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## INFORMATION:

### **Open Streets 704 on Sunday, October 23**

*Staff Resource: Scott Curry, CDOT, 704-432-2648, [scurry@charlottenc.gov](mailto:scurry@charlottenc.gov)*

Join the City of Charlotte and Mecklenburg County at the second [Open Streets 704](#) event this Sunday, October 23 from 1 p.m. – 5 p.m. [The 3-mile route](#) will cover the neighborhoods of Biddleville, Smallwood, Seversville, Wesley Heights, Fourth Ward, Third Ward, Wilmore, and South End. Organizers have been working for months to make sure all businesses and residents along the route have been notified and invited to participate.

The event will begin at 1 p.m. with a special ceremony on Mint Street in front of Romare Bearden Park hosted by WBTV News anchor Steve Crump. Elected officials are invited to take part by joining participants for the Fun Run/Bike that will take place as a part of the opening ceremony. Attendees can participate on foot/bike, or catch a ride in a bicycle-cab. Council members who are interested in a ride in one of the bicycle-cabs, should RSVP to Scott Curry ([scurry@charlottenc.gov](mailto:scurry@charlottenc.gov)). Space is limited.

This is the second of a series of four events made possible by a grant from the Knight Foundation. It will feature several exciting activities in four different zones stretched along the route. The first event in May drew approximately 10,000 participants on foot, bike, skateboards, rollerblades, and in strollers. Staff from the City of Charlotte and Mecklenburg County intend to use the four-event series to assess whether an ongoing open streets program makes sense for the community.

Learn more at [www.openstreets704.com](http://www.openstreets704.com).

### **Charlotte Water Completes 2016 Lead and Copper Testing**

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

The Environmental Protection Agency (EPA) and North Carolina Department of Environmental Quality require water suppliers to test every three years specifically for lead and copper in 50 homes that were built between 1982 and 1985. This year, Charlotte Water tested a total of 56 homes with 55 homes being below the EPA threshold for lead and copper. The one home that exceeded the EPA Action Level was retested for lead. Lead was not above laboratory detection limits when retested. Charlotte Water notified the homeowner of both results and provided educational follow-up information.

Lead and copper testing is very different from any other required monitoring and is actually a test of Charlotte Water's corrosion control program. It's impossible to know every possible location of lead or copper plumbing or solder and private plumbing is not regulated by Charlotte Water. Therefore, the drinking water system must be managed in a way that assumes that water may come in contact with lead and copper and that the water will not corrode the

plumbing in such a way that lead or copper dissolves into the drinking water. Samples are taken by homeowners from inside their homes, which allows for Charlotte Water to measure the potential for water to corrode private plumbing.

In addition, to the required lead and copper monitoring, Charlotte Water also conducted extra distribution system and in-home monitoring in 2016. The 232 samples collected from various points of the drinking water distribution system indicate that lead and copper are not detectable by laboratory limits in drinking water supplied to customers.

A summary of the results is included in the table below. Additional information and results, including the raw monitoring data, are available at [www.Charlottewater.org](http://www.Charlottewater.org) by clicking on Water Quality Information.

Table: Summary of 2016 Results

Sampling Type	Number of Locations Tested	Number of Locations with Detectable Lead below Action Levels (% of total)	Number of Locations above Action Levels (% of total)
<b>REQUIRED IN-HOME SAMPLING</b> <i>Corrosion control evaluation of homes built in the three years leading up to the ban on lead plumbing (1986)</i>	56	3 (5%) <sup>^</sup>	1 (2%)*
<b>ADDITIONAL DISTRIBUTION SYSTEM SAMPLING</b> <i>Evaluation of drinking water supplied to customers</i>	203	0 (0%)	0 (0%)
<b>ADDITIONAL IN-HOME SAMPLING</b> <i>Corrosion control evaluation of homes older than 1982</i>	108	3 (3%) <sup>^</sup>	0 (0%)

\*when resampled, lead was not detectable at that location

<sup>^</sup> The six homeowners that had detectable lead results, but results still below action levels, received additional information.

**People for Bikes “The Big Jump” Application**

Staff Resources: Vivian Coleman, CDOT, 704-336-4275, [vcoleman@charlottenc.gov](mailto:vcoleman@charlottenc.gov); Ben Miller, CDOT, 704-336-2278, [bgmiller@charlottenc.gov](mailto:bgmiller@charlottenc.gov)

The Charlotte Department of Transportation is submitting an application to participate in the People for Bikes Foundation’s “Big Jump Project.” The People for Bikes Foundation is the charitable arm of the People for Bikes Coalition, a collection of bicycle manufacturers, distributors, and retailers. Up to 10 cities will be chosen for this initiative. Cities that are selected for the “Big Jump Project” will receive technical assistance in making their cities more bicycle-friendly. CDOT is submitting the application, due October 26, with several letters of support from various local agencies.

*What is the Big Jump Project?*

The Big Jump Project is a three-year effort to help selected cities achieve a big jump in bicycling – a doubling or tripling of people riding – and increasing the network of safe and comfortable places to ride. Technical assistance will include engaging the community through resources such as targeted grants for infrastructure, outreach, evaluation, marketing, and implementation.

People for Bikes is providing direct technical assistance to winners (valued at \$750,000 per community). A local funding contribution of up to \$150,000 is encouraged, but not required. CDOT will meet the local funding contribution through already funded bicycle-related projects, and in-kind contributions of advocacy and outreach efforts already planned and programmed.

*Why is Charlotte a good candidate for the Big Jump Project?*

Over the last 15 years, Charlotte has worked diligently to become a more bicycle-friendly city. During that time, over 190 miles of bike trails, bike lanes, and signed routes have been implemented across the city. Charlotte is working on many fronts to improve the bicycling environment, including an update to the City’s Bike Plan and Transportation Action Plan; construction of the 26-mile Cross Charlotte Trail; and installation of the city’s first protected bike lanes.

More information about “The Big Jump Project” can be found here:

<http://www.peopleforbikes.org/pages/the-big-jump-project-application>

**ATTACHMENTS:**

September 12 Transportation & Planning Committee Summary



September 12, 2016  
TAP Committee Summ

October 10 Transportation & Planning Committee Summary



October 10, 2016  
TAP Committee Summ



Charlotte City Council  
**Transportation & Planning Committee**  
Meeting Summary for September 12, 2016

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## COMMITTEE AGENDA TOPICS

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- I. Subject:**      **Transportation Action Plan**  
Action: For information only
- II. Subject:**      **Charlotte BIKES Status Update**  
Action: For information only
- III. Subject:**      **Blue Line TOD Implementation**  
Action: For information only

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## COMMITTEE INFORMATION

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Present:              Vi Lyles, John Autry, Patsy Kinsey, Greg Phipps, Kenny Smith

Time:                 2:08 p.m. – 3:57 p.m.

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## ATTACHMENTS

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Handouts  
Agenda

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## DISCUSSION HIGHLIGHTS

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Committee Chair Lyles called the meeting to order at 2:08 p.m. and asked everyone in the room to introduce themselves.

Lyles: We have a number of items on our agenda that will require some action, and I'm trying to figure out what the Committee's pleasure would be to have a second meeting or a longer meeting to be scheduled for October.

Smith, Kinsey, Autry, and Phipps voted to have a second meeting in October.

Campbell: We have four items on our agenda today. We hope to have a draft of the Focus Area Plan in October for you to review and discuss.

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# Transportation & Planning Committee

Meeting Summary for September 12, 2016

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Pleasant: What is it going to take to make a competitive 21<sup>st</sup> century city? There are many variables to pull together, but two very important elements are that we need transportation infrastructure that keeps pace with our growing population and employment growth. The second element is a development code that produces a built environment that's in keeping with urbanizing the economy marketplace. We believe all of that is wrapped up in your Centers, Corridors and Wedges growth framework. The TAP provides a comprehensive, multi-modal look at all the transportation elements our city should consider as it moves into the future.

## Questions & Answers

### I. Transportation Action Plan

*Norm Steinman, Transportation*

Smith: Did you ask what routes folks are taking to work (See slide 8 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: We did not ask about specific routes.

Phipps: Does this infer the respondents are talking about their routes to work (See slide 8 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: This is about people driving to work in motor vehicles.

Lyles: How specifically did you describe land use (See slide 12 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: No specific geographical areas, but exactly how they are listed in the graph.

Smith: Is the Centers, Corridors and Wedges still the right tool we want to model our planning off of based on the projected population growth (See Goal 1 on slide 17 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: We'll be glad to come back to that. The answer is a strong yes.

Lyles: Did you include school bus counts (See slide 23 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: Yes.

Autry: Do we know how many miles those trips add up to (See slide 23 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: My hunch at this time is probably between 15 and 20 miles per vehicle trip per day.

Autry: Is that 2015 or your projection for 2040 (See slide 23 of the attached Transportation Action Plan Key Recommendations presentation)?

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# Transportation & Planning Committee

Meeting Summary for September 12, 2016

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Steinman: It won't change very much.

Campbell: Are the numbers of daily trips inclusive of all modes of transportation?

Steinman: Yes. These are trips using all forms of transportation.

Phipps: Do those numbers include commuters into the city (See slide 23 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: No. These are only locals making daily trips.

Autry: Could we take a leap and say we're going invest the funding bulk in the infrastructure to support a particular mode?

Lyles: That's a good funding policy question.

Committee member Kinsey left the meeting at 2:55.

Phipps: Does that include maintenance of existing sidewalks, and how about new sidewalks (See slide 26 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: It includes maintenance of new sidewalks as well because we will add sidewalks to the network.

Lyles: At some point, will you tell us what the current resources are for the \$665M, and where the sources may actually be in flux? For instance, VMT is the gasoline tax and if people are driving fewer miles, we would have to make that up (See slide 26 of the attached Transportation Action Plan Key Recommendations presentation).

Steinman: Yes, we will.

Lyles: Would traffic calming be included within the Safety category (See slide 28 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: Not directly. It shows up in the Placemaking category.

Lyles: We currently fund through our CIP some amount for each of these, right? (See slide 29 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: No. The current CIP focuses on geographies in the city with allocations to those geographies. The current CIP does not provide funding for the arterial roadway projects or intersections. It does provide funding for bridge inspections, and some smaller scale projects we can accomplish in those specified geographies.

Smith: Help me understand how the 110 arterial roadway projects for motorists, bicyclists, and pedestrians all falls under the complete streets category and not separate out to walkability, etc.

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# Transportation & Planning Committee

Meeting Summary for September 12, 2016

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I'm trying to understand how the buckets work (See slide 29 of the attached Transportation Action Plan Key Recommendations presentation).

Steinman: Okay, There were no sidewalks built for almost 50 years in Charlotte. We are trying to catch up through a variety of means. Instead of building arterial projects that are just about motor vehicles for the past dozen or so years, we've been building arterial projects that incorporate facilities for bicyclists as well as pedestrians in the design and construction of those projects. We are enhancing facilities for bicyclists and pedestrians through these kinds of projects. When we can, we use resurfacing as a possible opportunity to do some road conversions that are good for bicyclists as well pedestrians. We also have standalone investments that are strictly about walkability or about bicycle travel. All of those, when they get combined, help to create a better network for everyone.

Phipps: What about the safety issues we have now? Are dollars earmarked for safety projects needed now versus the future (See slide 28 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: This is an expansion of the money that is available for safety types of projects, and what we are recommending is a holistic approach to safety that is not just about the design of the streets or intersections, but about education and enforcement as well.

Autry: What do we say to neighborhoods that were annexed in 2009 that don't have sidewalks with the aspiration of adding only 10 miles per year?

Steinman: We expect it will be possible to complete the sidewalk network along the arterials and thoroughfares during the next 20 years or so. Local streets will take longer.

Smith: When you say complete the network, does that mean we will have sidewalks where they are not currently located, or does that mean we'll have sidewalks that meet the new guidelines (See slide 23 of the attached Transportation Action Plan Key Recommendations presentation)?

Steinman: We will fill any gaps between sidewalks, it does not mean the sidewalks will be designed or located properly.

Smith: Do we have an idea of what it would cost to build all four foot sidewalks with curb and gutter like we see on Fairview and Sharon roads? How aspirational would that be?

Pleasant: It would take a massive effort to build corrections. We hope to bring through your land development process a way we could address some of those through redevelopment.

Lyles: Please show the public how each category is funded at your public meetings. Thank you very much.

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# Transportation & Planning Committee

Meeting Summary for September 12, 2016

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## II. Charlotte BIKES Status Update

*Ben Miller, Transportation*

Campbell: We're going to receive a very high-level update from our new bicycle coordinator, Ben Miller.

Autry: I understand there is a public engagement piece, and I suggest using the Bicycle Advisory Committee for that. Having a draft we can put metrics on would be good by December.

Lyles: I echo the Bicycle Advisory Committee needs to be included. I want it to be possible for B-cycle to have carts for kids available on the bikes. The idea of safety and security is very important to our mobility options.

## III. Blue Line TOD Implementation

*Ed McKinney, Planning*

Phipps: For the areas outside of the University City jurisdiction, like the Tom Hunter Station, how quickly might we be able to get the kind of development we want to see there? If we see the type of plans that might be inconsistent with what we want to see, how quickly would we be able to implement corrective rezoning if we can't convince developers to catch the vision?

McKinney: We can successfully submit a rezoning petition every month, like every other developer. We have the ability to bring it to you relatively quickly. It's important that we would do that only after exhausting efforts to partner with the developers. Also, there is still the public process a zoning has to go through.

## IV. Upcoming Topics

Phipps: Regarding the North Tryon Vision Plan, are you talking about more than just Uptown, like the Applied Innovation Corridor?

Campbell: It's actually south of the Applied Innovation Corridor.

Phipps: So, we are still meeting on October 10?

Campbell: Definitely, and we may schedule another meeting in late October if we can manage it.

The meeting adjourned at 3:57.



# Transportation Action Plan

## Key Recommendations

Transportation & Planning Committee  
September 12, 2016



## Planning to create a Great City



 **Planning to Move People and Goods**



Centers, Corridors & Wedges  
Transportation Action Plan

 **Previous Presentations**

- March
  - Categories of investments (8)
- April
  - Units of production (number of miles or projects)





## Today's Topics

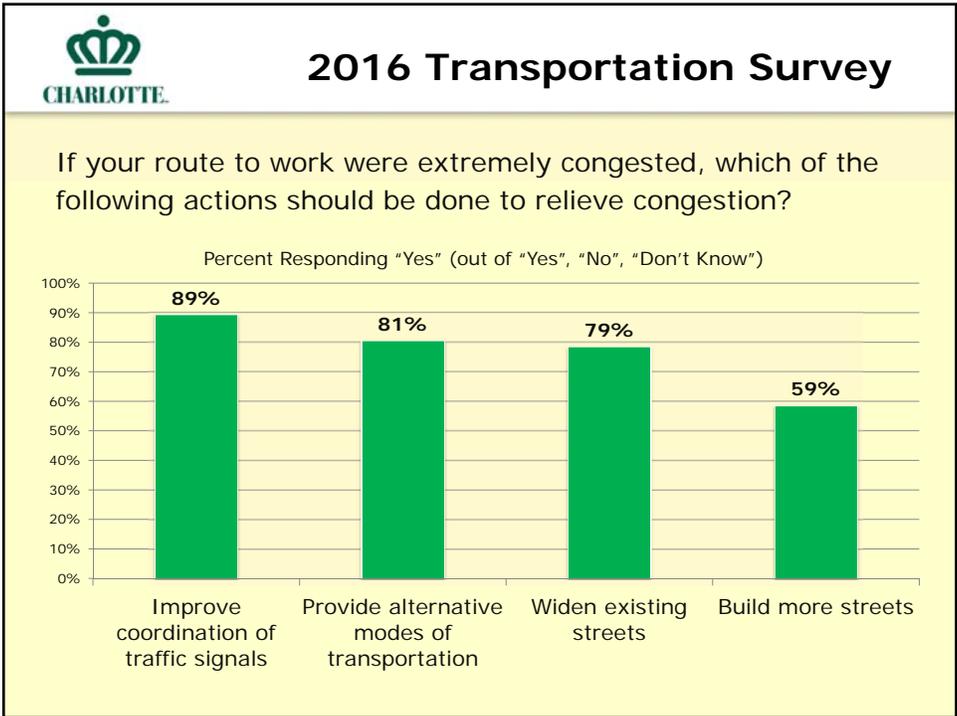
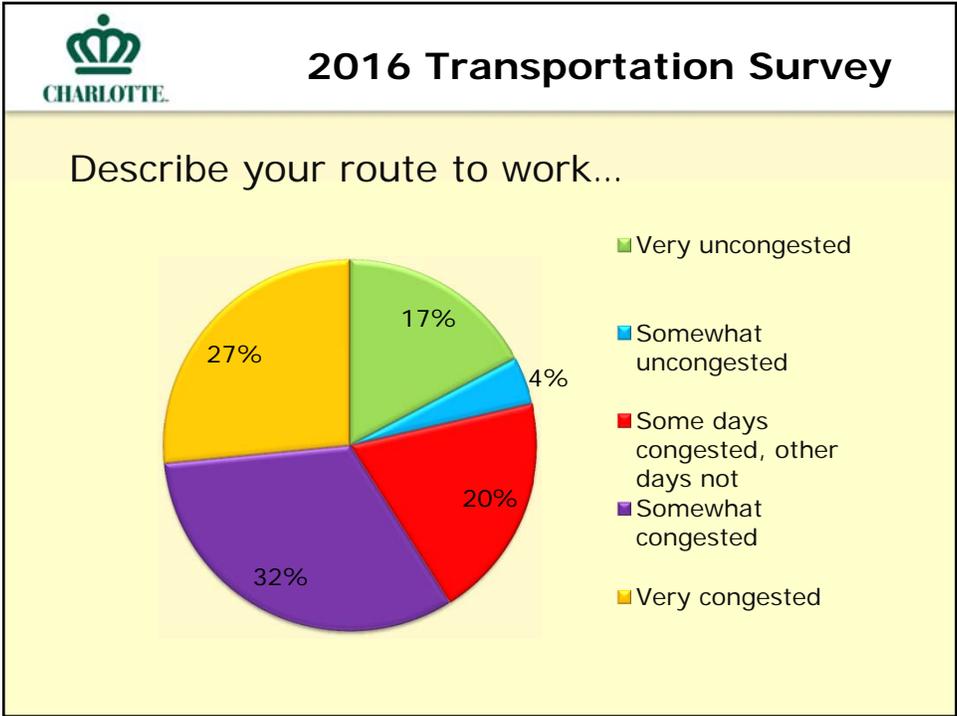
- Describe 2016 Transportation Survey
- Discuss TAP themes
- Review draft 25-year expenditure plan

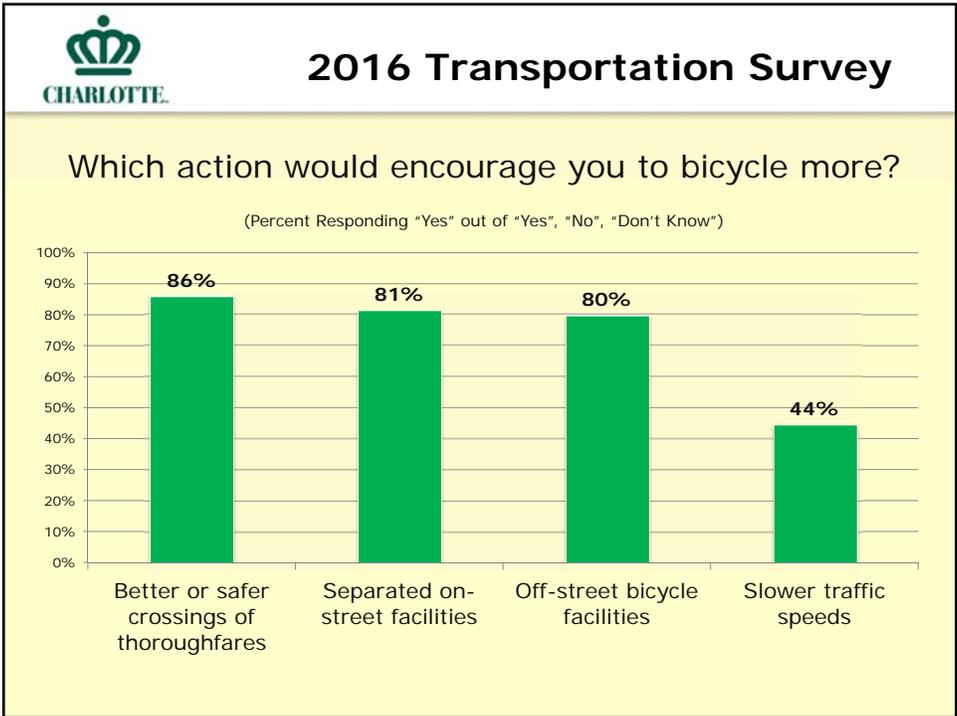
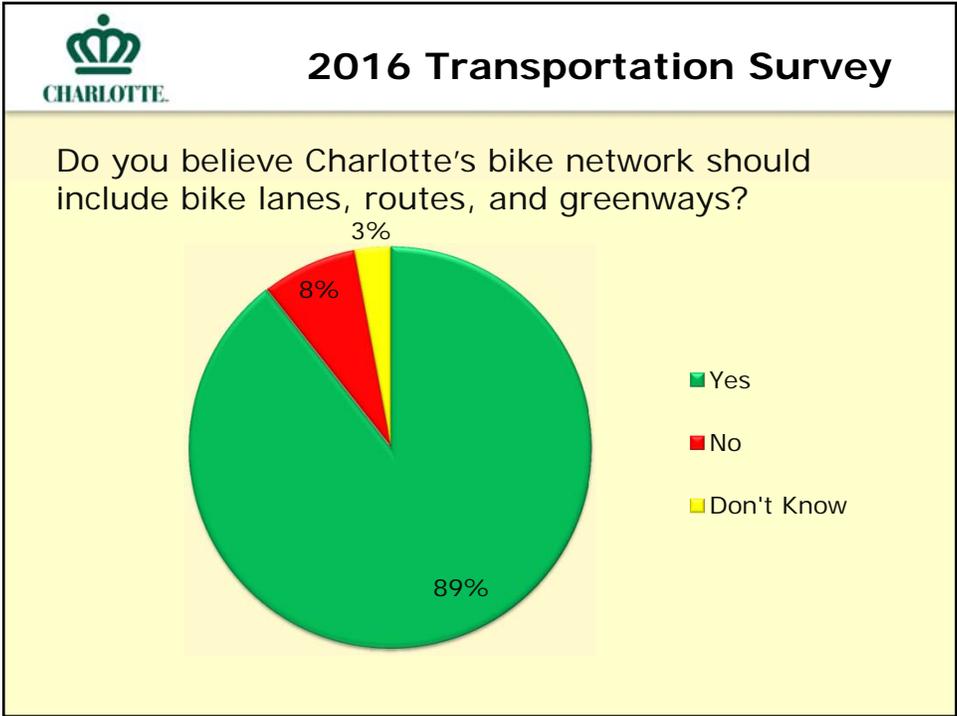


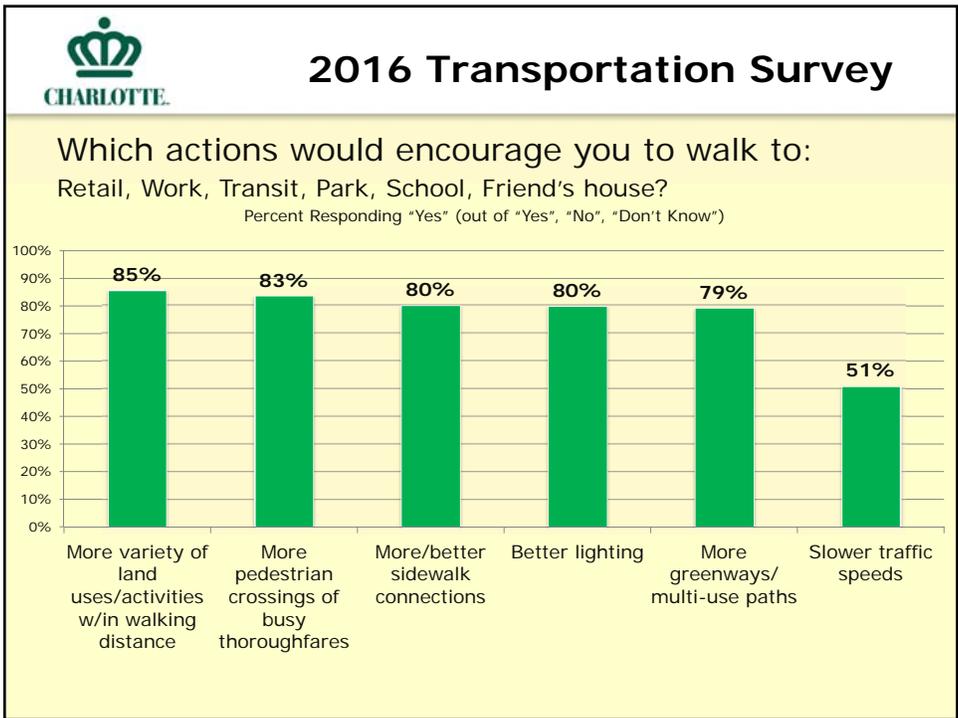
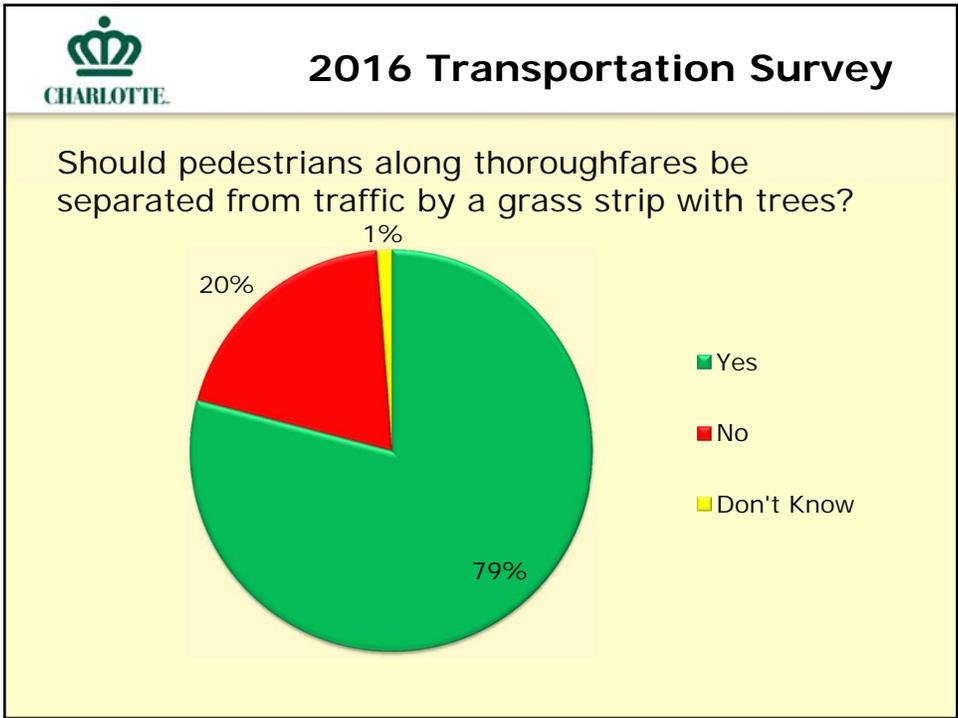
## 2016 Transportation Survey

- 406 interviews included in sample
- 55% of respondents are women
- 26% of respondents are 65+
- 27% of respondents are 55-64
- 35% of respondents are 35-54
- 12% of respondents are 18-34









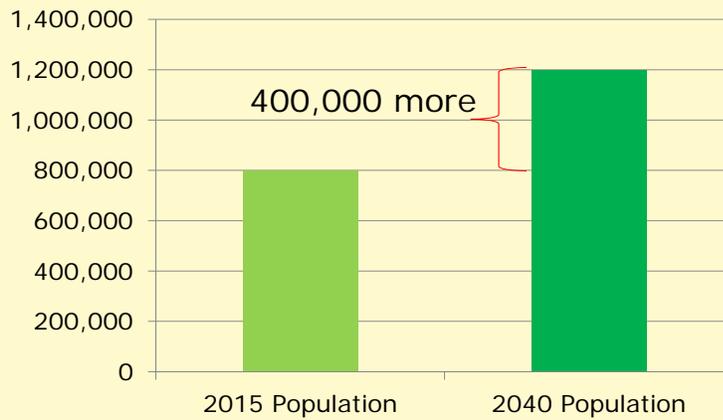


## Transportation Survey Summary

- Customers want:
  - better mobility
  - more mode choices
  - more route choices
  - better designs
  - safer streets



## Charlotte's Population Growth



 **Questions? Comments?**



CITY OF OAKLAND

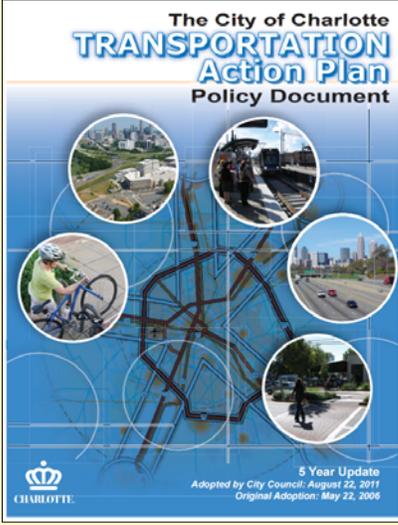


CITY OF NEW ORLEANS

Each of these cities has a population of approximately 400,000

 **Charlotte's TAP** 

- City's **vision for transportation**
- **One document** for goals, policies, strategies, programs, and projects
- Adopted by City Council in 2006
- Updated and readopted **every 5 years** (2011 & 2016)





## 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



## Policy Statements from 2011 TAP

- Upgrade and maintain multi-modal networks
- Expand networks to serve 25-year growth in travel
- Rely on Centers, Corridors, and Wedges Growth Framework
- Communicate challenges and achievements
- Apply local, State, and Federal funds



## Additional Policies in 2016

- Establish mode share goals
- Refer to latest NACTO design guidance
- Regulate public ROW as public space



## Additional Policies in 2016

- Plan and design for the "8 – 80" City
- Emphasize safety (Vision Zero)
- Refer to Comprehensive Transportation Plan (CTP)





## Questions? Comments?



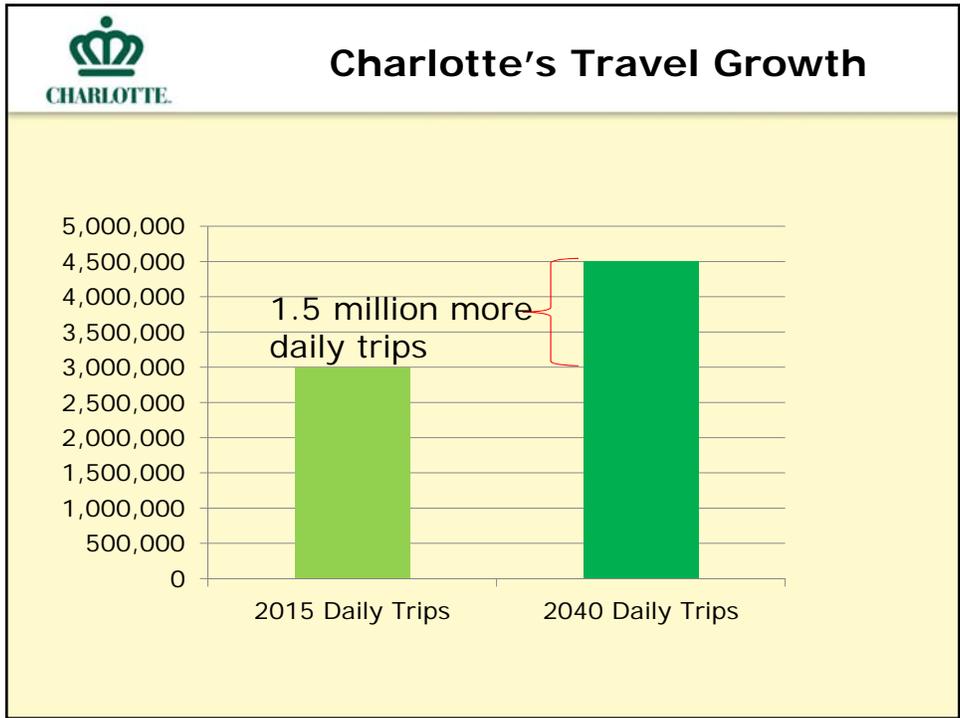
Each of these cities has a population of approximately 400,000



## What We Need to Do

- Maintenance
- Technology
- Safety
- Complete Streets
- Walkability
- Bicycle Travel
- Placemaking
- Preserve Opportunities





### Why?

- Maintenance
- Technology
- Safety
- Complete Streets
- Walkability
- Bicycle Travel
- Placemaking
- Preserve Opportunities

- Preserve assets
- Increase priority
- Keep pace with growth
- Provide more variety and choices



## Key Point

To build, maintain, and operate a travel network with safe options for pedestrians, bicyclists, transit riders, and motorists in our rapidly growing City – staff estimates \$5 billion in transportation investments will be needed over the next 25 years



## Maintenance

- 12-year resurfacing cycle
- 160 miles of sidewalk
- 100 miles of curb and gutter

**\$665,000,000**





## Technology

- New equipment at intersections
- Operate and upgrade Traffic Management Center
- Signs and markings
- Intelligent Transportation Systems
- New streetlights

**\$285,000,000**



## Safety

- Vision Zero philosophy (engineering, education, and enforcement) to reduce fatal crashes and serious injuries
- 40 projects that improve the safety for motorists, pedestrians, and bicyclists

**\$130,000,000**





## Complete Streets

- 100 arterial roadway projects for motorists, bicyclists, and pedestrians
  - 40 multimodal intersections
  - City-maintained bridge inspections every two years and 10 bridge replacements
  - 200 smaller-scale projects
- \$3,000,000,000**



## Walkability

- 250 miles of new sidewalks
  - Projects at 20 schools
  - 250 crossings at arterials
  - ADA retrofit projects
- \$405,000,000**





## Bicycle Travel

- 250 miles of new bikeways, including buffered bike lanes and off-street paths
- 80 low-cost bike/ped connections

**\$100,000,000**



## Placemaking

- Station area projects in 2 rapid transit corridors
- Projects in 5 mixed-use activity centers
- 100-150 traffic calming projects
- 20-25 streetscape/pedscape projects
- 20 area plan projects

**\$330,000,000**





## Preserve Opportunities

- Design/preliminary engineering for selected future projects
- Advance acquisition to preserve parcels for right-of-way
- Leverage funds with private developers and State to create better projects and travel networks

**\$195,000,000**



## 25-Year Expenditure Plan

Categories of Investments	\$
Maintenance	\$665,000,000
Technology	\$285,000,000
Safety	\$130,000,000
Complete Streets	\$3,000,000,000
Walkability	\$405,000,000
Bicycle Travel	\$100,000,000
Placemaking	\$330,000,000
Preserve Opportunities	\$195,000,000
<b>TOTAL</b>	<b>\$5,000,000,000</b>



## Questions? Comments?



Each of these cities has a population of approximately 400,000



## Next Steps for the TAP

- **Fall 2016**
  - Ongoing public involvement
  - Review revenue options
  - Committee's endorsement
- **Winter 2017**
  - Council adoption



**Proposed 25-Year Expenditure Plan,  
Sorted by Cost**

Program	To be accomplished during 25-year TAP timeframe	Total Expenditures	Cumulative Percentage
Major Street Projects	Construct 100 multimodal arterial roadway projects by adding travel lanes, bicycle facilities and sidewalks	\$ 2,500,000,000	48.7%
Street Resurfacing	Maintain 12-year resurfacing cycle	\$ 638,000,000	61.2%
Sidewalk and Pedestrian Safety Projects	Construct 250 miles of new sidewalks and 250 crossings at arterials	\$ 355,000,000	68.1%
Intersection Projects	Upgrade 40 intersections by adding lanes and crosswalks	\$ 330,000,000	74.5%
Centers and Corridors Implementation: Corridors	Complete station area projects in 2 rapid transit corridors	\$ 140,000,000	77.3%
Transportation Safety Projects and Strategies	Implement Vision Zero philosophy (engineering, enforcement, education) to reduce fatal crashes and serious injuries; Construct 40 projects that enhance the safety of motorists and other travelers	\$ 130,000,000	79.8%
Neighborhood Livability Projects	Construct 100-150 traffic calming/placemaking projects; Construct 20-25 streetscape/pedscape projects	\$ 120,000,000	82.1%
Advance Planning & Right-of-Way Acquisition	Prepare design/preliminary engineering for specified future projects and use advance acquisition to preserve parcels necessary for ROW	\$ 115,000,000	84.4%
Bicycle and Pathway Projects	Construct 250 miles of new bikeways, including buffered bike lanes and off-street paths, and 60-80 bike/ped connections	\$ 100,000,000	86.3%
Traffic Control Device Upgrades	Replace equipment at existing signalized intersections (815), and install new equipment at additional 325 intersections; Upgrade Traffic Management Center technology; Replace signs and markings to meet higher visibility standard; Install Accessible Pedetrian Signal devices for visually impaired persons at 500 intersections; Upgrade signage and signals at 600 pedestrian crossings	\$ 100,000,000	88.3%
Spot Capacity Projects	Construct 200 low-cost projects such as turn lanes, pedestrian refuge islands, and bicycle infrastructure	\$ 100,000,000	90.2%
Intelligent Transportation Systems	Improve traffic flow on arterials by using management and operations techniques including signal coordination, ITS deployment, and upgrading and replacing system components	\$ 92,500,000	92.0%
Bridges	Inspect city-maintained bridges (currently 208) every two years and make repairs as necessary; replace 10 bridges	\$ 88,000,000	93.8%
Railroad Grade Crossings	Implement projects on priority locations of railroad grade crossings. Install new crossing infrastructure to implement "quiet zones"	\$ 73,000,000	95.2%
Centers and Corridors Implementation: Centers	Implement projects in 5 mixed-use activity centers	\$ 50,000,000	96.2%
State Transportation Participation	Leverage public funds with State funds to create better travel networks, including railroad projects, sidewalks and street lighting	\$ 40,000,000	96.9%
Public-Private Participation	Leverage public funds with private developers to create better projects	\$ 40,000,000	97.7%
ADA Implementation	Build ADA retrofit projects	\$ 30,000,000	98.3%
Area Plan Capital Projects	Implement projects in 20 areas with recent Area Plans	\$ 20,000,000	98.7%
Street Lighting	Install new streetlights on the 125 miles of thoroughfares that are not presently illuminated	\$ 20,000,000	99.1%
Safe Routes to School Projects	Implement projects at 20 schools	\$ 20,000,000	99.5%
Sidewalk Maintenance	Replace 160 miles of sidewalk	\$ 16,000,000	99.8%
Curb and Gutter Maintenance	Replace 100 miles of curb & gutter	\$ 11,000,000	100.0%
<b>PROPOSED GRAND TOTAL</b>		<b>\$ 5,128,500,000</b>	

Figure X  
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**City of Charlotte**  
**25-Year Expenditures for Transportation Action Plan (TAP)**

Action Category	Outcome to be accomplished during 25-year TAP timeframe	Expenditures
<b>Maintenance</b>		
Street Resurfacing	Maintain 12-year resurfacing cycle	\$ 638,000,000
Sidewalk Maintenance	Replace 160 miles of sidewalk	\$ 16,000,000
Curb and Gutter Maintenance	Replace 100 miles of curb & gutter	\$ 11,000,000
<b>Maintenance Total</b>		<b>\$ 665,000,000</b>
<b>Safety</b>		
Transportation Safety Projects and Strategies	Implement Vision Zero philosophy (engineering, enforcement, education) to reduce fatal crashes and serious injuries; Construct 40 projects that enhance the safety of motorists and other travelers	\$ 130,000,000
<b>Safety Total</b>		<b>\$ 130,000,000</b>
<b>Technology</b>		
Traffic Control Device Upgrades	Replace equipment at existing signalized intersections (815), and install new equipment at additional 325 intersections; Upgrade Traffic Management Center technology; Replace signs and markings to meet higher visibility standard; Install Accessible Pedetrian Signal devices for visually impaired persons at 500 intersections; Upgrade signage and signals at 600 pedestrian crossings	\$ 100,000,000
Intelligent Transportation Systems	Improve traffic flow on arterials by using management and operations techniques including signal coordination, ITS deployment, and upgrading and replacing system components	\$ 92,500,000
Railroad Grade Crossings	Implement projects on priority locations of railroad grade crossings. Install new crossing infrastructure to implement "quiet zones"	\$ 73,000,000
Street Lighting	Install new streetlights on the 125 miles of thoroughfares not presently illuminated	\$ 20,000,000
<b>Technology Total</b>		<b>\$ 285,500,000</b>
<b>Complete Streets</b>		
Major Street Projects	Construct 100 multimodal arterial roadway projects by adding travel lanes, bicycle facilities and sidewalks	\$ 2,500,000,000
Intersection Projects	Upgrade 40 intersections by adding lanes and crosswalks	\$ 330,000,000
Spot Capacity Projects	Construct 200 low-cost projects such as turn lanes, pedestrian refuge islands, and bicycle infrastructure	\$ 100,000,000
Bridges	Inspect city-maintained bridges (currently 208) every two years and make repairs as necessary; replace 10 bridges	\$ 88,000,000
<b>Complete Streets Total</b>		<b>\$ 3,018,000,000</b>
<b>Walkability</b>		
Sidewalk and Pedestrian Safety Projects	Construct 250 miles of new sidewalks and 250 crossings at arterials	\$ 355,000,000
ADA Implementation	Build ADA retrofit projects	\$ 30,000,000
Safe Routes to School Projects	Implement projects at 20 schools	\$ 20,000,000
<b>Walkability Total</b>		<b>\$ 405,000,000</b>

Figure X  
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**City of Charlotte**  
**25-Year Expenditures for Transportation Action Plan (TAP)**

Action Category	Outcome to be accomplished during 25-year TAP timeframe	Expenditures
<b>Bicycle Travel</b>		
Bicycle and Pathway Projects	Construct 250 miles of new bikeways, including buffered bike lanes and off-street paths, and 60-80 bike/ped connections	\$ 100,000,000
<b>Bicycle Travel Total</b>		<b>\$ 100,000,000</b>
<b>Placemaking</b>		
Centers and Corridors Implementation: Corridors	Complete station area projects in 2 rapid transit corridors	\$ 140,000,000
Neighborhood Livability Projects	Construct 100-150 traffic calming/placemaking projects; Construct 20-25 streetscape/pedscape projects	\$ 120,000,000
Centers and Corridors Implementation: Centers	Implement projects in 5 mixed-use activity centers	\$ 50,000,000
Area Plan Capital Projects	Implement projects in 20 areas with recent Area Plans	\$ 20,000,000
<b>Placemaking Total</b>		<b>\$ 330,000,000</b>
<b>Preserve Opportunities</b>		
Advance Planning & Right-of-Way Acquisition	Prepare design/preliminary engineering for specified future projects and use advance acquisition to preserve parcels necessary for ROW	\$ 115,000,000
Public-Private Participation	Leverage public funds with private developers to create better projects	\$ 40,000,000
State Transportation Participation	Leverage public funds with State funds to create better travel networks, including railroad projects, sidewalks and street lighting	\$ 40,000,000
<b>Preserve Opportunities Total</b>		<b>\$ 195,000,000</b>
<b>PROPOSED GRAND TOTAL</b>		<b>\$ 5,128,500,000</b>

Figure X  
Page 19 of 21



# Transit Oriented Development

## Implementation Update

Transportation & Planning Committee  
September 12 , 2016

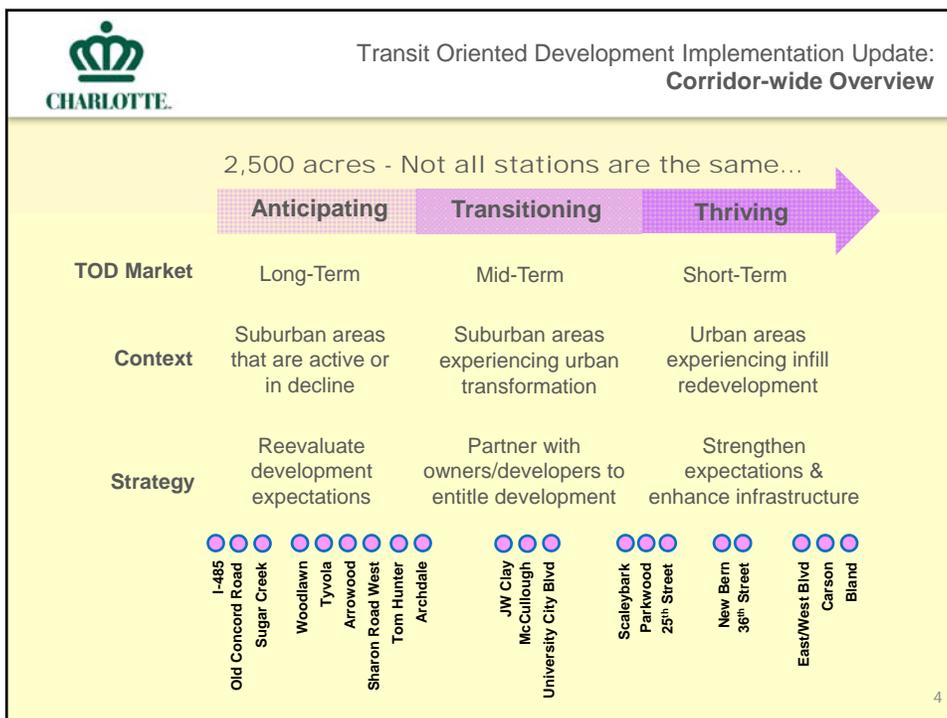
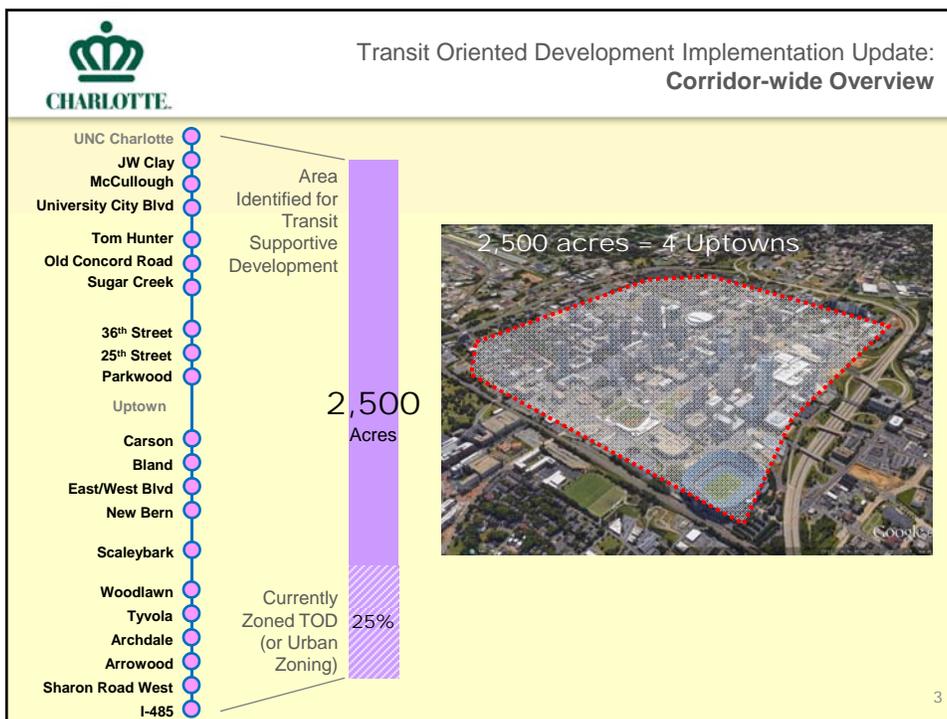


Transit Oriented Development Implementation Update:  
**Agenda**

# Agenda

- **Corridor-Wide Overview**
- **Zoning Implementation Tools**
- **University City TOD Update**
- **Next Steps**

2



 Transit Oriented Development Implementation Update:  
**Zoning Implementation Tools**

### TOD Zoning Implementation

Sponsored

- Developer initiated
- Fee waived - Incentivized initial corridor rezoning

- **Needed when TOD zoning was an unknown**

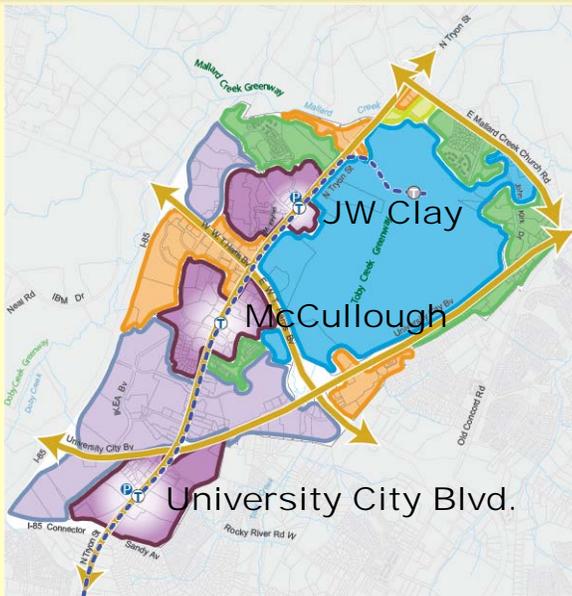
Corrective

- City initiated
- Intended to align zoning with adopted future land use

- **Cannot ensure site-specific conditions (e.g. streets)**
- **Could be premature to market (depending on station)**

5

 Transit Oriented Development Implementation Update:  
**University City Update**



The map displays the University City area with various transit corridors highlighted in yellow and orange. Key locations labeled include JW Clay, McCullough, and University City Blvd. Major roads like I-85, I-85 Connector, and University City Blvd are also shown.



Transit Oriented Development Implementation Update:  
University City Update

TOD Implementation Update



University City Boulevard

TOD Future Land Use:	125 ac
TOD Zoning:	34 ac

**On-going**

- McKinney Holdings Rezoning (15 acres)
- Joint Development discussions (CATS, Carolina States/Jane Wu, Arden/Parks)

**Key Landowners:**

- CATS, Carolina States/Jane Wu, Arden/Parks



Transit Oriented Development Implementation Update:  
University City Update

TOD Implementation Update



McCullough

TOD Future Land Use:	60 ac
TOD Zoning:	4 ac

**On-going**

- ATAPCO Rezoning (5 acres)
- University City CMPD Division Station Location & Development

**Key Landowners:**

- ATAPCO





Transit Oriented Development Implementation Update:  
**University City Update**

### TOD Implementation Update



JW Clay	
TOD Future Land Use:	53 ac
TOD Zoning:	2.4 ac

**On-going**

- University City Partners – Master Development Plan Study

**Key Landowners:**

- Casto, UNCC Foundation, CATS



Transit Oriented Development Implementation Update:  
**Next Steps & On-Going Activity**

## Next Steps & On-Going Activity

**University City TOD:**

- Continued partnership on entitlements & development
- Identify & utilize “corrective” rezoning selectively

**Corridor TOD:**

- Transit Supportive (TS) Overlay Text Amendment (Gold District)
- UNC-Chapel Hill TOD Study
- SouthEnd Strategic Plan Update (Center City Partners)
- Transit Oriented Development (TOD) Zoning District update

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**Transportation & Planning Committee**  
**Monday, September 12, 2016**  
**2:00 – 4:30 p.m.**  
**Charlotte-Mecklenburg Government Center**  
**Room 280**

**Committee Members:** Vi Lyles, Chair  
 John Autry  
 Patsy Kinsey  
 Greg Phipps  
 Kenny Smith

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

**AGENDA**

**I. Transportation Action Plan – 45 minutes**

*Resource:* Norm Steinman, Transportation

Staff will present information included in or related to the Transportation Action Plan (TAP) 5-year update. Staff will describe some of the results of the transportation survey, summarize key transportation policy themes included in the TAP, and explain the proposed 25-year expenditure plan.

*Action:* For information only

**II. Charlotte BIKES Status Update – 5 minutes**

*Resource:* Ben Miller, Transportation

Staff will provide a status report about the update of the City’s Bicycle Plan known as Charlotte BIKES. Staff will describe work to date, anticipated key topics, and the proposed schedule.

*Action:* For information only

**III. Blue Line TOD Implementation– 20 minutes**

*Resource:* Ed McKinney, Planning

Staff will provide an update on the implementation of adopted land use policies in transit station areas along the Blue Line light rail corridor, including on-going activities and potential corrective rezonings.

*Action:* For information only

**IV. Upcoming Topics – 5 minutes**

Topic	Meeting Date	Lead Dept.
North Tryon Vision Plan	October	Planning
Focus Area Plan (FAP)	October	Manager’s Office
Charlotte WALKS	November	CDOT
Traffic Calming Policy	TBD	CDOT
Transportation Action Plan (TAP)	On-going as needed	CDOT
Comprehensive Transportation Plan (CTP)	On-going as needed	CDOT
Charlotte BIKES	On-going as needed	CDOT
Community Character Update	On-going as needed	Planning
Unified Development Ordinance (UDO)	On-going as needed	Planning
Permitting and Inspection Process Review	On-going as needed	Manager’s Office

**Next Scheduled Meeting:** October 10 at 2:00 p.m.

Distribution: Mayor & City Council  
 Norm Steinman

Ron Kimble, Interim City Manager  
 Ben Miller

Executive Team  
 Ed McKinney

Transportation Cabinet



Charlotte City Council  
**Transportation & Planning Committee**  
Meeting Summary for October 10, 2016

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## COMMITTEE AGENDA TOPICS

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- I. Subject:**     **North Tryon Vision Plan**  
Action: Referred to City Council for public comment (all in favor)
- II. Subject:**     **Silver Line**  
Action: For information only
- III. Subject:**    **FY2018 Focus Area Plan**  
Action: For information only

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## COMMITTEE INFORMATION

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Present:           John Autry, Patsy Kinsey, Greg Phipps, Kenny Smith

Time:             2:04 p.m. – 3:25 p.m.

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## ATTACHMENTS

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Handouts  
Agenda

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## DISCUSSION HIGHLIGHTS

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Committee member Kinsey called the meeting to order at 2:04 p.m. and asked everyone in the room to introduce themselves.

### Questions & Answers

- I.     North Tryon Vision Plan**  
*Grant Meacci, Planning*  
*Ed McKinney, Planning*

McKinney: Today we are giving you a brief overview of the North Tryon Vision Plan. Planning staffs have facilitated the core group of Charlotte Center City Partners, Foundation for the Carolinas, the City of Charlotte and a broad spectrum of public and private partners that have

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# Transportation & Planning Committee

Meeting Summary for October 10, 2016

Page 2 of 3

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taken the 2020 Plan and devised a more strategic set of ideas and recommendations about how to implement the Plan in this part of Uptown. With that, I'll turn the presentation over to Grant Meacci.

Smith: There are a lot of folks that just hang out at the side of the library, which is not very inviting for people with small children to walk through. How do we work to have that public space be open and inviting and not sealed off?

Meacci: A lot of that has to do with design. Public space that's designed well can allow all those people to cohabitate without feeling uncomfortable.

Phipps: Is the whole Vision area within the confines of the Uptown MSD?

Meacci: Yes.

Smith: Are we looking more at how we set up the streets and connection points, and then the private sector comes in and decides where retail or multi-family will go? How are we figuring out that mix?

Meacci: The Plan really focuses on the form and element of great design to promote the infill we want to see.

Kinsey: Is this more form-based?

McKinney: Yes.

Motion by Committee member Smith and seconded by Committee member Autry to refer the North Tryon Vision & Implementation Plan to City Council for public comment. Motion carried.

## II. Silver Line

*David McDonald, CATS*

Kinsey: Are you saying there would be room to put a rail trail (See slide 12 of the attached Lynx Silver Line Southeast Corridor Study presentation)?

McDonald: Yes.

Phipps: What funding sources have been identified, and what is the timeline?

McDonald: It's unfunded. The MTC will look at this.

(Committee member Smith left the meeting at 3:11.)

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# Transportation & Planning Committee

Meeting Summary for October 10, 2016

Page 3 of 3

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### **III. FY2018 Focus Area Plan**

*Debra Campbell, City Manager's Office*

Phipps: So, are the measurements going to be part of the new format?

Campbell: Yes. We feel it's important that you can cross check what we're actually doing with your focus area initiatives. We'll ask that this Committee approve the FAP in November, and it will go to the full Council in December.

The meeting adjourned at 3:25.



## Purpose



### 2020 Vision Plan Focus Area

- More detailed planning
- Development strategy
- A great destination built around arts, cultural & educational venues

3



## Study Area

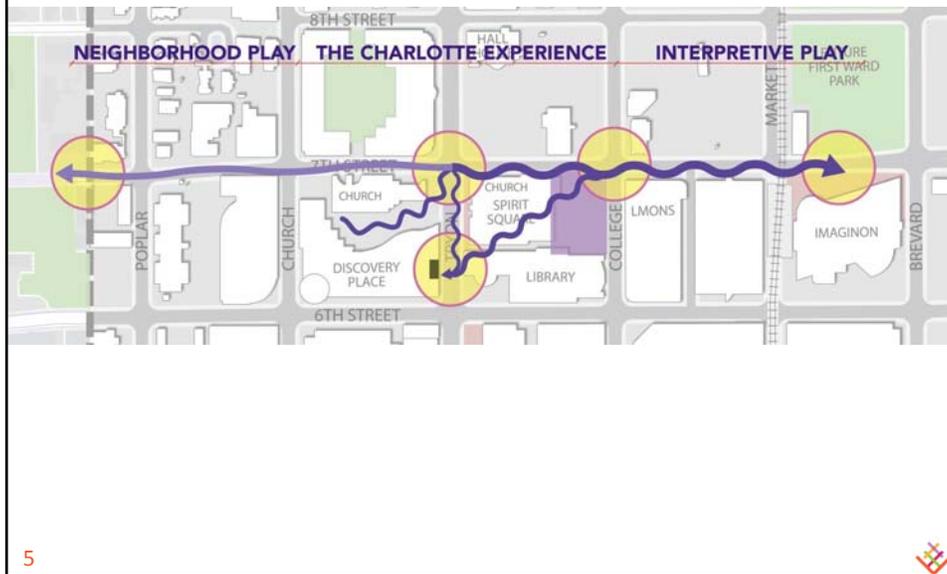


- 60 acres
- 2 major land owners
- Great destination & neighborhood

4



## 7th Street Cultural Corridor



## North Tryon Momentum



- First Ward Park
- Blue Line extension with new 9<sup>th</sup> Street Station
- Skyhouse apartment towers
- Levine Properties urban village including hotel & housing
- Carolina Theatre redevelopment

6



## Great cities create the context for tomorrow's vibrancy



- Peerless opportunity
- Timing is important
- Balance long-term stability with short-term activation

7



## North Tryon is a place...

Where curiosity begins.

Knowledge is advanced.

Innovation lives.

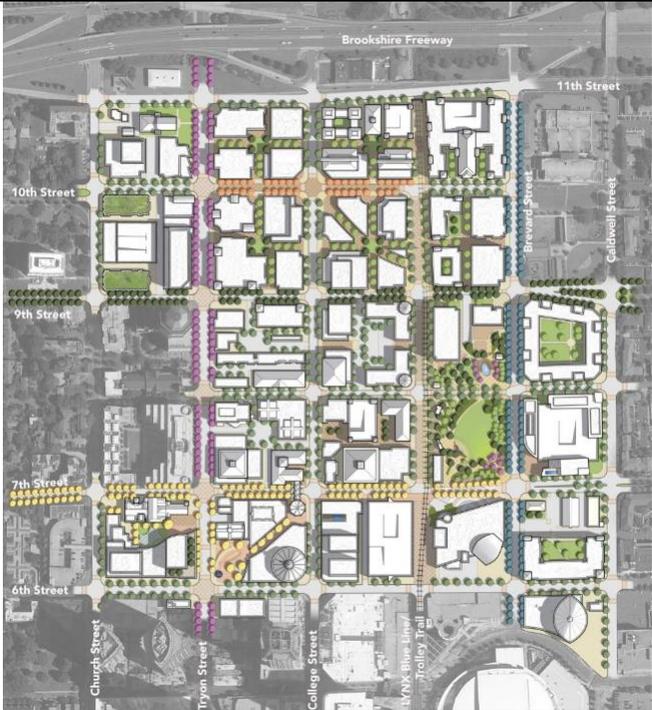


### Goals

<p>WORK</p>  <p>JOBS &amp; ECONOMIC VITALITY</p>	<p>MAKE</p>  <p>CREATIVE &amp; FLEXIBLE DESIGN</p>	<p>LEARN</p>  <p>LEARNING LABORATORY</p>
<p>LIVE</p>  <p>DIVERSE &amp; INCLUSIVE NEIGHBORHOOD</p>	<p>PLAY</p>  <p>CURATED &amp; SPONTANEOUS EXPERIENCES &amp; PROGRAMMING</p>	<p>ENGAGE</p>  <p>CIVIC PARTICIPATION &amp; ENGAGEMENT</p>

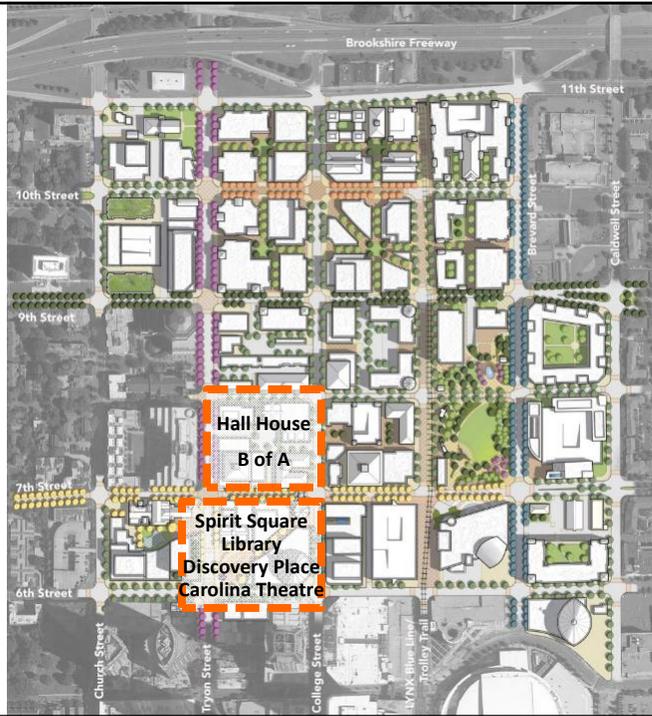
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### Catalyst Sites



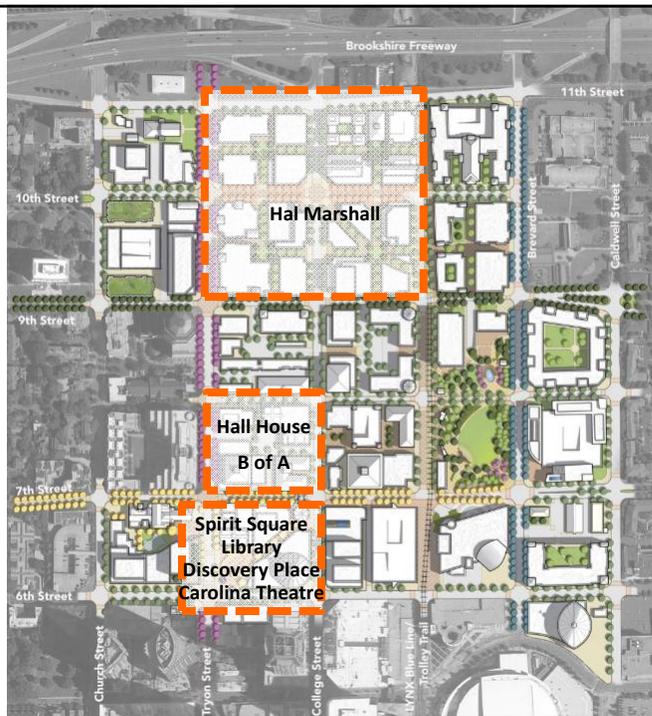
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### Catalyst Sites



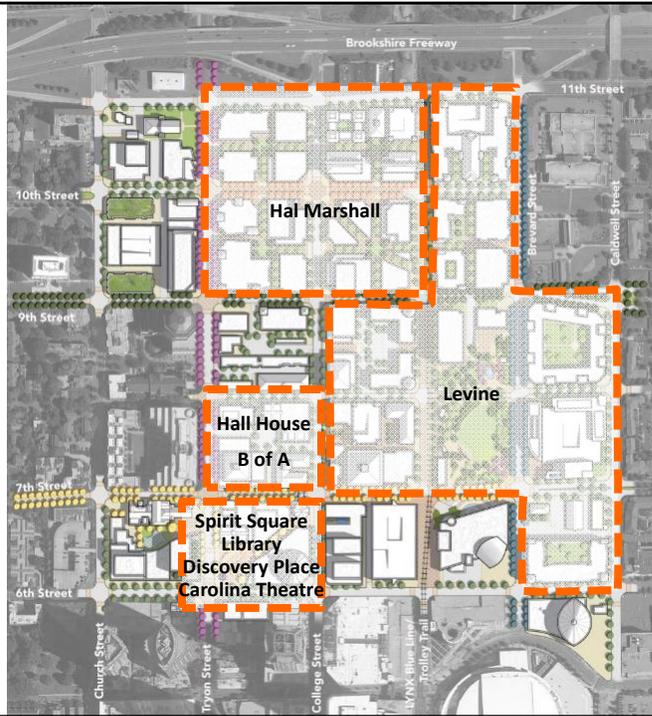
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### Catalyst Sites



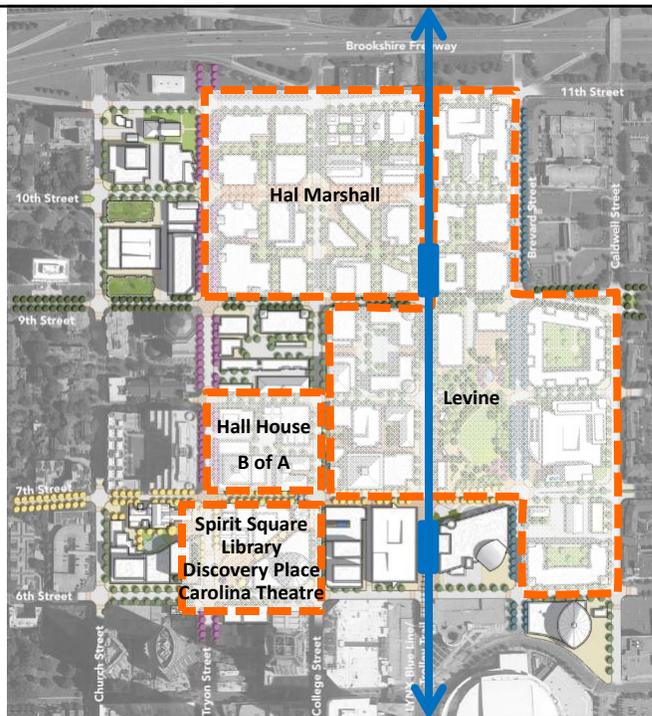
12

### Catalyst Sites



13

### Catalyst Sites



14

## Two Block Strategy

### Library | Spirit Square | Hall House



- Center stage for collaborative programming
- Innovative public gathering space
- State-of-the-art technology for “plug and play” experiences

15



## Sixth & Tryon Steering Committee



- Building on the Main Library Reinvention Committee’s work
- Scope expanded to the full block
- Engaged DaVinci Development to recommend executable development strategy
- Moving forward with geotechnical testing, consolidation of the developable entity

16



## Carolina Theatre



17

## Discovery Place



18

**Looking North on Tryon at 6<sup>th</sup>**



19

**Tryon Street Rendering  
with Parklets**



20

## Tryon Street Rendering with Parklets & Street Festival



21

## Hal Marshall site



- Bridge Fourth & First Wards
- Small-scale & comfortable urban design
- Alleyways & paseos
- Premier TOD site in the city
- Connect North Tryon to Applied Innovation Corridor

22



### Hal Marshall Site Analogs



23

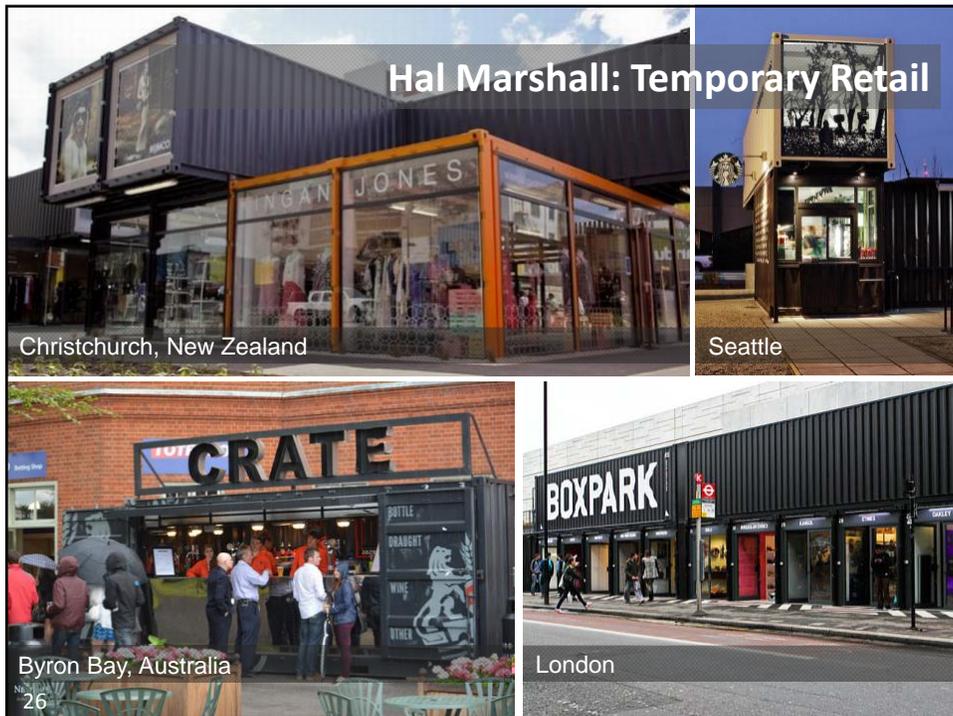
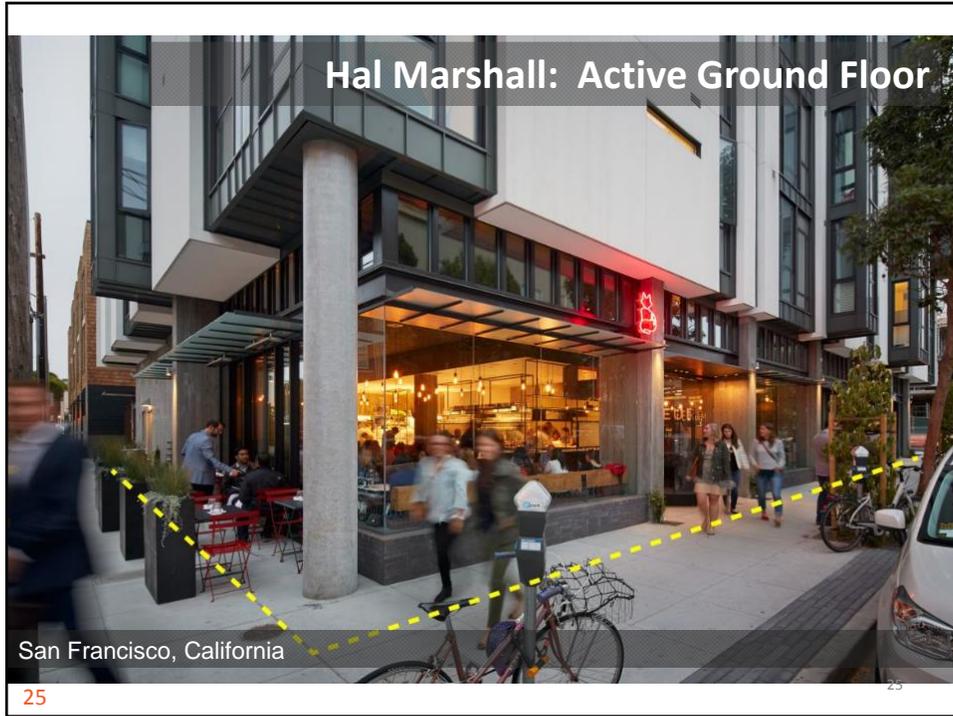


### Hal Marshall Site Analogs



24

24



## Levine Properties



- Housing units: ownership/rental opportunities
- Market Street: premier retail corridor that serves First Ward Park, Blue Line riders, offices & residents
- Opportunity for shared parking across all Levine-controlled sites

27



## Looking East on 9th between Tryon & College



28



### Looking East on 9th between Tryon & College



29



### Looking East on 10th between Church & Tryon



30



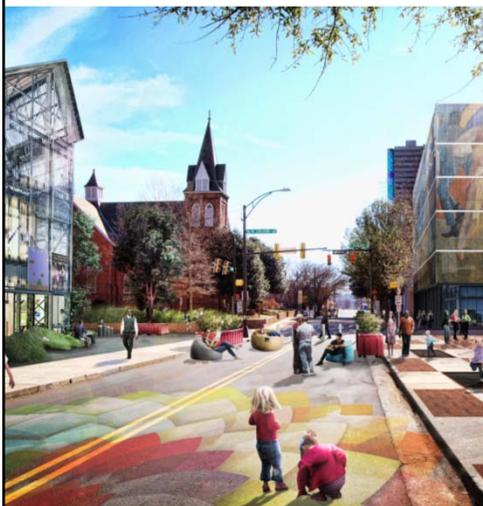
## Looking East on 10th between Church & Tryon



31



## Top Five Strategies



1. Implementation organization
2. Interim programming & activation
  - Underutilized & vacant space
3. Coordinated, shared district parking strategy
4. Plan for affordable housing
5. Lighting & public art

32

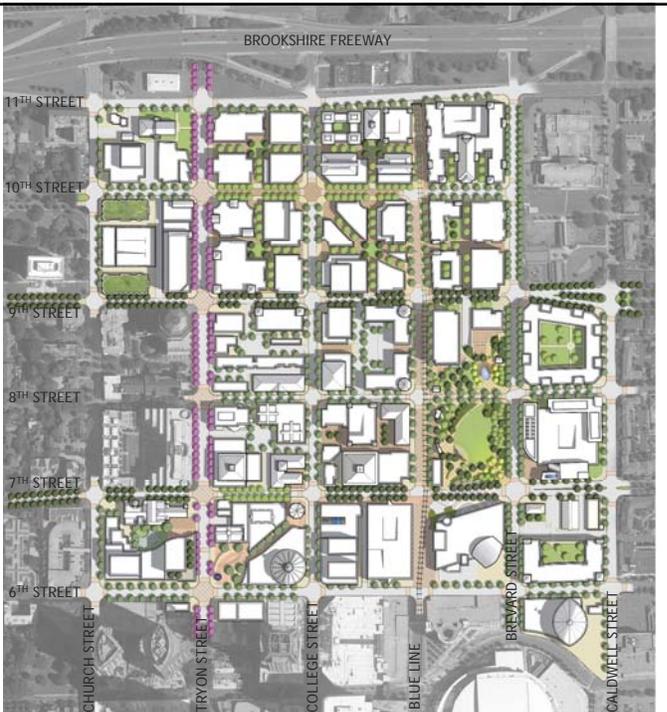


## Requested Action

Refer to Council for public comment



Thank you!



**LYNX Silver Line  
Southeast Corridor  
Study  
Staff Recommendation**

**Charlotte City Council  
TAP Committee**

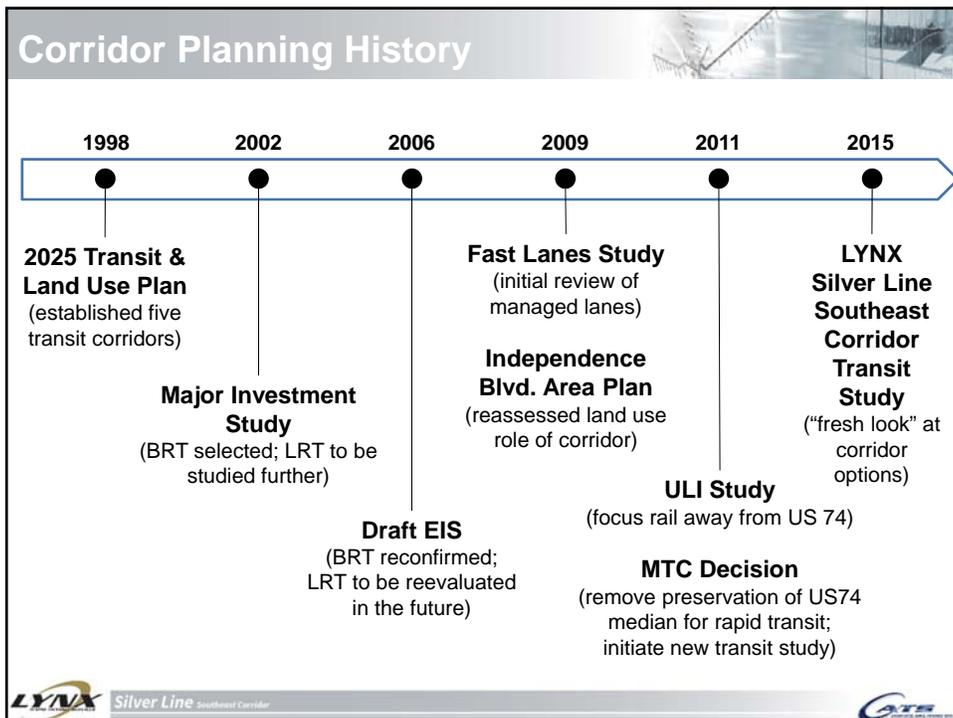
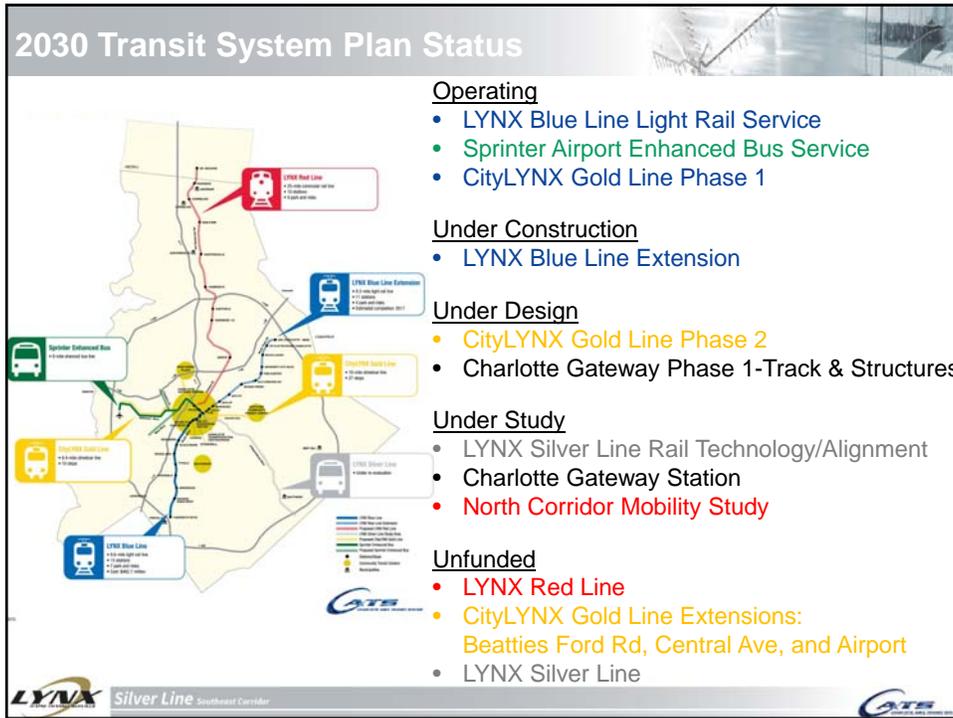
**October 10, 2016**



The map displays the Charlotte Southeast Corridor with various transit lines and stations. Key locations labeled include Charlotte, Mint Hill, Matthews, and Stallings. The map shows several colored lines representing different transit options, with station markers labeled 'TC' and 'P'. The LYNX logo is in the bottom left, and the CATS logo is in the bottom right.

- On September 12, CATS provided an overview of the LYNX Silver Line Staff Recommendation to Council
- Council referred to TAP Committee for more discussion.
- CATS presented to MTC for information on September 26.
- MTC will take action on October 26.
- Today will review planning process and recommended preferred alignment and next steps in the process.

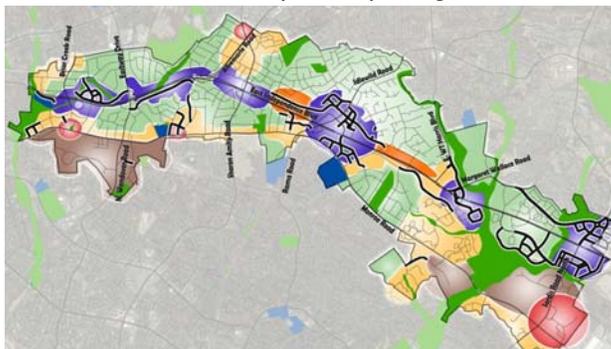




## Independence Boulevard Area Plan

Adopted by Charlotte City Council May 23, 2011

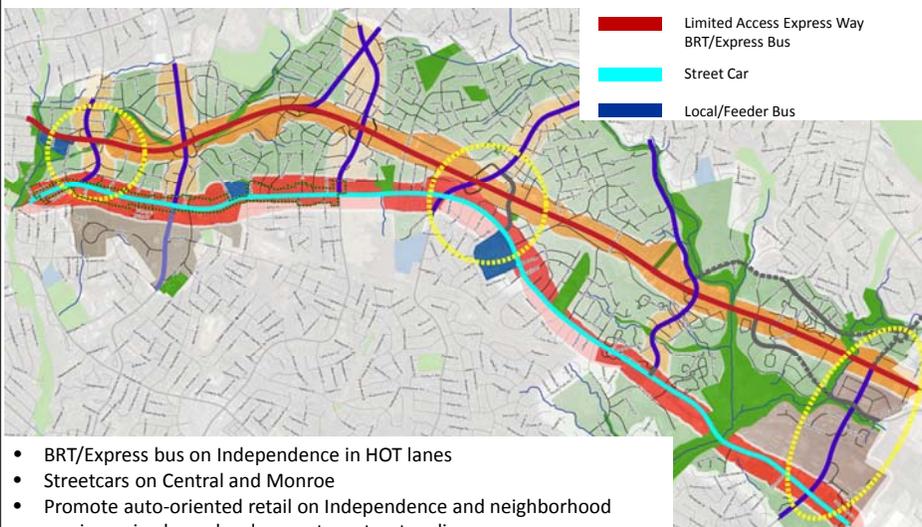
**KEY PLAN ASSUMPTION: Area Plan DOES NOT reconsider transportation planning decisions**



- |                                       |  |
|---------------------------------------|--|
| 1. Strengthen and Build Neighborhoods | 5. Leverage Opportunities                              |
| 2. Create Nodes                       | 6. Provide Transportation Choices                      |
| 3. Reclaim/Showcase Natural Systems   | 7. Balance Neighborhood, Community, and Regional Needs |
| 4. Orient Toward Monroe and Central   | 8. Define U.S. 74/Transportation Vision                |



## Key ULI Recommendations



- BRT/Express bus on Independence in HOT lanes
- Streetcars on Central and Monroe
- Promote auto-oriented retail on Independence and neighborhood serving, mixed-use development on streetcar lines



## Study Goals



- Define a **rail fixed guideway alignment** (not in the median of Independence Blvd.)
- Provide an interim **bus transit strategy** that utilizes the future express lanes
- Develop strategies to **protect and preserve** the rail alignment

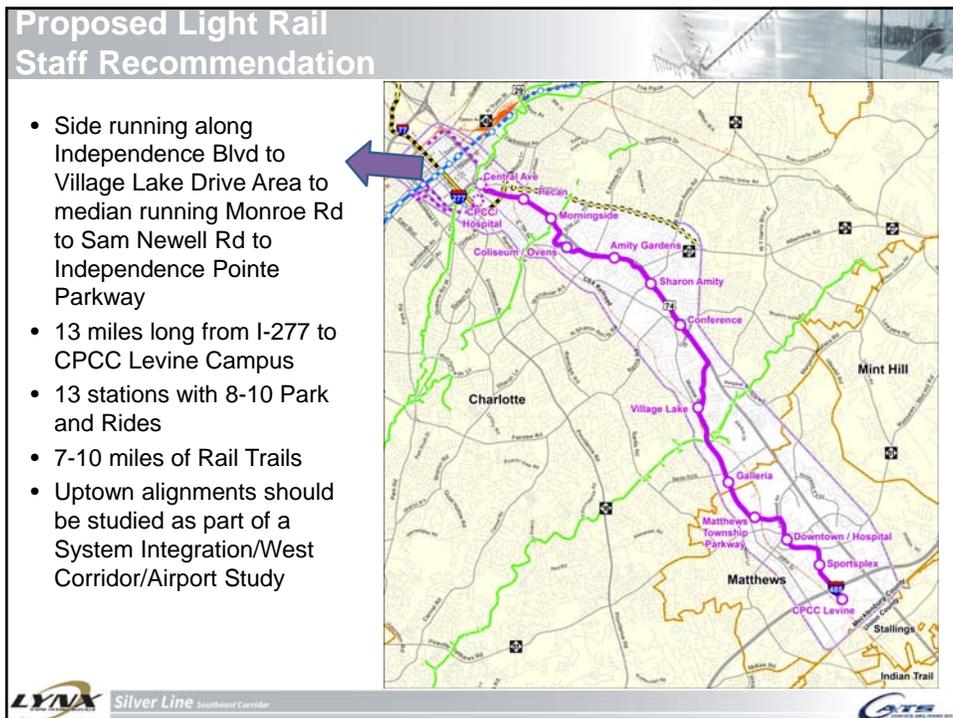
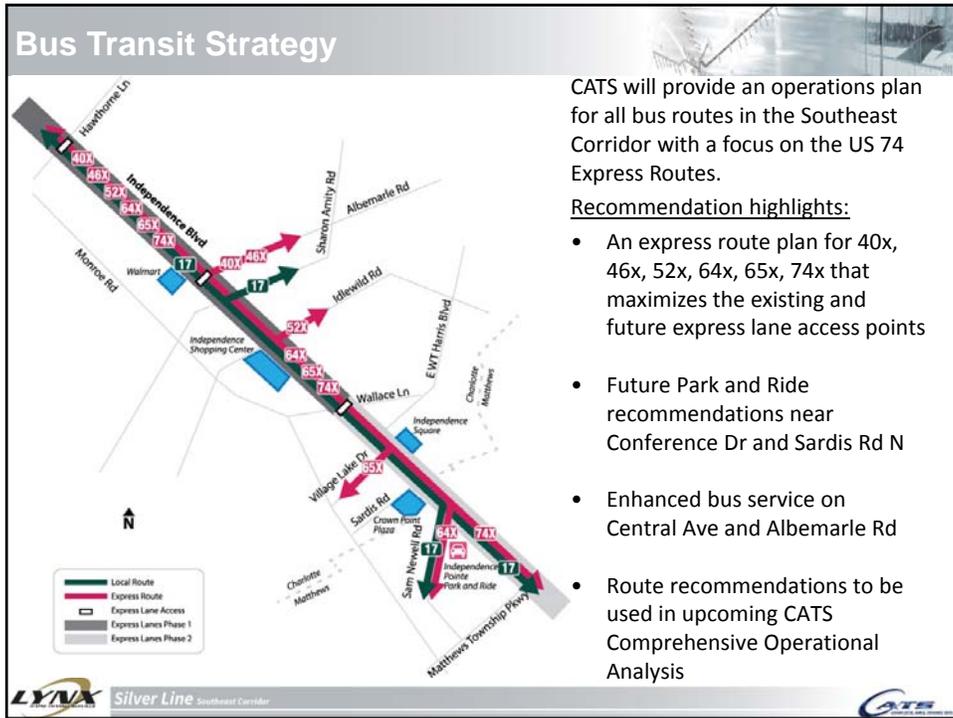
**LYNX** Silver Line Southeast Corridor **OTR**

## Engagement Summary

Public Outreach  
Over 1,000 meeting attendees  
61 neighborhood and public meetings



**LYNX** Silver Line Southeast Corridor **OTR**



# What is possible?



# LYNX Blue Line with Rail Trail



**Independence Blvd. East of Wendover Road**



**Independence Blvd. East of The Plaza**





### Station Area Planning

Unified Development Ordinance provides opportunity for new dialogue about Monroe Rd

Staff Recommendation strengthens the Independence Blvd Area Plan land use vision

Emerging Monroe Road node at Idlewild Road and Conference Drive

New station area opportunities in Charlotte and Matthews along Monroe Road.

**LYNX** Silver Line Southeast Corridor

## Corridor Preservation

**Coordination is critical, further design will be needed.**

- CityLYNX Gold Line**
- Monroe Road Streetscape**
- Land Acquisition and Street Connections**
- NCDOT**
- Independence Blvd. Projects**
- U-209B Expressway Conversion
- U-5526 Express Lanes Conversion
- U-2509 Widening and Express Lanes
- Little Sugar Creek Greenway / US74 Connectivity Study**
- Sidewalk and Bikeway Improvements**
- Charlotte and Matthews Land Use Coordination**

**LYNX Silver Line Southeast Corridor**

## Corridor Preservation

- What specific destinations to serve; Charlotte Gateway Station, CPCC, Arena/ Convention Center, Stonewall Corridor?
- How to integrate with LYNX Blue Line?
- How to integrate with future West Corridor to the Airport?
- Development projects need uptown alignment defined.

**LYNX Silver Line Southeast Corridor**





## Transportation & Planning

### **FY2016 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 sound land use planning and continued transportation investment will provide lifestyle, employment and travel choices. This approach will enable Charlotte to accommodate growth, enhance quality of life and increase Charlotte’s prominence 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.
- Provide the necessary transportation infrastructure to increase Charlotte’s presence as a global freight and logistics hub, particularly at Charlotte Douglas International Airport.
- Implement the foundational principles of the Centers Corridors and Wedges Growth Framework, the Transportation Action Plan and the 2030 Transit Systems Plan.

<b>FY2016 Initiatives</b>	<b>Key Indicators</b>
Establish public and private sector partnerships to achieve effective transportation and land use results which support economic development and livability	<ul style="list-style-type: none"> <li>• Continue to coordinate with partners to advance multimodal transportation projects (i.e., streets, transit, bikeways, and sidewalks) in the Charlotte area</li> <li>• In conjunction with CRTPO and other regional and local stakeholders, begin to apply CONNECT’s regional growth framework to link development patterns with transportation investments</li> </ul>
Engage the community to support the City’s land use and transportation goals to create more mixed-use places and neighborhoods connected by more travel choices	<ul style="list-style-type: none"> <li>• Expand community engagement opportunities and techniques to increase the community’s awareness and understanding of the City’s transportation and land use goals, and adopted policies such as the Centers Corridors &amp; Wedges Growth Framework, the 2030 Transit System Plan, and the Transportation Action Plan</li> </ul>
Implement the Centers Corridors and Wedges Growth Framework, the 2030 Transit System Plan and Transportation Action Plan	<ul style="list-style-type: none"> <li>• Continue to implement the Centers Corridors and Wedges Growth Framework, the 2030 Transit System Plan and Transportation Action Plan</li> <li>• Develop and implement area plans and other policies that help to guide growth and development</li> <li>• Begin to update the City’s Zoning Ordinance to effectively implement the City’s land use, design, and transportation policies</li> </ul>
Implement land use and transportation decisions that increase safety, livability, transportation choices and enhance economic growth	<ul style="list-style-type: none"> <li>• Continue to position Charlotte as a global freight and logistics hub by implementing appropriate infrastructure projects</li> <li>• Implement the projects and programs identified in the Community Investment plan to enhance livability, transportation choices and job growth</li> <li>• Improve Charlotte’s walkability and bicycle-friendliness through various initiatives, including Charlotte Walks and the 5-year update of the Bicycle Plan</li> <li>• Monitor and seek to decrease intersection crash rates citywide</li> <li>• Improve citywide pavement conditions</li> </ul>
Seek all types of financial resources and funding partnerships necessary to implement transportation programs and services	<ul style="list-style-type: none"> <li>• Develop long-term funding strategy for transportation and community place-making projects as part of 5-year update of TAP</li> <li>• Collaborate with legislative partners and stakeholders to consider new revenue sources discussed in the Transit Funding Workgroup Report</li> </ul>
Refine the regulatory system	<ul style="list-style-type: none"> <li>• Implement recommendations from the permitting and development review report.</li> </ul>

**Transportation & Planning Committee**  
**Monday, October 10, 2016**  
**2:00 – 4:30 p.m.**  
**Charlotte-Mecklenburg Government Center**  
**Room 280**

**Committee Members:** Vi Lyles, Chair  
John Autry  
Patsy Kinsey  
Greg Phipps  
Kenny Smith

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

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**AGENDA**

**I. North Tryon Vision Plan – 20 minutes**

*Resource:* Ed McKinney, Planning

Staff will present an overview of the *North Tryon Vision & Implementation Plan*. This *Plan* builds upon the *2020 Center City Vision Plan* and establishes a vision to catalyze and sustain growth and development in this area of Charlotte's Uptown. The planning process began in late summer of 2014 and concluded in fall of 2015, led by Charlotte Center City Partners, the Foundation for the Carolinas and the Planning Department. The *Plan* is available digitally at [www.northtryon.org](http://www.northtryon.org).

*Action: Refer to City Council for public comment.*

**II. Silver Line – 15 minutes**

*Resource:* Jason Lawrence, CATS

Staff will present detailed information about the LYNX Silver Line alignment, public engagement efforts, and next steps. The Metropolitan Transit Commission (MTC) received staff recommendations at their September 28, 2016 meeting. The MTC will vote on that recommendation at their October 26, 2016 meeting.

*Action: For information only*

**III. FY2018 Focus Area Plan – 30 minutes**

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

The Committee will review and discuss the proposed draft FY2018 Transportation & Planning Focus Area Plan.

*Action:* None

Attachment: 1. Draft FY18 Focus Area Plan

**IV. Upcoming Topics – 5 minutes**

<b>Topic</b>	<b>Meeting Date</b>	<b>Lead Dept.</b>
Charlotte WALKS	November	CDOT
Traffic Calming Policy	TBD	CDOT
Transportation Action Plan (TAP)	On-going as needed	CDOT
Comprehensive Transportation Plan (CTP)	On-going as needed	CDOT
Charlotte BIKES	On-going as needed	CDOT
Community Character Update	On-going as needed	Planning
Unified Development Ordinance (UDO)	On-going as needed	Planning
Permitting and Inspection Process Review	On-going as needed	Manager's Office

**Next Scheduled Meeting:** November 14 at 2:00 p.m.

## Transportation & Planning

### FY2018 Strategic Focus Area Plan

“Charlotte will be a vibrant, livable city where residents of all income levels have convenient transportation, access to employment, services, and housing choices.”

Effective planning and continued transportation investments will enable Charlotte to accommodate growth, enhance quality of life and ensure the continuation of a vibrant, growing economy. The City will continue to integrate land use, urban design, and transportation decisions that maintain mobility to create more places and neighborhoods throughout Charlotte that are walkable, transit-oriented, and bicycle-friendly.

Objectives WHAT?	Strategies HOW?
<i>Accommodate and Support Growth</i>	Implement the Centers, Corridors, and Wedges Growth Framework, the 2030 Transit System Plan and the Transportation Action Plan
	*Prepare and adopt Place Type Policies and an Unified Development Ordinance to direct the City’s land use, urban design, and transportation decisions (4B)
	Coordinate with partners to advance multimodal transportation projects (streets, transit, bikeways, and sidewalks)
	In conjunction with regional partners, review the regional growth framework to link development patterns with transportation investments (5C)
<i>Support a Vibrant and Growing Economy</i>	Develop the Charlotte Gateway Station project that serves regional public transit and rail services
	*Continue to position Charlotte as a global freight and logistics hub by investing appropriate rail and roadway projects (5E)
<i>Maintain and Support Charlotte’s Transportation Assets</i>	Develop a long-term funding strategy for transportation and community place-making projects as a part of the five-year update of the Transportation Action Plan
	Maintain a twelve-year resurfacing cycle
<i>Foster economic success for everyone in the community</i>	*Clarify policy guidance used in evaluating rezoning requests (4A)
	*Improve Charlotte’s mobility and accessibility by enhancing walkability and bicycle friendliness (5A)
	*Implement the projects and programs identified in the Community Investment Plan to enhance safety, livability, transportation choices, and job growth (4E)
	Implement the recommendations of the CATS bus system comprehensive review to increase access to transit and effectively deploy transit resources

\*Included in the Strategic Priorities Matrix

# Transportation & Planning

## FY2018 Strategic Focus Area Plan

### Performance

Objective	Strategy	Measure/Target	FY2016 Actual	FY2017 Year-To-Date
<i>Accommodate and Support Growth</i>	<p>Implement the Centers, Corridors, and Wedges Growth Framework, the 2030 Transit System Plan and the Transportation Action Plan</p> <p>*Prepare and adopt Place Type Policies and an Unified Development Ordinance to direct the City's land use, urban design, and transportation decisions (4B)</p>	<p>Four major arterial road projects completed per year</p> <p>Two major intersection improvements completed per year</p> <p>Complete initial draft of the Unified Development Ordinance</p> <p>Complete Place Type Policy Manual</p>	<p>Three major projects complete</p> <p>No major projects completed</p> <p>New measure in FY2018</p>	
<i>Support a Vibrant and Growing Economy</i>	<p>*Continue to position Charlotte as a global freight and logistics hub by implementing appropriate infrastructure projects (5E)</p> <p>Develop the Charlotte Gateway Station project that serves regional public transit and rail services</p>	<p>Fund transportation improvements through approved CIP projects</p> <p>Implement Area Plans</p> <p>Begin construction of Phase I track improvement</p> <p>Pursue funding for Phase II improvements</p>	<p>Advance preliminary planning report for Airport/West Corridor completed in August 2015</p> <p>New measures in FY2018</p>	Airport/West Corridor Road projects included in the 2016 Bond Referendum
<i>Maintain and Support Charlotte's Transportation Assets</i>	<p>Maintain Charlotte's transportation infrastructure consistent with the Transportation Action Plan's recommendations</p> <p>Maintain a twelve-year resurfacing cycle</p>	<p>Keep 95% of streetlights operational city-wide</p> <p>Perform preventative maintenance on 100% of traffic signals every two years</p> <p>Achieve pavement rating of 90.0 or above</p>	<p>95.41%</p> <p>100%</p> <p>82.0</p>	

<p><i>Foster economic success for everyone in the community</i></p>	<p>*Implement the projects and programs identified in the Community Investment Plan to enhance safety, livability, transportation choices, and job growth (4E)</p> <p>Implement the recommendations of the CATS bus system comprehensive review to increase access to transit and effectively deploy transit resources</p>	<p>Build 15 or more pedestrian safety and crossing projects per year</p> <p>Build 10 miles of new sidewalks and bikeways per year</p> <p>Conduct pedestrian safety awareness campaign</p> <p>Conduct and complete a comprehensive analysis of CATS bus route structure to connect more people to jobs and employment centers</p>	<p>42 pedestrian safety projects installed</p> <p>13.02 miles of sidewalk and 2.96 miles of bikeways</p> <p>Participated in the NC Watch for Me campaign</p> <p>New measure in FY2018</p>	
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\*Included in the Strategic Priorities Matrix