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**WEEK IN REVIEW:**

Mon (Aug 10)	Tues (Aug 11)	Wed (Aug 12)	Thurs (Aug 13)	Fri (Aug 14)
3:00 PM Transportation & Planning Committee, Room 280				

## CALENDAR DETAILS:

### **Monday, August 10**

3:00 PM Transportation & Planning Committee, Room 280  
**AGENDA:** Charlotte zoning ordinance update

**August and September calendars are attached.**



Aug-Sept 2015.pdf

## INFORMATION:

### **August 9 – Cops and Barbers Town Hall Event**

*Staff Resource: Rob Tufano, CMPD, 704-336-7313, [rtufano@cmpd.org](mailto:rtufano@cmpd.org)*

On Sunday, August 9, 2015, the Charlotte-Mecklenburg Police Department and the North Carolina Local Barbers Association will host the seventh “Cops and Barbers” town hall event. The event will begin at 3:00 p.m., at the Albermarle Recreation Center located at 5027 Idlewild Road North.

“Cops and Barbers” events include candid panel discussions between officers and young men and women from the African-American community to exchange ideas, opinions and give honest feedback on ways to strengthen community relations.

### **East Fourth St. Closure for SAFE Coalition NC Event**

*Staff Resource: Carol Jennings, City Manager’s Office, 704-336-7285, [cjennings@charlottenc.gov](mailto:cjennings@charlottenc.gov)*

SAFE Coalition NC has called for people to meet on East Fourth Street in uptown Charlotte at 6:30 p.m. on Monday to prepare for a 10 minute action starting at 6:50 p.m. This event, called a “die-in” involves lying down in public spaces. The event is in conjunction with the Jonathan Ferrell trial. It also marks the one-year anniversary of the death of Michael Brown. CMPD and CDOT are working with the event organizers. East Fourth Street between Davidson and McDowell will be closed for a short period of time due to this event.

### **Eastland Mall Site Temporary Use**

*Staff Resource: Todd DeLong, NBS, 704-432-2989, [tdejong@charlottenc.gov](mailto:tdejong@charlottenc.gov)*

While working to redevelop the site of the former Eastland Mall in a strategic and market-based manner, Neighborhood & Business Services has been exploring opportunities for use of the site on a temporary basis. The intent is to activate the property while simultaneously creating a permanent redevelopment approach, which will complement the vision set forth by the community and area stakeholders. Since last winter, NBS has led an interdepartmental team in actively assessing the appropriateness and viability of various temporary use alternatives. The

dynamics of the site have proven to be challenging due to its present condition, general layout of the property, and financial considerations.

But as a result of these efforts, staff has recently signed an agreement with a local group to operate Charlotte Open-Air Market on the southeastern most portion of the site. The market's first day of operation is scheduled for August 15. The market will operate on Saturdays and Sundays from 9:00 a.m. – 4:00 p.m. The intent is to create a multicultural gathering place for the community and provide opportunities for local entrepreneurs to sell their products/goods (e.g. food, antiques, crafts, etc.). The operators have not requested financial assistance from the City.

### **Water Supply Drought Stage Continues for Charlotte Water**

*Staff Resource: Barry Gullet, Charlotte Water, 704-336-4962, [bgullet@charlottenc.gov](mailto:bgullet@charlottenc.gov)*

On August 6, the [US Drought Monitor](#) escalated local drought conditions in both severity and area for the Charlotte region. However, [Charlotte Water](#) remains under voluntary water conservation recommendations.

Water encourages customers to take the following measures to help conserve:

- Only irrigate Tuesdays and Saturdays between 6:00 p.m. and 6:00 a.m.
- Limit landscape watering to no more than one-inch per week
- Please conserve all water use indoors and outdoors
- Refrain from outdoor water use from 6:00 a.m. to 6:00 p.m.
- Discontinue operation of fountains and other ornamental water features
- Do not wash vehicles at home, use commercial car washes that recycle water
- Refrain from residential power washing

Charlotte Water is one of 40+ members of the Catawba-Wateree Drought Management Advisory Group following a Low Inflow Protocol. The Low Inflow Protocol is the drought management plan major water users in the Catawba River Basin employ to share responsibility and set priorities in order to conserve the limited water supply during drought conditions.

Under the advisory group's Low Inflow Protocol, data is collected and used to determine if conditions warrant status escalation. In order to determine the water supply drought stage, the advisory group compares:

- Lake storage indices – the amount of water in the lakes as a ratio of what amount of water is expected to be in the lakes;
- US Drought Monitor levels – published by state and federal agencies; and
- Streamflow ratios – the amount of water flowing into the river and lakes as a ratio of what is usual.

The Catawba-Wateree Drought Management Advisory Group is currently at Stage 1 which is the

second of five drought stages outlined in the Low Inflow Protocol and recommends voluntary water conservation by water users across the basin, in addition to operational adjustments by Duke Energy. Data is evaluated at the beginning of each month and stage adjustments are made accordingly. The next planned evaluation will occur in September.

The Low Inflow Protocol was developed cooperatively by the members of the advisory group. The goal of the Low Inflow Protocol is to reduce water withdrawals and make hydroelectric operational adjustments on a river basin-wide scale to conserve water supplies until drought conditions have abated. The US Drought Monitor is just one factor used to determine the drought stage for the limited water supply. The attached chart includes information on the other variables and the thresholds for moving to higher drought stages.



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**Charlotte Water Distribution System Leak Response and Repairs**

*Staff Resource: Barry Gullet, Charlotte Water, 704-336-4962, [bgullet@charlottenc.gov](mailto:bgullet@charlottenc.gov)*

As the Charlotte region moves into drought conditions, staff want to provide Council with some background about Charlotte Water operations that are sometimes perceived as wasteful. This brief deals with how staff respond to leaks.

Charlotte Water maintains over 4,000 miles of water mains and more than 16,000 fire hydrants over about 520 square miles. Some areas of Charlotte’s water system are more than 100 years old. However, age and pipe material aren’t necessarily a good indicator of when a water main is going to break. Other factors include weather, nearby construction, pressure fluctuations, etc.

Regardless of the reason, when water mains break, Charlotte Water dispatches a rapid response crew available 24/7 to evaluate the leak and give it a prioritization. Staff prioritize leaks so that it can use available resources as efficiently as possible.

Generally, customers can expect repairs to be completed no later than 8 weeks, and very often within the week, from the first report. Emergency and high priority leaks where there are public hazards, roads closed, or service disruptions are generally repaired within hours or just a couple of days. But, minor (or non-emergency) leaks may not be addressed for weeks but are batched and scheduled when crews become available.

During times of drought, water leaks represent opportunities to conserve water. Charlotte Water has made the business decision to reduce typical repairs times for minor, non-emergency leaks. During Drought Stage 1, Charlotte Water has committed to let no water leak go unrepaired for longer than 4 weeks.

Commitments to repair leaks faster are accomplished by reallocating existing contractors, bringing in new contractors, and approving overtime for Charlotte Water crews. Charlotte Water currently has more than 120 identified water leaks awaiting repair and can receive up to

30-40 new water leaks a day at peak times. Since July 1, Charlotte Water has completed repairs on more than 500 leaks.

To also better serve customers in times of drought, a leak identification process has been instituted. Citizens can help with water conservation by fixing private leaks and reporting public system water leaks to CharMeck 311. Once a leak has been documented and prioritized, field crews will mark the reported leak at the site. White spray paint will be used on asphalt to mark the source of leak in roadways. A small blue field flag will be used to mark leaks outside of the roadway. The identification will ensure customers that Charlotte Water staff is aware of the leak and has been put into its system to repair.

More information about drought activities and helpful tips can be found at Charlotte Water's [Drought Central](#) website.

### **Charlotte Water Biosolids Land Application Permit**

*Staff Resource: Barry Gullet, Charlotte Water, 704-336-4962, [bgullet@charlottenc.gov](mailto:bgullet@charlottenc.gov)*

Land application of biosolids on agricultural fields is regulated in North Carolina by the Department of Environment and Natural Resources (NC DENR). On June 28, 2015, NC DENR issued the renewal of Charlotte Water's Land Application Permit. Charlotte Water provided an overview of the biosolids management program to the Council Environment Committee on May 18, 2015.

This week media coverage of the Land Application Permit focused on two aspects of the new permit, both of which Charlotte Water is asking NC DENR to revise. One is the laboratory test procedure for monitoring biosolids for the presence of PCBs. The other is around notification to the public about when and where land application takes place.

Despite the media coverage to the contrary, Charlotte Water is not resisting the PCB testing requirement. As a result of the illegal dumping incident in 2014, NC DENR has included a PCB testing requirement in the newly issued permit. Charlotte Water agrees that testing for the presence of PCBs is appropriate and it is done routinely even in the absence of a regulatory requirement. However, Charlotte Water is working with NC DENR to discuss testing methodologies for measuring PCBs.

There are a number of EPA approved testing methodologies to detect and measure PCBs. Charlotte Water is asking NC DENR to allow the use of a more reliable and verifiable method (EPA Method 8082 which staff have utilized since the mid 1990's) than the one specified in the permit (EPA Method 680 in conjunction with EPA Method 1668). According to environmental scientists Charlotte Water has consulted, Method 8082 is more reliable and there are more laboratories certified to perform this test than Method 680/1668. Method 8082 has been widely accepted and required by U.S. EPA to identify and measure PCB concentrations. No laboratory has been identified in North Carolina that is certified to perform the 680/1668 method as specified in the new permit.

Charlotte Water staff believe the reason NC DENR specified Method 680/1668 is that they have been erroneously informed that Method 8082 will not detect the presence of all of the chemicals in the PCB family. According to environmental scientists, both tests will detect the presence of any of the 209 PCB chemicals, but the results are reported differently. Method 680/1668 is better at identifying specifically which of the 209 chemicals are present, but Method 8082 is more reliable at detecting the presence of any of the 209 chemicals. For Charlotte's purposes reliable, verifiable indication of presence or absence of any of the 209 PCB chemicals is more important than knowing specifically which of the 209 chemicals are present.

The other permit provision Charlotte Water is continuing to discuss with NC DENR is around public notification. In practice, Charlotte Water's land application program already provides detailed and extensive public notification. The issue is that the new NC DENR permit language is quite restrictive and doesn't allow operational flexibility needed for the land application contractor to operate efficiently. The new permit requires online public notification at least 24 hours before any land application takes place. The required notification must include the location and date of application. If strictly enforced, this provision would eliminate the flexibility of Charlotte's contractor to change daily work plans due to weather, mechanical issues, or property owner requests. Charlotte Water is agreeable to a public notification requirement, but would prefer permit language that better balances operational flexibility with public notice as to when and where land application will take place.

Charlotte Water is optimistic these issues can be resolved through on-going productive conversations with NC DENR staff. However, the City has also used the formal legal process to provide feedback on the issued permit in case informal discussions are not successful in resolving the issues. The formal process required the City to file legal documents within 30 days of the permit issuance allowing for adjudication of the permit. The City Attorney's Office is assisting Charlotte Water with that process.

### **Drive-Up Pay Stations at Old City Hall Now Available to Bicycle and Pedestrian Traffic**

*Staff Resource: Susan Walker, M&FS, 704-336-4296, [slwalker@charlottenc.gov](mailto:slwalker@charlottenc.gov)*

The City has two Drive-up Pay Stations at Old City Hall for customers to pay their water, sewer and storm water bills. Previously, only motorized vehicular traffic was allowed to use the drive-up stations.

In an effort to increase bicycle and pedestrian access to City payment services, a group of stakeholders from Management & Financial Services, Charlotte Department of Transportation, Planning, and Neighborhood & Business Services collaborated to develop an option for allowing non-motorized traffic (bicycles and pedestrians) at the Old City Hall Drive-up Pay Stations.

Pedestrians and bicyclists are now allowed to use the drive-up stations, along with motorized vehicles. New safety signage will alert drive-up patrons to pedestrian and bicycle traffic. CDOT will also conduct community outreach to bicycling groups notifying them of the change.

## **August 27 – Watch For Me NC Pedestrian & Bicycle Safety Campaign Kick-Off**

*Staff Resource: Angela Berry, CDOT, 704-432-5259, [aberry@charlottenc.gov](mailto:aberry@charlottenc.gov)*

The “Watch for Me NC” campaign, sponsored by North Carolina Department of Transportation provides the City with an opportunity to improve the safety of bicyclists and pedestrians in the community. The Charlotte Department of Transportation, in collaboration with Charlotte-Mecklenburg Police Department, was accepted as a local community partner and is preparing to kick off the campaign with a press conference on August 27 at 10:30 a.m. at the Charlotte-Mecklenburg Police & Fire Training Academy.

The campaign is a comprehensive approach to reducing bicycle and pedestrian crashes and fatalities in North Carolina. The campaign uses multiple media strategies to educate motorists, pedestrians, and cyclists. It also provides resources for law enforcement efforts. CDOT is the lead agency for the City of Charlotte, supported by CMPD, Corporate Communications & Marketing, CATS, Carolinas Healthcare Systems Center for Injury Prevention, Novant Health Trauma Outreach & Injury Prevention, Mecklenburg County Health Department, and the AARP.

Further, “Watch for Me NC” supports CDOT’s Pedestrian Safety Action Plan. The Action Plan specifically identifies engineering, education, encouragement, enforcement, and evaluation strategies to make Charlotte a vibrant and walkable community.

Following the press conference, the campaign will kick off and continue through the fall months. CMPD plans to conduct targeted enforcement of pedestrian and bicycle laws at various locations around the city. CDOT and its partners will share pamphlets, bumper stickers, water bill inserts, and social media with the public. Additionally, NCDOT has purchased billboards, transit advertising space, and radio advertisements to spread the word about the campaign. More information about the “Watch for Me NC” campaign can be found here: <http://watchformenc.org/>

## **Charlotte Department of Transportation Launches Twitter Site**

*Staff Resource: Judy Dellert-O’Keef, CDOT, 704-432-0105, [jdellert-okeef@charlottenc.gov](mailto:jdellert-okeef@charlottenc.gov)*

The Charlotte Department of Transportation will launch its Twitter account on Friday, August 7, 2015. CDOT increasingly has information to share with the community about its work, and looks forward to offering motorists, pedestrians and bicyclists another method for contacting the department. CDOT will provide safety messages, project updates, program information, community engagement opportunities, and answer inquiries received from followers.

Twitter: <https://twitter.com/CharlotteDOT>

## **2015 State Legislative Report #25**

Staff Resource: Dana Fenton, City Manager's Office, 704-336-2009, [dfenton@charlottenc.gov](mailto:dfenton@charlottenc.gov)

Attached is the latest State Legislative Report.



2015 week 25  
report.pdf

## **June 24 Metropolitan Transit Commission Meeting Summary**

Staff Resource: John Muth, CATS, 704-336-3855, [jmuth@charlottenc.gov](mailto:jmuth@charlottenc.gov)

MTC had no action items and heard four information items at the meeting:

### *North Carolina Public Transportation Association's (NCPTA) Rodeo Results*

The NCPTA held a statewide rodeo competition in Concord at the beginning of June. CATS' fixed route operators were first in the state in the team competition, and won the award for the state's safest large system. CATS' Paratransit Division operators also won first place in the team competition. STS Operator Philip Underwood won in the paratransit category, and was honored as the top driver in the state.

### *CATS Fare Technology Strategy*

CATS' current fareboxes were installed in 1998 based on mid-1990s technology. Fareboxes cannot determine bill type for cash, nor can they make change. So if a customer puts a \$5 bill in the machine to pay a \$2.20 one-way fare, the customer will not receive change. Ticket Vending Machines were installed in 2006-2007 based on early 2000's technology and can only take cash, debit/credit cards, or tokens. Maintenance has increased on these antiquated systems, resulting in lost revenue and increased maintenance cost. CATS has evaluated projected revenue and maintenance costs for the next several years for the existing fare collection system; the costs will remain high.

Consumers today are beginning to use contactless payment systems and mobile payments on phones. New credit cards are integrated with security chips. A large part of CATS' customer base has smartphones that incorporate mobile payment transaction technology, involving no physical passes to print and distribute. CATS has chosen a ticket vendor for the LYNX Blue Line Extension and received a proposal for a ticket vending machine that would incorporate contactless technology as well as cash, magnetic cards, and change cards. CATS is also preparing a Request for Proposals for farebox replacement to incorporate new technology in the fareboxes such as contactless payment, barcode reading, cash bill identification, magnetic cards, and change cards. CATS is also working on mobile app implementation. The total estimated investment is \$18.3 million, of which \$11.9 million has been budgeted. New fare systems will offer increased flexibility in the future.

### *LYNX Silver Line Update*

Staff reviewed the planning timeline for Independence Boulevard, stretching back to 1966

when NCDOT first developed the Expressway Plan. NCDOT now proposes to build managed lanes in the median of Independence Boulevard. Staff began a new study this spring of the Southeast Corridor, to incorporate NCDOT's changed vision for Independence Boulevard and determine how to implement transit to serve the expanded corridor population growth. The study's goal are to define a fixed guideway rail alignment to serve future transportation needs, provide an interim transit strategy and coordinate land development strategies to protect the fixed rail alignment.

#### *LYNX Blue Line Capacity Expansion (BLCE)/ LYNX Blue Line Extension (BLE) Update*

The capacity expansion project grew out of the success of the LYNX Blue Line. The existing system's growth has led to increased power needs, platform expansion and additional vehicles. The BLE will be constructed with three-car platforms, necessitating retrofitting LYNX Blue Line stations which are currently able to accommodate only two-car trains. The BLCE project is funded by Federal Transportation Investment Generating Economic Recovery (Tiger III) grant through FTA to expand four station platforms to accommodate three-car trains. CATS is pursuing funding for the remaining platforms. CATS is working with businesses near the stations to minimize business disruption.

BLE design is 95 to 100 percent complete with 331 of 333 real estate parcels acquired and 91 percent of construction contracts awarded. The first four new vehicles have been delivered; the remaining 18 will follow in approximately a year. The \$1.16 billion budget is in good shape, with about 32.6 percent expended to date. Construction expenses are ramping up with civil construction. The target revenue service date is late summer 2017. The schedule has been the major challenge so far. It is a complex project with many different entities to coordinate. There is a lot of construction activity along North Tryon Street slowing traffic on the roadway. The Communication team gets the word out on closures and maintaining signage. Businesses seem to be holding steady and in general are taking the long-term view that the completed rail line will benefit businesses.

#### *CityLYNX Gold Line Update*

The opening ceremony for Phase 1 of Streetcar is July 14, 2015 at 10 a.m. at Time Warner Cable Arena. The current cost estimate for Phase 2 is \$150 million. CityLYNX Gold Line will provide east-west movement through Uptown and will connect a number of small businesses and employment centers, as well as educational, cultural and sports venues.

CATS submitted a Small Starts application through FTA for Phase 2. The Federal Small Starts Grant Program is a different process than the New Starts Program. Charlotte City Council approved an action on June 22, 2015 to authorize the City Manager to negotiate and execute a contract amendment with URS for up to \$7.7 million to advance design from 65 to 100 percent, prepare final bid documents and specifications and provide design services during construction.

#### *CATS CEO Report*

Under the CEO's report, John Muth discussed:

##### **a. Financial Update:**

CATS received a formal invitation to apply for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. CATS is on track to close on the TIFIA loan in September.

North Carolina Senate Bill 284, on critical infrastructure needs, has been extended to July 2020 and sets a maximum bond term of 25 years. The Governor is expected to sign the bill before July 1, 2015.

Sales tax revenue in June was just under \$7 million, bringing the FY total to \$80.3 million. The USDOT Bonding Program concluded on June 19, 2015; 29 businesses signed up for the program and 22 businesses completed it. The program was sponsored by CATS, Balfour Beatty, USDOT and others. The next event will be a July 8, 2015 workshop to help businesses qualify for DBE certification.

Mr. Kopf said that ridership decreased last month. Staff could find no systems problems. There is a three-month trend of declining ridership. The theory is that gas prices are lowering and with the weather warming, people may be driving more often. Staff will continue to monitor ridership to see if the reason can be pinpointed.

**b. July MTC Meeting:**

The July MTC meeting is cancelled.

**c. Recognition:**

Staff reported that Interim CATS CEO John Muth was recognized at the NCPTA annual meeting with the Governor's Award for Public Transit for his outstanding service in public transit. It has been several years since that award has been given. MTC members' applauded Mr. Muth's efforts on behalf of public transit.

## **ATTACHMENTS:**

July 13 Transportation & Planning Committee Summary



7.13.15 TAP  
Committee Summary

# August

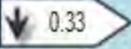
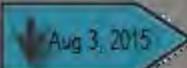
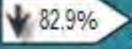
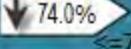
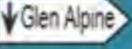
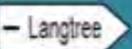
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<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>9</b>	<b>10</b> 3:00pm Transportation & Planning Committee Mtg., Room 280	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
<b>16</b>	<b>17</b> 12:00pm Governance & Accountability Committee Mtg., Room 280	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>
<b>23</b>	<b>24</b> 12:00pm City Attorney 's Evaluation, Room CH-14  5:00pm Citizens' Forum/Council Business Meeting, Room 267	<b>25</b>	<b>26</b> 5:30pm MTC Meeting, Room 267	<b>27</b> 12:30pm ED & Global Competitiveness Committee Mtg., Room CH-14	<b>28</b>	<b>29</b>
<b>30</b>	<b>31</b>					

**2015**

# September

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>6</b>	<b>7</b> <b>Labor Day</b>	<b>8</b>	<b>9</b> <b>12:00pm</b> Housing & Neighborhood Dev. Committee Mtg., Room 280  <b>2:00pm</b> Environment Committee Mtg., Room 280	<b>10</b> <b>12:00pm</b> Community Safety Committee Mtg., Room 280	<b>11</b>	<b>12</b>
<b>13</b>	<b>14</b> <b>3:00pm</b> Transportation & Planning Committee Mtg., Room 280	<b>15</b>	<b>16</b>	<b>17</b> <b>12:00pm</b> ED & Global Competitiveness Committee Mtg., Room CH-14	<b>Chamber Retreat Asheville, NC</b>	
<b>20</b>	<b>21</b> <b>5:00pm</b> Zoning Meeting, Room CH-14	<b>22</b>	<b>23</b> <b>12:00pm</b> Housing & Neighborhood Dev. Committee Mtg., Room 280  <b>5:30pm</b> MTC Meeting, Room 267	<b>24</b> <b>12:00pm</b> Transportation & Planning Committee Mtg., Room 280	<b>25</b>	<b>26</b>
<b>27</b>	<b>28</b> <b>12:00pm</b> Governance & Accountability Committee Mtg., Room 280  <b>5:00pm</b> Citizens' Forum/Council Business Meeting, Room 267	<b>29</b>	<b>30</b>	<b>ICMA Conference Seattle, WA</b>		
					<b>2015</b>	

## Catawba-Wateree LIP Trigger Status Summary

	Reservoir Storage as % of Target	% of 6-Month Long-Term Avg Streamflow	3-Month Avg of US Drought Monitor	Groundwater Levels
Normal	>=100%	>85%	<0	
LIP Stage 0	>90%	<=85%	 >=0	
 LIP Stage 1	 >75%	 <=78%	>=1	 
LIP Stage 2	>57%	<=65%	>=2	
LIP Stage 3	>42%	<=55%	>=3	
LIP Stage 4	<=42%	<=40%	n	

**To recover to a less restrictive LIP Stage, all four triggers must support that Stage or lower.  
 However at this time Groundwater Levels are being treated as advisory only.**





**CITY MANAGER'S OFFICE  
M E M O R A N D U M**

August 7, 2015

**TO:** Ron Carlee, City Manager  
Ron Kimble, Deputy City Manager

**FROM:** Dana Fenton, Intergovernmental Relations Manager

**SUBJECT:** 2015 State Legislative Report #25

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**Trending Topics**

**HB 117, NC Competes Act:**

- Senate pulled Medicaid reform, sales tax redistribution and economic development proposals from their budget proposal and placed them into separate bill, HB 117
- Sales tax redistribution calls for: sharing of sales tax revenues on 50% per capita / 50% point of sale basis; no expansion of the sales tax base; and full implementation on July 1, 2016
- HB 117 provides full exemption from sales and use taxes for interstate air carriers
- Staff will be sharing more details on the fiscal impacts of HB 117 as these become available

**HB 168, Exempt Builder's Inventory:**

- Senate passed HB 168 and sent it back to the House for concurrence
- HB 168 provides a property tax exemption to builders for residential and commercial properties under development and/or construction; see page 2 for more details

**SB 541, Regulate Transportation Network Companies:**

- Scheduled hearing for SB 541 in House Transportation on Tuesday, 8/4 was cancelled

**State Budget**

**2015 Appropriations Act ([HB 97 – Dollar, L. Johnson, McGrady and Lambeth](#))** is being conferenced by the House and Senate. Conferees are concentrating upon State tax reform and Medicaid reform prior to deliberating other parts of the budget. House and Senate must agree on a budget before August 14 or a new continuing resolution will have to be passed to keep State government operating.

## **Fiscal & Administrative**

**Exempt Builder's Inventory ([HB 168 – Hager, Millis, Brody and Collins](#))** would enact exemptions from local property taxes for: (1) commercial properties for the increase in value due to subdivision and other improvements made by the builder, with the exception of buildings erected on the property, for up to five years; and (2) residential properties for the increase in the value of single family homes and duplexes that are held for sale by a builder, including the value of buildings, for up to three years. While eligible properties would receive exemptions from property taxes, local governments would still be required to provide services for these properties including fire and police.

HB 168 also broadens the definition of a “builder” by repealing the requirement that requires licensure as a general contractor under G.S. 87-1. HB 168 is effective for taxes imposed for taxable years beginning or after July 1, 2016, and it applies to subdivision of or other improvements made on or after July 1, 2015.

HB 168 has been gaining attention in statewide media. When the bill was presented to the House Finance Committee, it was stated that the bill would lead to the construction of over 500 new houses across the State in 2016 that wouldn't otherwise be built, thereby generating \$35 million in economic activity and creating more than 2,000 jobs. On the other side of the equation, the loss of local government property tax revenue is estimated at between \$53 million and \$66 million annually. Due to the net loss of \$18 million to \$31 million in revenue for local governments, opinion pieces have been published in the [Charlotte Observer](#), [Fayetteville Observer](#), [Salisbury Post](#) and [Asheville Citizen-Times](#) casting doubt on the advisability of the proposed exemptions.

**Repeal Business License Fees ([HB 739 – Brawley](#))** repeals authority for cities to charge a regulatory user fee to businesses that are located in cities, which would repeal local authority to charge specific regulatory user fees. That local authority is being considered by some cities as a replacement for the privilege license tax, which is the target of the sponsor. HB 739 passed the House and was referred to Senate Rules. Representative Brawley has agreed to work with the NC League of Municipalities and City of Charlotte on compromise language.

## **Regulatory Reform**

**Local Government Regulatory Reform Act 2015 ([HB 44 – Conrad, Lambeth, Hanes and Terry](#))** is now in a House-Senate committee of conference. Sections of interest to the City are notification to property owners prior to beginning local government construction projects, conversion of travel lanes to bike lanes, riparian buffer reform, and county control of development. City staff is working with the NC League of Municipalities and other local governments to minimize the unintended consequences to local governments from these sections.

**Regulatory Reform Act of 2015 ([HB 765 – McElraft](#))** is now in a House-Senate committee of conference. Sections of interest to the City include a new requirement for local governments undertaking water, wastewater and storm water construction to consider the use of all piping materials, which has been sought by PVC piping manufacturers. While the section requires local

governments to “consider” all piping materials, the language will require local governments to document these decisions thereby adding another layer of bureaucracy to such decisions. HB 765 also substantially amends recycling requirements of discarded computer equipment and televisions by repealing the manufacturer’s fee that funds drop off centers for discarded equipment but maintains the mandate that prohibits from dumping the equipment in landfills. The fiscal impact to the City of repeal of the manufacturer’s fee is estimated at greater than \$100,000. City staff is working with the NC League of Municipalities and other local governments to minimize the unintended consequences to local governments from these sections.

### **Environmental & Planning**

**Outdoor Advertising ([HB 304 – Hager, Collins, J. Bell and Hanes](#) / [SB 320 – Brown, Rabon and Tarte](#))** preempts local authority with respect to the location, height and size of relocated signs and conversion to changeable message signs and replaces these with statewide standards. The legislation appears to open the door to relocating outdoor advertising from industrially zoned areas to commercially zoned areas and allowing such signs to be higher and larger than those allowed under existing local ordinance. HB 304 received serial referrals to House Commerce and Finance Committees, and SB 320 received serial referrals to Senate Commerce and Finance Committees.

**Subdivision Ordinance / Land Development Changes ([HB 721 – Bryan, Stam, Bishop and Bradford](#))** reforms local government performance guarantee practices. Representative Bryan worked with the NC League of Municipalities and City of Charlotte on technical amendments to HB 721 to minimize the possibility of unintended consequences to local land development practices. HB 721 was sent to the Governor for his signature.

### **Public Safety**

**Rental Registration ([HB 530 – Brawley](#))** proposes substantial changes to the statutes enacted in 2011 allowing local governments to inspect buildings and structures and enact rental registration programs. HB 530 impacts the City’s rental registration program in the following ways:

- Prohibits mandatory registration of all rental properties. City currently requires all owners to register their properties so that CMPD can inform them of when crime occurs on the property, regardless of whether any of their properties meet the crime or disorder thresholds enumerated in the legislation. Without a database of rental properties and owners, the City will not be able to comply with its own requirement that all owners or managers be notified of crimes that occur on their properties. HB 530 allow registration only for rental units that are in the top 4% of a locally adopted crime or disorder index.
- Prohibits local governments from imposing criminal penalties for noncompliance. Violation of the local ordinance is classified as a misdemeanor, which is only charged as a last resort for flagrant violators. By charging a misdemeanor, it triggers the judiciary to adjudicate the end result and affords due process to both the City and the owner or manager of the property.
- Requires local governments to establish an appeals board for owners of rental units to appeal actions taken against the owner by local governments. The City had such an

appeals board in place that was abolished in favor of having the judiciary adjudicate such matters.

- Requires local governments to “... assist the landlord in addressing criminal activity, including testifying in court in a summary ejectment action or other matter to aid in evicting a tenant who has been charged with a crime.”

HB 530 was reported favorably from House Local Government and has serial referrals to the House Regulatory Reform and Finance Committees. The City is working with the primary sponsor Representative Brawley in tandem with other affected cities and the NC League of Municipalities.

**Regulate Transportation Network Companies ([SB 541 – Rabon and McKissick](#))** implements a statewide regulatory regimen for transportation network companies and drivers administered by the Department of Motor Vehicles in place of the current system of no regulation enacted in 2013. SB 541 addresses liability insurance requirements. SB 541 allows airport operators and transportation network companies to enter into agreements for the appropriate use of airport facilities. SB 541 requires that all drivers pass a “criminal background check”, including clearance through the Multi-State / Multi-Jurisdiction Criminal Records Locator and National Sex Offender Registry, before they start driving for the transportation network company. SB 541 passed the Senate and has been referred to House Transportation.

### **City Requested Legislation**

**Stormwater Management ([HB 141 – Jeter, Cotham, Cunningham, Bradford, Bryan, Carney, Earle and R. Moore](#))** authorizes municipalities in Mecklenburg, Wake, Durham, Forsyth and Guilford Counties to utilize the statutory authority extended to Mecklenburg and Wake Counties in 2014 to implement flood damage reduction techniques that result in improvements to private property. HB 141 passed the House and was referred to Senate Rules.



Charlotte City Council  
**Transportation & Planning Committee**  
Meeting Summary for July 13, 2015

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## COMMITTEE AGENDA TOPICS

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- I. **Subject:** University City Area Plan  
Action: Forward to full Council for Adoption (passed unanimously)
- II. **Subject:** Walkability Scan and Charlotte WALKS  
Action: For information only

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## COMMITTEE INFORMATION

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Present: Vi Lyles, David Howard, Patsy Kinsey, Greg Phipps

Time: 3:33 pm – 4:32 pm

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## ATTACHMENTS

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Agenda package

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## DISCUSSION HIGHLIGHTS

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Committee Chair Lyles called the meeting to order at 3:33.

I. **Prosperity Hucks Area Plan**

Lyles: We have two items on the agenda, and the first is Prosperity Hucks Rd. Garet Johnson will present.

Ms. Johnson reviewed the past year and a half in moving the Prosperity Hucks Area Plan forward, and asks for a recommendation to the full Council to adopt the Plan.

Phipps: I was pleasantly surprised we only had five speakers. I'm looking forward to recommending we move forward to the full Council.

Lyles: I don't think we need a presentation. Citizens spoke favorable during the public comment period. Mr. Phipps, are you making a motion to move the Plan to the full Council?

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# Transportation & Planning Committee

Meeting Summary for July 13, 2015

Page 2 of 5

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Phipps: Yes. I want to say that I received a couple of emails over the weekend about minor concerns that were in the Plan, but neither were anything we can change about the Plan. I appreciate all the hard work. I make a motion that we move the Plan to the full Council.

Patsy Kinsey seconded the motion, and the Committee unanimously agreed.

Lyles: I want to thank staff for the tremendous effort and time spent on this Plan. The next item is a presentation on Charlotte BIKES and Charlotte WALKS, as well as the Action Plan.

## **II. Transportation Action Plan (TAP), Charlotte BIKES, and Charlotte WALKS**

Campbell: Before we start, I want to put this in context. We are updating the TAP and the Charlotte BIKE plan, and initiating a plan related to Charlotte WALKS. We hear a lot about transportation issues at rezoning hearings, at a micro level rather than at a broader community level. This is our opportunity to bring us from a contextual level to a broader level. Danny would like to open the presentation.

Mr. Pleasant started with slide 2 of the attached presentation.

Howard: There are four different plans (see slide 3). I know they all have their own merit, but they all come with a different dollar amount. Any plan to combine the Plans, or is it too complicated?

Pleasant: The TAP gives the broader goals and objectives, but it also references the Sidewalk and Pedestrian Safety Program that's funded through the Capital Program. We consider the Bicycle, Pedestrian, and Transit Plans more detailed. The TAP is the umbrella Plan that helps with the policy framework, general strategies, and funding for all modes.

Mr. Pleasant resumed with slide 4, and Mr. Steinman took over with slide 15 of the attached presentation.

Lyles: Do you think we'll have any Wedges left in 20 or 30 years? You drop from 1000 to 600-800 feet between streets (see slide 16). Would dropping the space between streets even more make a difference for us in the long run?

Steinman: These are scaled (slides 16-18) to the intensity of the development. With more intensive development proposed, there would be more streets. If there isn't more intensive development proposed, then the streets don't have to become denser.

Lyles: I think about how there were great Wedges in 1980, and now people have come in and they are making them great Corridors.

Steinman: The Corridors are specified locations, which is where the most intensive development is expected. There would still be more apartments, condominiums, or mixed use places in the Wedges, but perhaps not as intensively developed as the Corridors.

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# Transportation & Planning Committee

Meeting Summary for July 13, 2015

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Pleasant: One of the things that happened is when the subdivision code was amended a couple of years ago; they recognized the block spacing needed to be updated. The zoning and type of land development taking place really calibrates the street network. We get streets through the subdivision ordinance. If it's a commercial development, we expect smaller blocks. If the development is more single family, we can allow for larger blocks.

Lyles: I look at the Providence and Fairview area. What was a low density apartment area is now getting three, four, and five story buildings when we probably built the area as a Wedge. I just wonder how much we keep up.

Steinman: It's not going to be easy to match this exactly in all areas. This is what we aspire to. The intensity of the development may outpace the intensity of the network.

Lyles: And that's where we are?

Steinman: Yes. The philosophy from the 1940s through the turn of the century was not to have streets. We know that with more streets there is less congestion, because people have more route choices than with fewer streets.

Lyles: I think about some of the rezonings we've done that don't quite look that gridded (see slides 16-18).

Campbell: No, and they won't for the most part. We are probably getting closer to 800' in the wedge. We are looking at the street networks through the area plan process.

Lyles: We've got to keep up with the infrastructure for ongoing development, and I'm hearing a lot of feedback that the streets are not working.

Campbell: We have to face the reality that a lot of new development is redevelopment and not in greenfield sites. We are constrained with existing context. There are a lot of things we have to consider regarding rezoning petitions.

Howard: I think the Wedges won't necessarily disappear, but will become Centers.

Campbell: We have to truly define Centers regarding context and expectation for development. We will not create additional Centers unless there is some really detailed study that identifies a major activity center, but small neighborhood Centers will exist. If we do not allow for commercial development and a variety of housing types, our Wedges will become very congested because people will have to get in cars to get to services, and people will become very homogenous because we will not have the broad range of housing opportunities that we need. This is two-thirds of our land area.

Howard: We have these types of grids all over the east and west. Another strategy should be for us to figure out how to redevelop in areas where we already have this type of structure.

Lyles: It would make such a difference if we could finish Independence Boulevard.

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# Transportation & Planning Committee

Meeting Summary for July 13, 2015

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Howard: I was out there today and noticed all the empty retail all the way to Matthews, and I wondered where it all went. It's all coming in, so we have a couple of challenges.

Campbell: That is a classic example of where we probably didn't do a good enough job of linking land use and transportation, because Independence has been programmed to be a hybrid interstate. You cannot have a road functioning in the manner it wants to function and have retail that needs access.

Kinsey: Back to infill on the ground. I think Council needs to say no to rezonings where there is not infrastructure. Also, we need to get rid of PED, because that is what's allowing some of those huge apartment buildings go up along Central Avenue, backing up to single family homes and no way to get around except through the neighborhood. I do not apologize for saying that.

Mr. Steinman resumed with slide 19 of the attached presentation.

Howard: How are we doing with the interchanges along I-485 to ensure they aren't exactly alike?

Steinman: That was a study done by the MPO in the late 1990s to delay completing some of the interchanges to make sure the area plans ensured development varied at the interchanges.

Howard: Did we do the corrected rezonings around those areas?

Campbell: I don't think we did the corrected rezonings, we just didn't support the development.

Howard: Who is monitoring that now that it's complete?

Steinman: It's probably time to look back.

Campbell: The Urban Institute is doing a look back, so there will be an assessment of how we did.

Mr. Steinman resumed with slide 25 of the attached presentation.

Phipps: Did we ever receive the walk score for Charlotte?

Steinman: The premise of walk score is that there be a homogenous distribution of restaurants, shopping and land uses throughout the city. We are not going to have that in Charlotte with the Centers, Corridors and Wedges. We have walk scores that are very good in parts of Charlotte, and we're working to make them better.

Mr. Steinman resumed with slide 43 of the attached presentation.

Howard: Does policy change in how those projects work (see slide 44)?

Steinman: It helps to indicate that we're not going to be doing just a project in a school zone,

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# Transportation & Planning Committee

Meeting Summary for July 13, 2015

Page 5 of 5

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but we'll make sure there is some sidewalk that links to it.

Howard: So, it could change the way we spend money?

Steinman: It could change the way we prioritize what we do.

Howard: There are a lot of neighborhoods that don't have sidewalks, and I would like us to think about that before we change policies that could make it even longer before they get sidewalks.

Steinman: At our current rate, we could finish installing sidewalk on thoroughfares in about 20 years. It will take longer than that on the local streets.

Mr. Steinman concluded the presentation.

The meeting adjourned at 4:32.

**Transportation & Planning Committee**  
**Monday, July 13, 2015**  
**3:30 – 4:30 p.m.**  
**Charlotte-Mecklenburg Government Center**  
**Room 280**

**Committee Members:** Vi Lyles, Chair  
David Howard, Vice Chair  
Patsy Kinsey  
Greg Phipps  
Kenny Smith

**Staff Resource:** Debra Campbell, City Manager's Office

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**AGENDA**

**I. Prosperity Hucks Area Plan – 5 minutes**

*Resource:* Gareth Johnson, Planning

The Prosperity Hucks Area Plan covers about 6,200 acres in the northeast corner of Charlotte. The Planning Committee of the Charlotte Mecklenburg Planning Commission recommended approval with staff proposed revisions on June 16. On June 22, City Council heard public comments on the plan with five speakers in favor. Comments included how residents came together, how the plan responded to concerns, the balanced nature of recommendations, and the need for diligence in following the plan as development proposals come forward.

*Action:* Recommend adoption of the Prosperity Hucks Area Plan Concept Plan, with proposed revisions, and receive as information the Implementation Guide and related material.

*Link to the*

*Plan:* [http://www.charmeck.org/Planning/Land%20Use%20Planning/ProsperityHucks/ProsperityHucksAreaPlan\\_RefinedDraft.pdf](http://www.charmeck.org/Planning/Land%20Use%20Planning/ProsperityHucks/ProsperityHucksAreaPlan_RefinedDraft.pdf)

*Link to Staff Proposed*

*Revisions:* [http://10.73.0.193/Planning/Land%20Use%20Planning/ProsperityHucks/2015\\_05\\_May\\_19\\_Revisions.pdf](http://10.73.0.193/Planning/Land%20Use%20Planning/ProsperityHucks/2015_05_May_19_Revisions.pdf)

**II. Transportation Action Plan, Charlotte Bikes, and Charlotte WALKS – 55 minutes**

*Resources:* Danny Pleasant and Norm Steinman, Transportation

Staff will describe the purposes and the contents of the three related plans, and the 2016 proposed schedule.

*Action:* For information only

Attachment: Transportation Action Plan, Charlotte BIKES, Charlotte WALKS.pdf

**Next Scheduled Meeting:** Monday, August 10 at 3:00 p.m.




## Transportation Action Plan Charlotte BIKES Charlotte WALKS

Danny Pleasant and Norm Steinman  
Transportation and Planning Committee  
July 13th, 2015



## Focus Area Plan



**Transportation & Planning**  
**FY2015 Strategic Focus Area Plan**  
"Charlotte's strong economy and attractive lifestyle will thrive due to our vibrant places, healthy neighborhoods, and robust employment centers, supported by strategic transportation investments."

A combination of smart land use planning and optimized transportation investments will provide healthy, convenient and travel choices. This approach will enable Charlotte to accommodate growth, enhance quality of life and address Charlotte's sustainability and competitiveness in the global marketplace. To achieve its vision, the City will:

- Continue to integrate land use, urban design, and transportation decisions that create more places and neighborhoods throughout Charlotte that are walkable, transit-oriented and bicycle-friendly.

**"Continue to implement Centers, Corridors and Wedges Growth Framework, the 2030 Transit Systems Plan and Transportation Action Plan"**

<p><b>development and density</b></p> <p>Engage the community to address the City's land use and transportation goals.</p>	<p><b>transportation</b></p> <ul style="list-style-type: none"> <li>• Explore contract equipment opportunities and techniques to</li> </ul>
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**"Improve Charlotte's walkability and bicycle-friendliness"**

<p><b>transportation</b></p> <p>Optimize transit use, services and transportation investments that manage growth and meet high capacity development in areas where high-density</p>	<p><b>transportation</b></p> <p>Enhance the City's transit system to meet the transportation needs of the City and implement area plans and other policies that help to guide growth and development.</p>
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**"Develop long-term funding strategy for transportation and community place-making projects"**

<p><b>transportation</b></p> <p>Identify all types of revenue resources and funding mechanisms necessary to implement transportation programs and services.</p>	<p><b>transportation</b></p> <ul style="list-style-type: none"> <li>• Develop long-term funding strategy for transportation and community place-making projects</li> <li>• Collaborate with legislative partners and stakeholders to consider new revenue sources to fund transportation improvements</li> </ul>
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<p><b>transportation</b></p> <p>Revitalize the regulatory system for development in partnership with Mecklenburg County to ensure it is meeting the needs of its customers.</p>	<p><b>transportation</b></p> <ul style="list-style-type: none"> <li>• Review all fees, including the vehicle registration fee, to ensure they are used to improve transportation infrastructure</li> <li>• Develop long-term funding strategy for transportation and community place-making projects</li> <li>• Collaborate with legislative partners and stakeholders to consider new revenue sources to fund transportation improvements</li> <li>• How opportunities identified for improved collaboration and efficiency, leading to increased effectiveness and customer satisfaction</li> </ul>
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 "They are coming"

From 2010 to 2014 → **78,000 new residents**

 Or 

 "They are coming"

From 2015 to 2040 → **400,000 new residents**

*...44 new residents per day  
to become a city of 1.2 million*

### Centers



South Park



South Park



Ballantyne

### Corridors



South Corridor



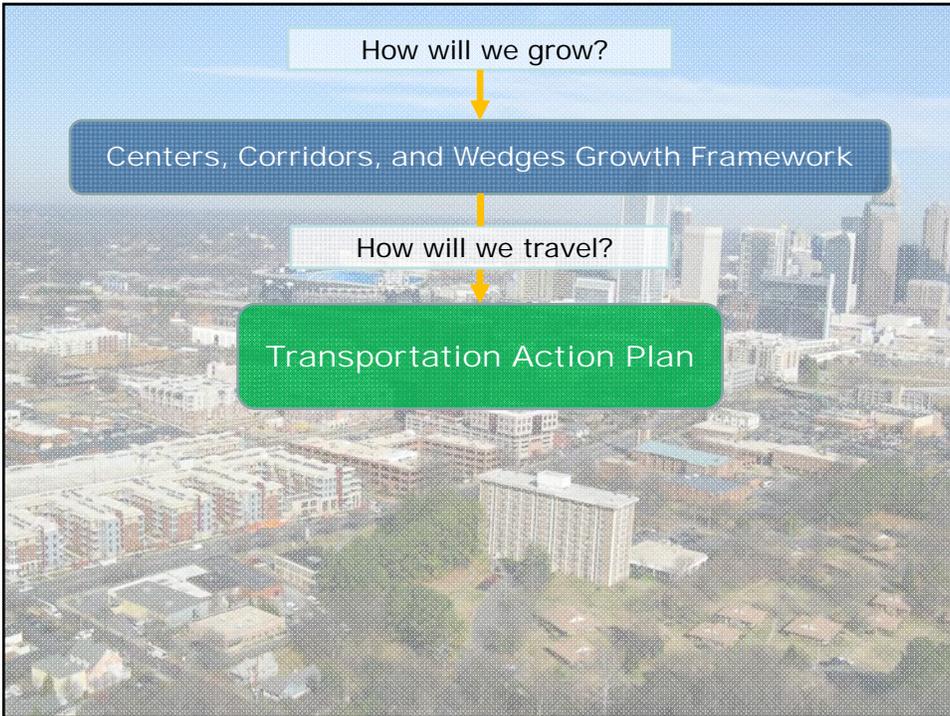
Northeast Corridor

 Wedges



Double Oaks Rd.

Selwyn Ave.





## Purpose of Transportation Action Plan (TAP)

- Describe City's vision as to how transportation-related **policies, programs, and projects** will support mobility, livability, sustainability, and economic development in Charlotte



Charlottetowne Ave.



## What's Included in the TAP?

To complete our transportation system:

- ✓ New streets
- ✓ Complete streets
- ✓ Intersection projects
- ✓ Bridges
- ✓ Sidewalks
- ✓ Bike facilities
- ✓ Traffic calming
- ✓ Signal system upgrades
- ✓ Transit
- ✓ More maintenance
- ✓ Public-private partnerships





## Key Content of the TAP

- **Goals, Objectives and Policies**
- **Existing and Future Conditions**
- **Construction and Maintenance Programs**
- **Financial Plan**
- **Lists of Major Projects**



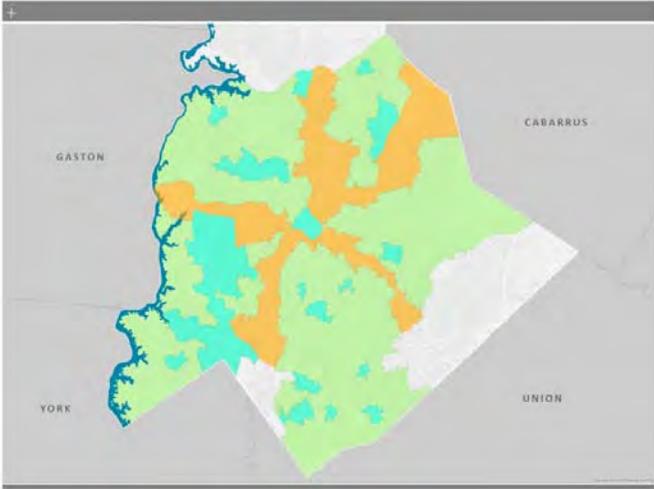
## TAP's 5 goals

- Goal 1 – ***Implement Centers, Corridors & Wedges***
- Goal 2 – ***Create complete streets and networks***
- Goal 3 – ***Collaborate with local/regional partners***
- Goal 4 – ***Communicate the City's vision***
- Goal 5 - ***Seek funding for projects***

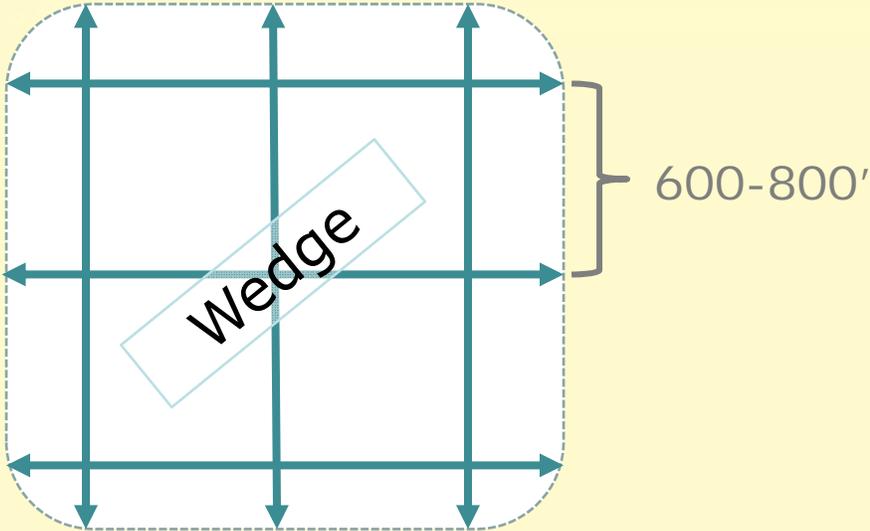


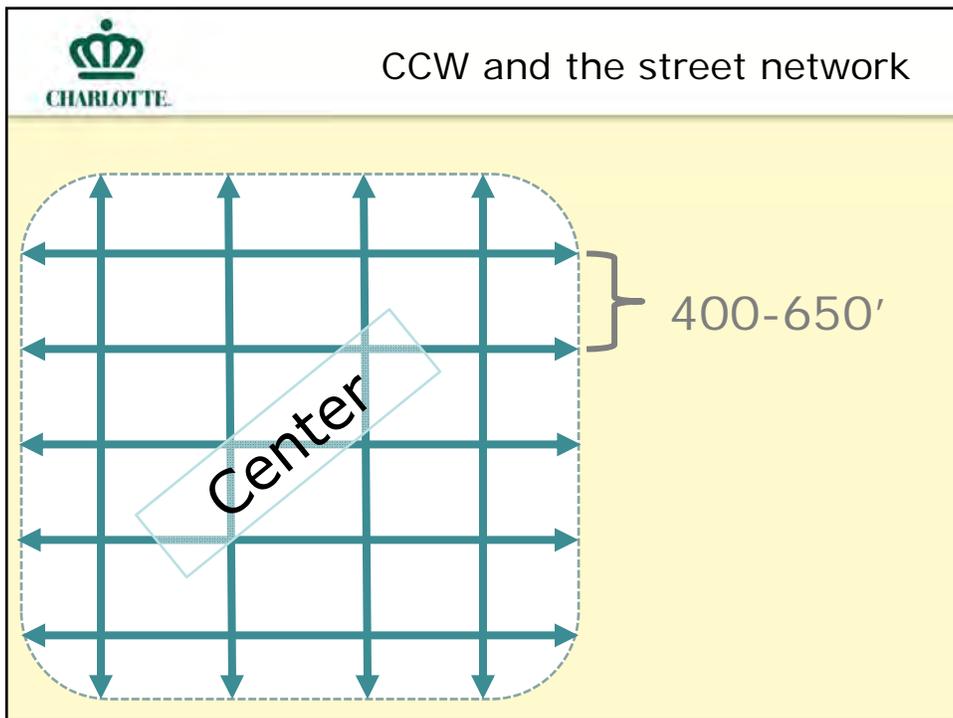
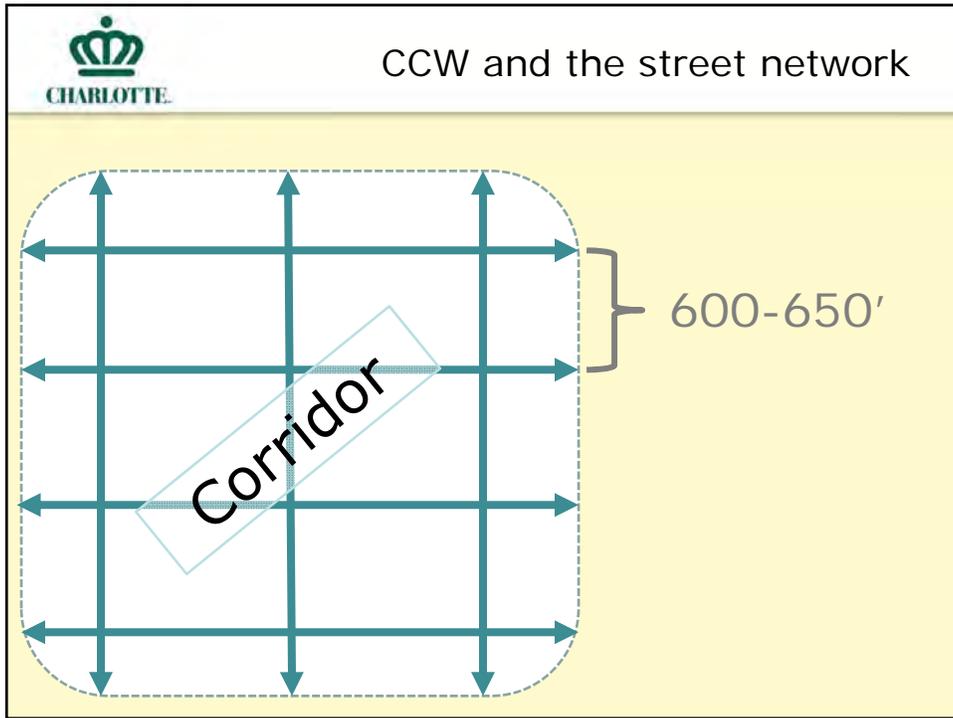
 Goal 1

***Implement the Centers, Corridors and Wedges Growth Framework***



 CCW and the street network







### CCW and sidewalks



Wedge

5' – 6' sidewalks



### CCW and sidewalks



Corridor

6' – 8' sidewalks



### CCW and sidewalks



8' – 20' sidewalks



### Why do we need Goal 1?

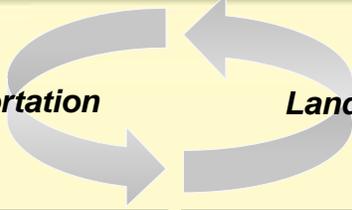
*Land use*

*Transportation*



 Why do we need Goal 1?

*Transportation*      *Land use*



 I-85       Belgate

 Goal 2

*Create complete streets and networks*

 Poindexter Dr.       W. Trade and Rozzelles Ferry



### Why do we need Goal 2?



N. Tryon St.



University City Blvd.



Charlottetowne Ave.

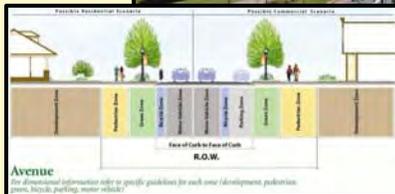


### How do we achieve Goal 2?

#### Urban Street Design Guidelines (adopted in 2007)



West 4<sup>th</sup> St. extension





### Goal 3

#### *Collaborate with local and regional partners*



Vibrant Communities - Robust Region



### Goal 4

#### *Communicate the City's vision*





## Goal 5

*Seek funding for projects*



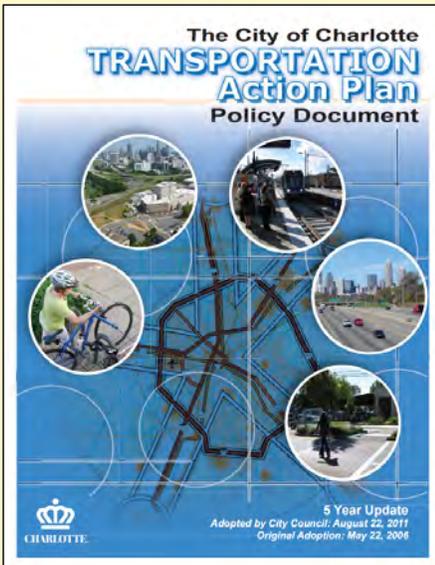
S. Tryon St. bridge



McDowell St. underpass



## TAP Achievements



Commonwealth Ave.



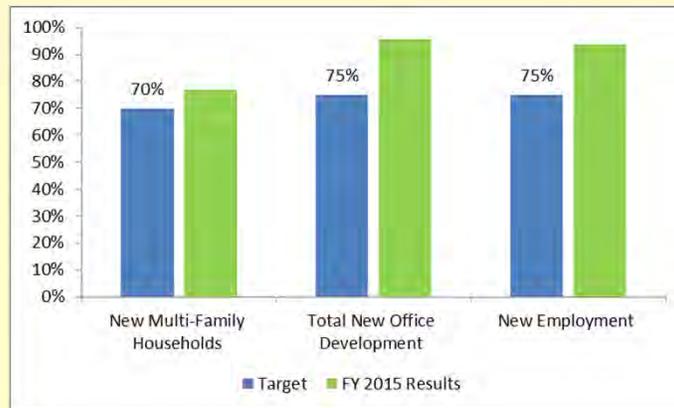
### TAP Achievements

- ✓ CC&W growth framework and Urban Street Design Guidelines applied in area plans



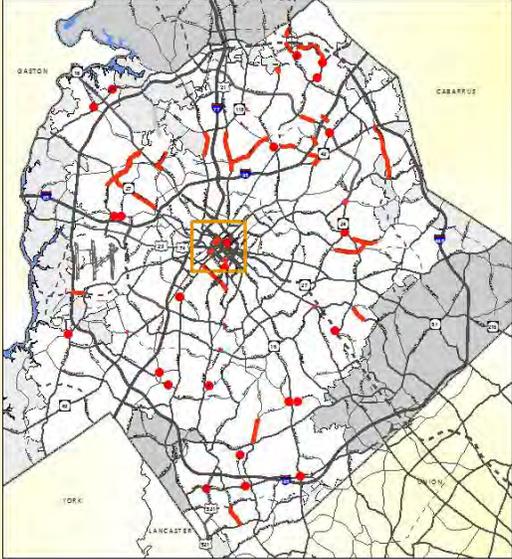
### TAP Achievements

- ✓ In FY2015, the City met the land use targets for new development located in Centers and Corridors



 **TAP Achievements**

- ✓ \$450M in streets, intersections and sidewalks built
- ✓ 2006–2014 transportation bond referendums
- ✓ 2014-2020 CIP mostly transportation



 **TAP Achievements**

**Street Projects**



Community House Rd.



Statesville Ave.



Freedom Dr.

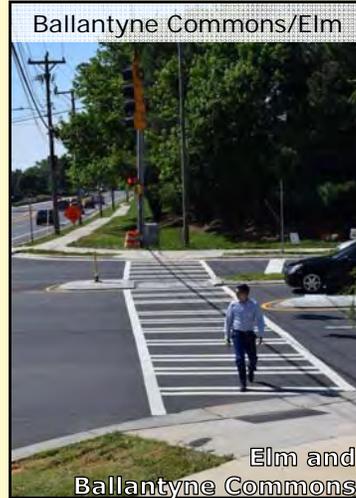


## TAP Achievements

### Intersection Projects



Brookshire and Hovis



Ballantyne Commons/Elm

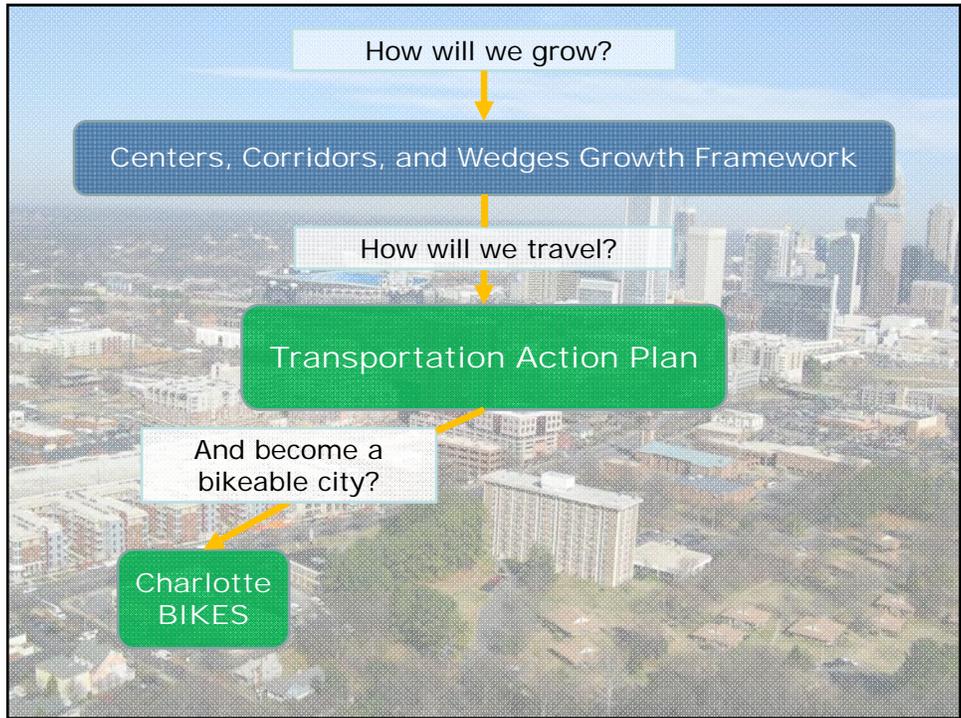
Elm and Ballantyne Commons



## Other TAP Accomplishments

- ✓ Blue Line Extension
- ✓ HOT Lanes Study
- ✓ CRTPO 2040 MTP
- ✓ Biennial public survey
- ✓ Awards and designations





Charlotte BIKES



### What does our Bike Plan do?

- TAP sets the vision
  - “Promote transportation choices”
  - “Complete at least 150 miles of bikeway facilities by 2015”
  - “Update bicycle plan every five years”
- Bicycle plan identifies how to get there





# Charlotte BIKES

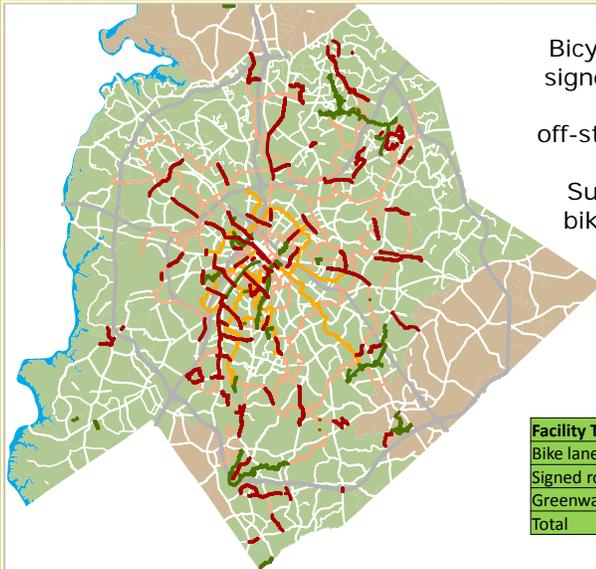


Key elements of a bicycle plan:

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation

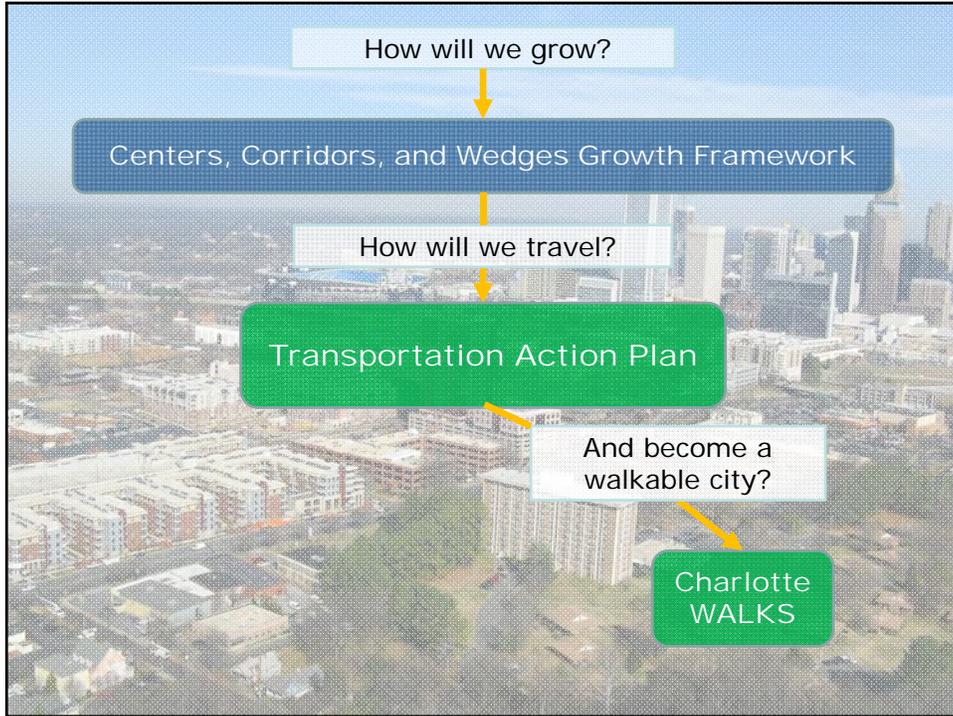


# Growing Our Bike Network



Bicycle lanes, signed routes, and off-street paths + Suggested bike routes

Facility Type	Miles
Bike lanes and paved shoulders (>3')	91
Signed routes	55
Greenways and off-street paths	44
<b>Total</b>	<b>190</b>



Charlotte WALKS

**It's about more than sidewalks... It's about creating GREAT PLACES**

The collage consists of four photographs: top-left shows an outdoor dining area with people seated at tables; top-right shows a crosswalk with several people walking across a street; bottom-left shows a group of people walking past a storefront with a sign that says 'The Drinking Muse'; bottom-right shows a modern multi-story residential building with a well-maintained sidewalk and trees.

 What will Charlotte WALKS do? 

**1. Describe what walkability means for Charlotteans**



**USEFUL**

1. Variety of destinations & land uses
2. Minimal walking distance
3. Clear & obvious access to buildings

**SAFE**

4. Separation from traffic
5. Safe & convenient crossings
6. Sense of security

**INVITING**

7. Space to walk
8. Visual interest & activity
9. Screening from the elements

 What will Charlotte WALKS do? 

**2. Organize the tools in the toolbox**



Pedestrian Safety Action Plan

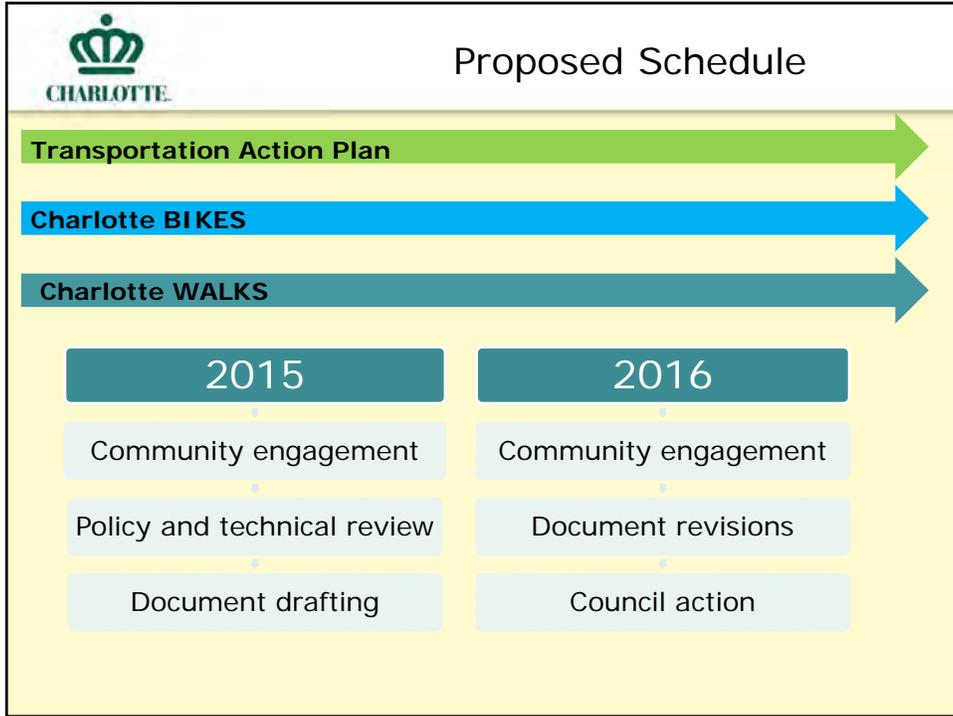
School Zone Policy

Sidewalk Retrofit Policy

Midblock Crossing Guidelines

Walkability Scan

**Charlotte WALKS**





## Next Steps

- Make presentation to City Council about TAP, Charlotte WALKS and Charlotte BIKES, and seek referral to T&P Committee for development of 3 related plans