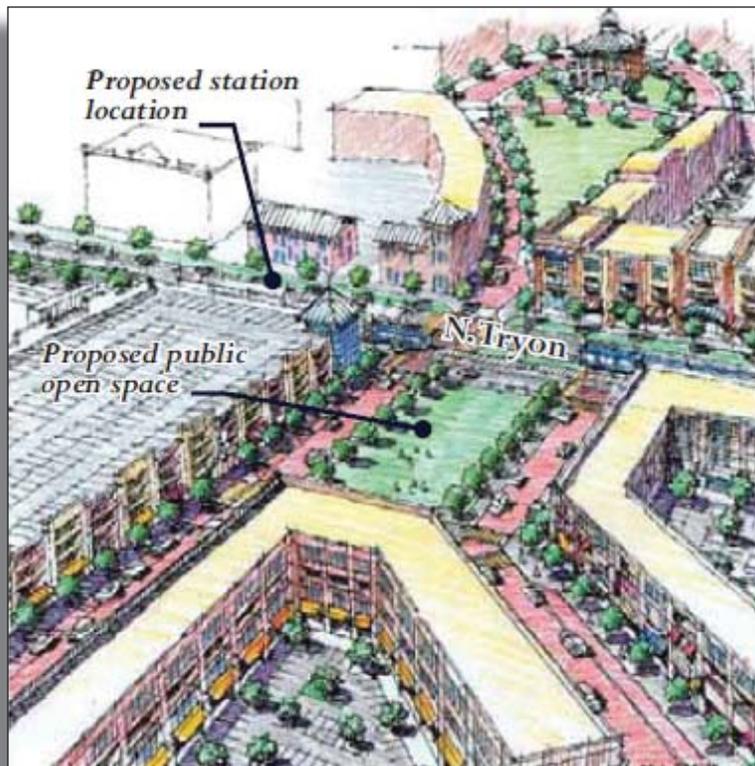
Policy 1.2.1

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 System Plan consistent with the Centers, Corridors and Wedges Growth Framework.

Policy 1.3.1

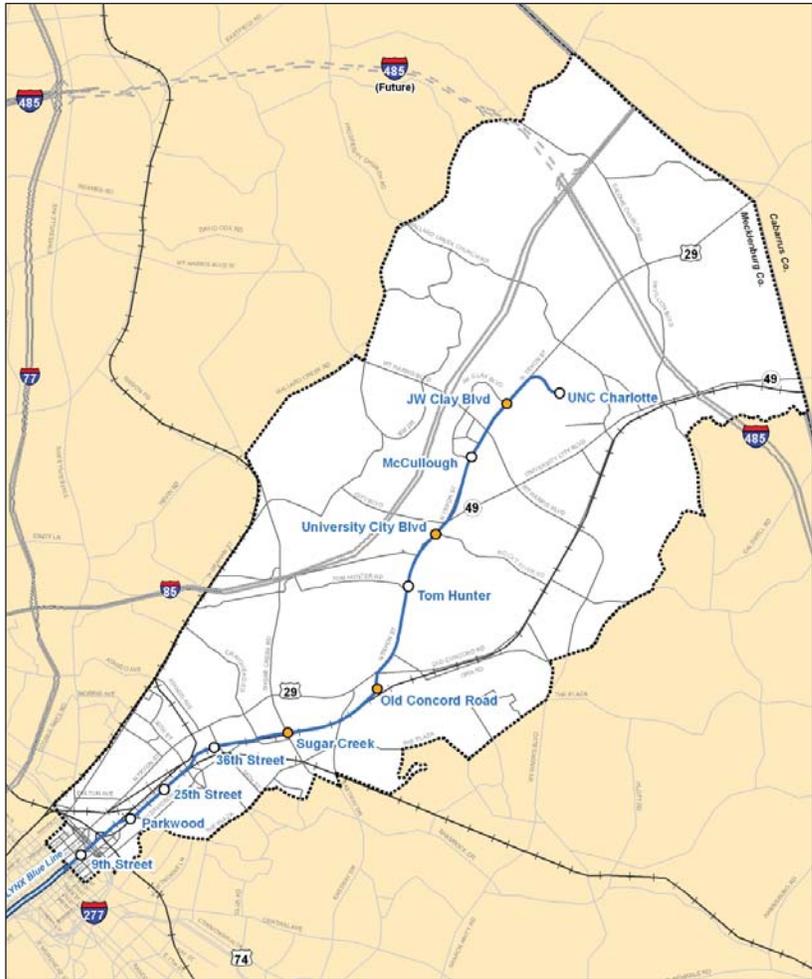
CATS will continue implementation of the four rapid transit corridors to support the Centers, Corridors and Wedges Growth Framework.

Policy 1.3.2

CATS and Engineering & Property Management will implement the Streetcar starter project in support of the Centers, Corridors and Wedges Growth Framework.

Policy 1.3.3

CATS will preserve existing countywide transit service levels, while making strategic enhancements that 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 active living, 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 active living, 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 active living, 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 preserve 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.



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

On street types where the Urban Street Design Guidelines recommend the provision of bicycle lanes, the City will require bicycle lanes 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 consider appointing 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 and in accordance with City policy, 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 requirements and standards for new 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 to 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.

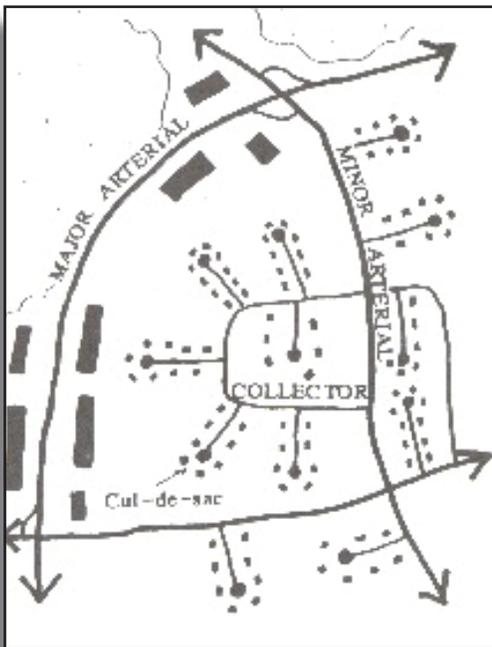
2.9 Connectivity

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. The City intends for existing and new residential developments to be connected by streets and/or bikeways and pedestrian networks 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.

Policy 2.9.4

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

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 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 2.9.6

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

Policy 2.9.7

The City will consider adopting connectivity mitigation measures as a condition of conditional rezoning and development approvals.

Policy 2.9.8

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

Policy 2.9.9

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. The City will consider changing the Focus Area Plans for Transportation and the Environment to incorporate targets for reducing vehicle trips and VMT.

Policy 3.1.5

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



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.

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 3.1.9

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.

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 and/or high occupancy vehicle (HOV) 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



CATS Special Event Planning

**Presented to the
Transportation Committee**

July 25, 2011

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Special Event Planning

- **Objective: Provide Adequate Transit Services, Crowd Control And Congestion Mitigation**
 - ❖ **Extra Security Deployment for Special Events**
 - Planning includes CMPD
 - Extra contingent of CMPD/Transit officers, Company Police and CATS Safety and Security are scheduled
 - Extra staff assigned to observing cameras
 - ❖ **Crowd Control Measures**
 - Barricades on Trade Street entrance /Portable lighting
 - All bus movement from Center is directed to Fourth Street
 - Officers at 4th St./Trade and on CTC/3rd St. Platforms
 - Extra buses and trains
 - Close retail early
 - Extra lighting

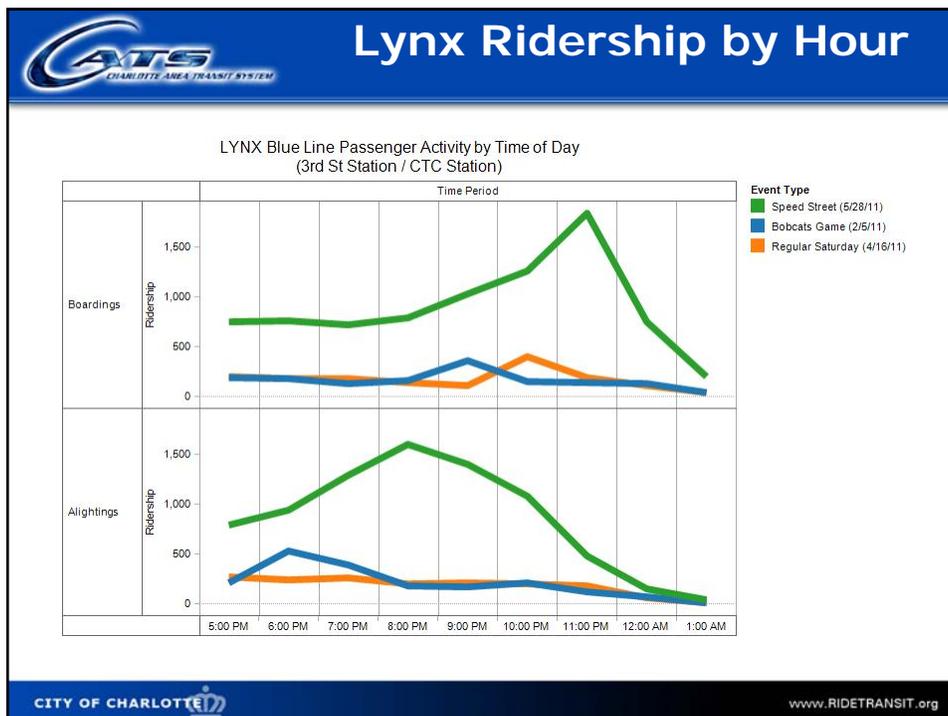
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CATS
CHARLOTTE AREA TRANSIT SYSTEM

Special Event Ridership

DATE	RAIL	LOCAL BUS	BUS CIRCULATORS	79X-EXPRESS TO CONCORD
5/28/11	31,797	35,729	2,631	152
Prior Year	35,703	31,081	2,012	109
Average Saturday Ridership	10,000	30,000	3,000	

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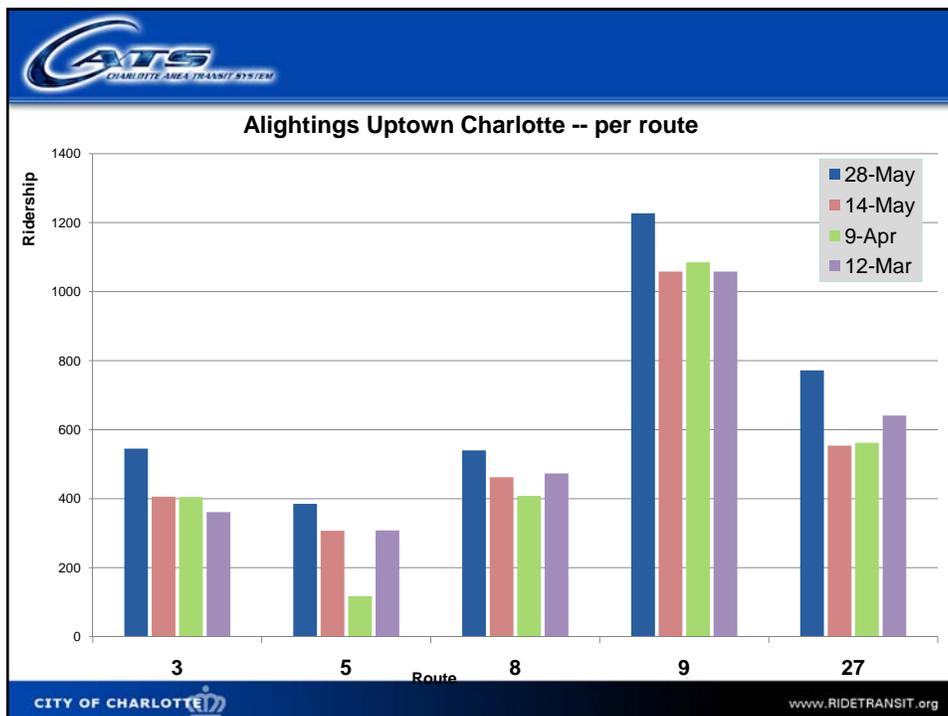
Bus Alightings

UPTOWN ALIGHTINGS FOR SPEED STREET

- 19 of 26 routes had above average Uptown alightings
- 7 of 26 routes had below average Uptown alightings
- Uptown alightings for all buses was 940 above average
- Most alightings over average
 1. 27 Monroe Rd (186)
 2. 9 Central Ave. (160)
 3. 3 Plaza Rd. (154)
 4. 5 Airport Sprinter (141)
 5. 8 Tuckaseegee (92)




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 **Analysis**

- Rail was significantly higher for Speed Street
- Large outflow of riders who were gone by midnight
- Buses added a small percentage to overall attendance
- Most attendees used other means (car, e.g.) to attend

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 **July 4th Celebration**

- ❖ **CATS adjustments for July 4th Celebration**
 - Implementation of standard special event measures
 - Extra lighting on Brevard
 - Additional CMPD on board trains and buses
 - Additional coordination with CDOT
- ❖ **Community Involvement**
 - PR Campaign regarding expectations of attendees
 - Citizen involvement/behavior modeling
- ❖ **Results for July 4th**
 - Still disturbance free inside CTC
 - Fewer problems on streets in Uptown

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Single Family Residential Design Standards

Transportation and Planning Committee
July 25, 2011
John Howard, Principal Planner
Charlotte-Mecklenburg Planning Department

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How Did We Get Here?

- In 2004, Charlotte residents, primarily from the Eastside, voiced concerns regarding quality of life issues
- City manager asked staff to address the issue of strengthening neighborhood standards relating to housing design
- The Planning Department was asked to lead the Residential Design Standards (RDS) project
- This item was sent to Transportation and Planning Committee for review and serves as an update on the RDS project

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What are Residential Design Standards?

- Residential Design Standards are regulations that establish minimum design features for residential neighborhoods
- Enhance the public realm (high visibility areas)
- Encourage visual variety
- Provide design flexibility in certain conditions
- Protect and enhance the character of neighborhoods



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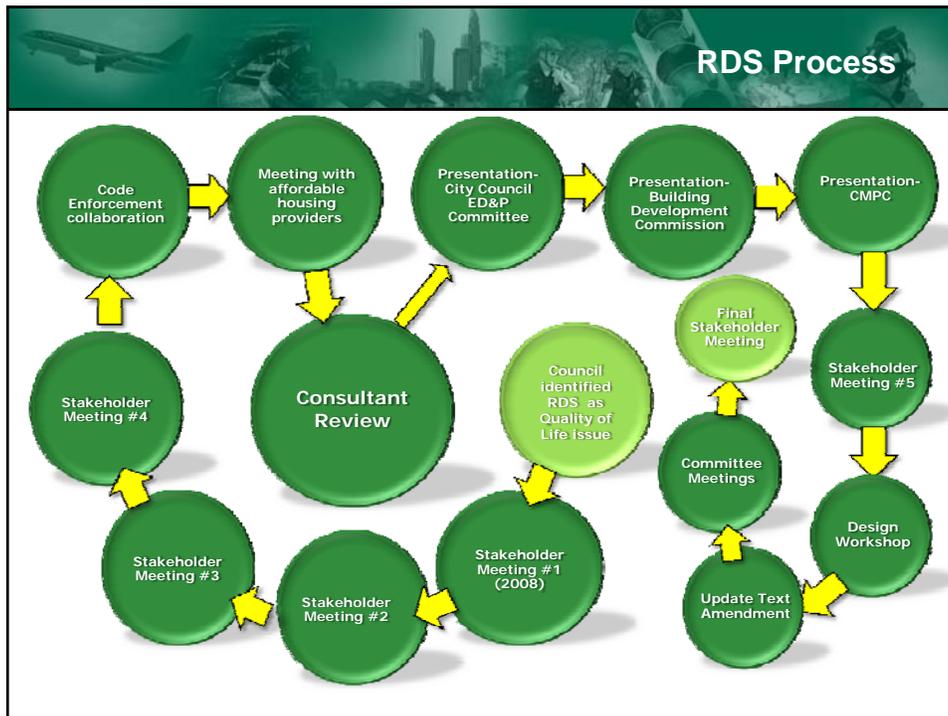
RDS Scope

What site or elements are usually included in residential design standards?

- Yards
- Setbacks
- Impervious coverage
- Building variety
- Scale/height
- Tree preservation
- Garage design/location
- Walls
- Materials



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RDS Categories

<p><u>Land Development</u></p> <ol style="list-style-type: none"> 1. Setbacks* <ul style="list-style-type: none"> • Setback consistency of infill development 2. Side Yards* <ul style="list-style-type: none"> • Safety and privacy issues with 3' side yards 3. Streetscape Design* <ul style="list-style-type: none"> • Flexibility in Urban Residential (UR) zoning district 4. Utility Towers* <ul style="list-style-type: none"> • Impacts of major utility structures in front yards 5. MX Zoning District (separate project) <ul style="list-style-type: none"> • Update the Mixed Use zoning district 	<p><u>Design</u></p> <ol style="list-style-type: none"> 6. Building Walls <ul style="list-style-type: none"> • Impact of blank walls facing public ROW 7. Garages <ul style="list-style-type: none"> • Impact of front loading garage design 8. Breezeways* <ul style="list-style-type: none"> • Allow breezeway connection w/o triggering yard requirements 9. Infill Redevelopment (separate project) <ul style="list-style-type: none"> • Neighborhood Conservation Overlay
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Recommendations

Setbacks

Issue:

- Setback consistency of infill development

Recommendations:

- Text amendment to allow setback flexibility below minimum 20 feet



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Streetscape

Issue:

- Flexibility in Urban Residential (UR) zoning districts

Recommendation:

- Text amendment to allow streetscape flexibility in UR zoning districts



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Breezeways

Breezeways

Issue:

- Breezeway attachment causes accessory use to be treated as principal use
- Attachment triggers rear and side yards

Recommendation:

- Text amendment-Breezeway connection would not cause accessory structure to be treated as a principal use



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Utility Structures

Issue:

- Impacts of major utility structures in front of houses

Recommendation:

- Text amendment to restrict utility structures within the established setback, and within the required front yard in certain conditions



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Side Yards

Issue:

- Safety, maintenance, and privacy issues with 3' side yards

Recommendation:

- Text amendment to disallow the reduction of side yards to three feet



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SB 731

Purpose:

- Restrict aesthetic regulations in zoning ordinances statewide



Impact:

- Single family zoning districts (R-3, R-4 and R-5)
- Conditional single family zoning (R-3 CD, R-4 CD, R-5 CD)
- Neighborhood Conservation Zoning

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Next Steps

- ✓ Planning Commission, Recommendation to file-July
- 1. Transportation and Planning Committee-July
- 2. Public hearing-September
- 3. Zoning Committee Recommendation-September
- 4. Council Decision-October
- 5. Revisit recommendations affected by SB 731

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CHARLOTTE
CHARLOTTE DEPARTMENT
OF TRANSPORTATION

Curb Lane Management Study Overview

Transportation and Planning Committee
July 25, 2011

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Overview

- Why Curb Lane Management?
- Goal
- Study area
- Public outreach
- Recommendations
- Pilot Project
- Next steps





Why a Curb Lane Study?

- Curb space allocated on an adhoc basis
- Communication/signage confusion
- Unpredictable management (bagging/hours)

Result: Confused, frustrated customers



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Study Goal

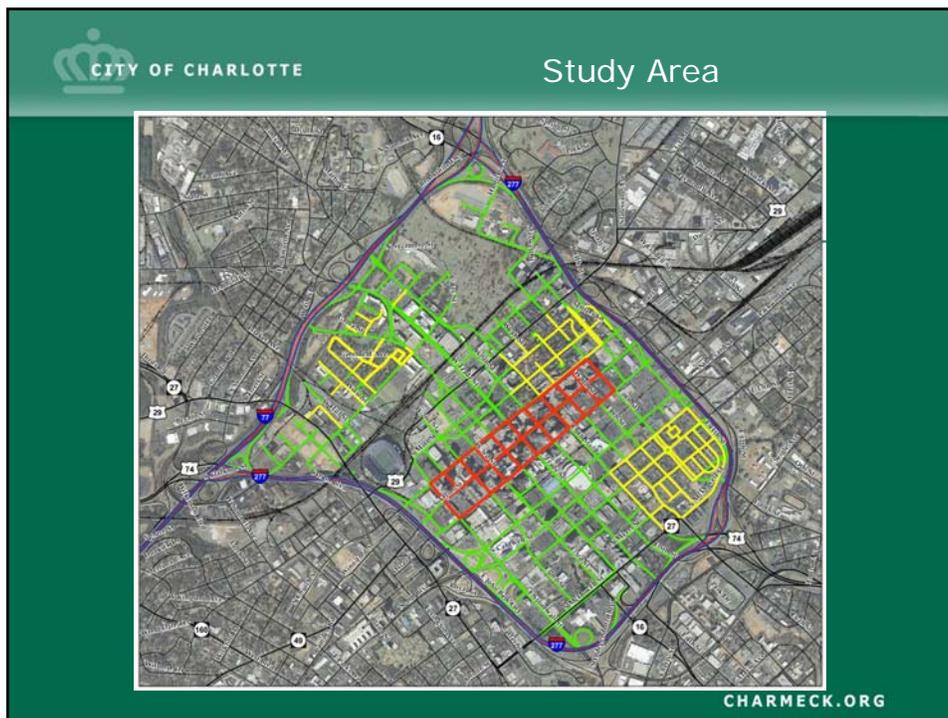
Evaluate parking in the Uptown area to develop a more understandable and consistent approach to:

- Curb space allocation
- Operations



Result: A more inviting and appealing Uptown experience.

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Public Outreach

- Project Advisory Committee
 - City Staff
 - Charlotte Center City Partners
- Random Interviews
 - Mixture of Uptown stakeholders
- Charrette
 - Focus Groups
 - Public Forum

A photograph of a street scene in Charlotte, North Carolina. A speed limit sign for 30 mph is visible on the left. A dark car is driving away from the camera on the road. In the background, there is a building with a sign that says 'SANTITAS'.



What We Heard

- Businesses need more convenient parking
- Concerns about street closures/bagging
- Signs should be clearer and reinforce when you can park
- Need to address immediate concerns and long term vision
- 30-minute Loading Zones are inadequate
- Everyone recognized and supported the change expected for Uptown



Recommendations

Part One

- Curb space allocation
 - Block face templates
 - Signage
- Pilot Project
 - Evaluation period
 - Final recommendations



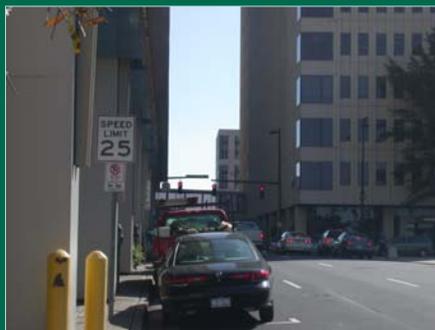
Part Two

- Operations
 - Management and Enforcement
 - Fee Structure



Using Block Face Templates

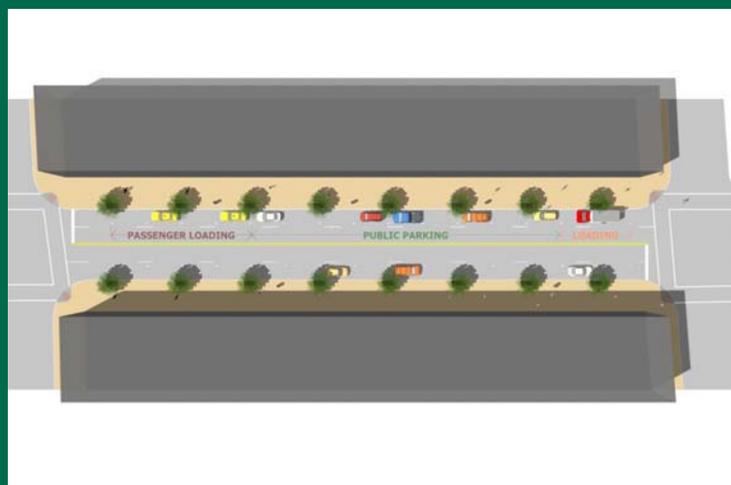
- Planning tool to evaluate each block
- Block face specific evaluation
 - Reallocate curb space based adjacent land uses
 - Modify signage



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Standard Block Face Template



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Example #1

LOCATION: Uptown
DAY: Thursday
TIME: 2pm
STAY: 1 ½ hours

Can you park adjacent to this sign.....

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Example #2

– LOCATION: Uptown
– DAY: Tuesday
– TIME: 10:30am
– STAY: 1 hour

Can you park adjacent to this sign.....

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Pilot Project

Tryon Street

- Reallocate curb space
- New signage
- Remove peak restrictions

Plus Peak Restricted Street

- Reallocate curb space
- New Signage
- Use existing peak restrictions



Phase One: Planning and Implementation (Aug-Oct)

Phase Two: 4 Month Evaluation (Nov-Feb)

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Next Steps

- Part One:
Implement Pilot Project
- Part Two:
Presentation to TAP Committee, Fall 2011
 - Parking operations recommendations
 - Enforcement
 - Hours and Fees
 - Permitting
 - Update on pilot project implementation



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