Presentation Topics

» MTP Overview

» Goals and Objectives

» Financial Projections

» Scenario Planning

» Other Regional Initiatives
MTP Overview

» CRTPO’s long-range plan

» Updated every four years

» Must be financially feasible

» Establishes multimodal transportation priorities for the next 20-plus years
## Schedule

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<tr>
<td><strong>2020</strong></td>
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<td>JUL</td>
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<td><strong>2021</strong></td>
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</table>
Ongoing Activities

- Public engagement will be ongoing to educate and encourage feedback at specific milestones

**Goals and Objectives**

**Financial Plan Assumptions**

**Virtual Kickoff Meeting**

**Roadway Project Ranking Methodology**

**Scenario Planning**

**Submission of Candidate Projects**

*NOVEMBER 2020* → *JANUARY 2021*
Proposed 2050 MTP Goals & Objectives

1. Provide, manage, and maintain a safe, efficient, and sustainable transportation system.

2. Promote an integrated, accessible, multimodal transportation system.

3. Develop transportation plans and policies that improve quality of life for residents, are sensitive to significant features of the natural and human environment, and encourage linkages between transportation and land use.

4. Promote equitable transportation options for the economically disadvantaged, minority, aging and disabled populations.

5. Lead, participate in, and encourage regional and statewide collaboration.

6. Support economic competitiveness by making transportation investment decisions that effectively utilize limited public resources, enhance system performance, and encourage opportunities for freight movement.

Comment Period: November 19 – December 31, 2020
Financial Projections

- Financial Projections required as an element of MTP by FHWA
- Covers all Modes
- Must be fiscally constrained in the context of anticipated future revenues

Coordinate with the City on the Charlotte Moves Recommendations
Scenario Planning

» WHAT: Evaluate “what-if” scenarios of potential changes in technology, growth patterns, and commuting patterns

» WHY: To educate staff and elected officials about potential outcomes and impacts

» WHEN: Before jurisdictions identify potential improvement projects for MTP’s consideration
Other Regional Initiatives

- CAV Task Force
- Master Plan
- ITS Advisory Committee
- CATS 2030 Transit Corridor System Plan
- Regional Freight Mobility Plan
- Transit Initiative Task Force
Project Website

2050mtp.org
Current & Upcoming Outreach

» Goals & Objectives comment period
  » Closes 12/31/20

» Virtual Kick-Off
  » December 17, 2020
  » 4:00 PM – 5:00 PM
MTP Video

Envisioning Our Transportation Future
CRTPO 2050 Metropolitan Transportation Plan
Questions?
Charlotte Moves Task Force

Roles & Responsibilities
Roles & Responsibilities

**Charlotte Moves Task Force**
- **Provides a platform for community input & dialog**

**Civic Engagement**
- **Public input on needs & appetite**

**Staff Support**
- **On-going coordination, communication & engagement**

**Determine Funding Needs**

**Assess Mobility Needs**

**Recommendation to Mayor**
- A funding strategy that could inform a 2021 voter decision

**City Council**
- Adopts policies from recommendations of Committees, Task Forces, Boards and Commissions, and the general public

**Vi Lyles**
- City of Charlotte Mayor

**25 Community Members**

**Chair: Mayor Harvey Gantt**
Transformational Mobility Network

WHAT IS IT?
“Charlotte will provide safe and equitable mobility options for all travelers regardless of age, income, ability, race, where they live, or how they choose to travel.

An integrated system of transit, bikeways, sidewalks, trails, and streets will support a sustainable, connected, prosperous, and innovative network that connects all Charlotteans to each other, jobs, housing, amenities, goods, services, and the region.”

- From Charlotte Future 2040 Plan
Funding Strategy

PROPOSED
<table>
<thead>
<tr>
<th>TIME &amp; DURATION</th>
<th>PROGRAM SCALE &amp; AMOUNT</th>
<th>FUNDING SOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction: 10+ Years</td>
<td>Total Program: $8 to $12 Billion</td>
<td>Primary New Sources:</td>
</tr>
<tr>
<td>Financing: 30 Years</td>
<td>Local Portion: $4 to $6 Billion</td>
<td>Transit Sales Tax</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dedicated Property Tax</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Partnerships:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sate &amp; Federal Grants</td>
</tr>
<tr>
<td></td>
<td></td>
<td>*Existing Sources:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Planned Capital Investment</td>
</tr>
</tbody>
</table>

Exact duration influenced by an agreed upon Financial Plan and construction program. Program Includes design, construction, operation, maintenance & financing.
## Recommended Funding Strategy

**Funding Source – Transit Sales Tax**

### FUNDING SOURCES

**TRANSIT SALES TAX**

### Potential Additional Revenue

<table>
<thead>
<tr>
<th>Rate Increase</th>
<th>Annual Revenue*</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.25%</td>
<td>$55 Mil</td>
</tr>
<tr>
<td>0.50%</td>
<td>$110 Mil</td>
</tr>
<tr>
<td>1.00%</td>
<td>$220 Mil</td>
</tr>
</tbody>
</table>

*Sales Tax currently at 7.25%  
*Actual influenced by volume and value of total transactions
<table>
<thead>
<tr>
<th>Sales Tax</th>
<th>City</th>
<th>Local Portion for Transit/Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.25%</td>
<td>Chicago</td>
<td>1.25% Transit</td>
</tr>
<tr>
<td>9.5%</td>
<td>Los Angeles</td>
<td>2.0% Transit &amp; Transportation</td>
</tr>
<tr>
<td>9.25%</td>
<td>Oakland</td>
<td>1.0% Transit &amp; Transportation</td>
</tr>
<tr>
<td>9.25%</td>
<td>Nashville</td>
<td>None No state income tax</td>
</tr>
<tr>
<td>8.9%</td>
<td>Atlanta</td>
<td>1.5% Transit</td>
</tr>
<tr>
<td>8.5%</td>
<td>San Francisco</td>
<td>1.0% Transit &amp; Transportation</td>
</tr>
<tr>
<td>8.31%</td>
<td>Denver</td>
<td>1.0% Transit</td>
</tr>
<tr>
<td>8.25%</td>
<td>Austin/Dallas/Houston</td>
<td>1.0% Transit, no state income tax</td>
</tr>
<tr>
<td>8.0%</td>
<td>Cleveland</td>
<td>1.0% Transit</td>
</tr>
<tr>
<td>7.5%</td>
<td>Durham</td>
<td>0.5% Transit</td>
</tr>
<tr>
<td><strong>7.25%</strong></td>
<td><strong>Charlotte</strong></td>
<td><strong>0.5% Transit</strong></td>
</tr>
<tr>
<td>7.25%</td>
<td>Raleigh</td>
<td>0.5% Transit</td>
</tr>
</tbody>
</table>
Recommended Funding Strategy
Funding Source – Transit Sales Tax

Characteristics
- Assessed Rate: 0.5%
- Ave Growth: 3.58%/Yr.
- Designated Use: Design, Construction, Operations

FUNDING SOURCES
TRANSIT SALES TAX

Transit Sales Tax Actuals in Thousands
$107,779,000

- Roadway
- Bicycle
- Pedestrian
- Greenway
- Bus Priority
- Rapid Transit

Charlotte Moves
Transformational Mobility Network

CITY of CHARLOTTE
Recommended Funding Strategy
Funding Source – Property Tax

Potential Additional Revenue

<table>
<thead>
<tr>
<th>Rate Increase</th>
<th>Annual City Revenue</th>
<th>Example Tax Increase*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1¢</td>
<td>$14 Mil</td>
<td>$21.48</td>
</tr>
<tr>
<td>2¢</td>
<td>$28 Mil</td>
<td>$42.96</td>
</tr>
<tr>
<td>3¢</td>
<td>$42 Mil</td>
<td>$64.44</td>
</tr>
<tr>
<td>4¢</td>
<td>$57 Mil</td>
<td>$85.92</td>
</tr>
</tbody>
</table>

*Example Annual Property Tax Bill Increase:
City portion calculated on the 2020 Median Home Value of $214k with a $2,072.82/year property tax bill (combined City/County)
## Tax & Fee Comparison

(Largest cities in North Carolina)

<table>
<thead>
<tr>
<th>City</th>
<th>Charlotte</th>
<th>Raleigh</th>
<th>Cary</th>
<th>Wilmington</th>
<th>Concord</th>
<th>Greensboro</th>
<th>Durham</th>
<th>Winston-Salem</th>
<th>Greenville</th>
<th>Fayetteville</th>
<th>High Point</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Property Tax</strong></td>
<td></td>
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<tr>
<td>Property Tax Rate (City)</td>
<td>0.3481</td>
<td>0.3552</td>
<td>0.3500</td>
<td>0.4984</td>
<td>0.4800</td>
<td>0.6625</td>
<td>0.5317</td>
<td>0.6374</td>
<td>0.5200</td>
<td>0.4995</td>
<td>0.6475</td>
</tr>
<tr>
<td>Property Tax Rate (County)</td>
<td>0.6169</td>
<td>0.6000</td>
<td>0.6000</td>
<td>0.5550</td>
<td>0.7400</td>
<td>0.7305</td>
<td>0.7122</td>
<td>0.7435</td>
<td>0.6797</td>
<td>0.7990</td>
<td>0.7305</td>
</tr>
<tr>
<td>Combined Tax Rate</td>
<td>0.9650</td>
<td>0.9552</td>
<td>0.9500</td>
<td>1.0534</td>
<td>1.2200</td>
<td>1.3930</td>
<td>1.2439</td>
<td>1.3809</td>
<td>1.1997</td>
<td>1.2985</td>
<td>1.3780</td>
</tr>
<tr>
<td><strong>Combined Property Tax Bill</strong></td>
<td>$2,073</td>
<td>$2,052</td>
<td>$2,041</td>
<td>$2,263</td>
<td>$2,621</td>
<td>$2,992</td>
<td>$2,672</td>
<td>$2,966</td>
<td>$2,577</td>
<td>$2,789</td>
<td>$2,960</td>
</tr>
<tr>
<td><strong>Sales Tax</strong></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Sales Tax Rate (local portion)</td>
<td>2.50%</td>
<td>2.50%</td>
<td>2.50%</td>
<td>2.25%</td>
<td>2.25%</td>
<td>2.00%</td>
<td>2.75%</td>
<td>2.25%</td>
<td>2.25%</td>
<td>2.00%</td>
<td>2.00%</td>
</tr>
<tr>
<td><strong>Average Sales Taxes</strong></td>
<td>$450</td>
<td>$450</td>
<td>$450</td>
<td>$405</td>
<td>$405</td>
<td>$360</td>
<td>$495</td>
<td>$405</td>
<td>$405</td>
<td>$360</td>
<td></td>
</tr>
<tr>
<td><strong>Fees</strong></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
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<tr>
<td>County Fees (Waste &amp; Vehicle)</td>
<td>$40</td>
<td>$20</td>
<td>$35</td>
<td>$0</td>
<td>$0</td>
<td>$15</td>
<td>$0</td>
<td>$120</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>City Average Annual Water/Sewer Bill</td>
<td>$817</td>
<td>$887</td>
<td>$1,016</td>
<td>$883</td>
<td>$779</td>
<td>$603</td>
<td>$806</td>
<td>$772</td>
<td>$907</td>
<td>$907</td>
<td>$967</td>
</tr>
<tr>
<td>Storm Water</td>
<td>$129</td>
<td>$66</td>
<td>$0</td>
<td>$100</td>
<td>$62</td>
<td>$47</td>
<td>$87</td>
<td>$54</td>
<td>$80</td>
<td>$72</td>
<td>$48</td>
</tr>
<tr>
<td>Vehicle</td>
<td>$60</td>
<td>$60</td>
<td>$60</td>
<td>$0</td>
<td>$60</td>
<td>$0</td>
<td>$60</td>
<td>$0</td>
<td>$60</td>
<td>$10</td>
<td>$40</td>
</tr>
<tr>
<td>Waste</td>
<td>$68</td>
<td>$173</td>
<td>$234</td>
<td>$256</td>
<td>$27</td>
<td>$0</td>
<td>$0</td>
<td>$192</td>
<td>$190</td>
<td>$168</td>
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<tr>
<td>Recycling</td>
<td>$0</td>
<td>$55</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total Fees</strong></td>
<td>$1,113</td>
<td>$1,262</td>
<td>$1,345</td>
<td>$1,240</td>
<td>$928</td>
<td>$710</td>
<td>$908</td>
<td>$826</td>
<td>$1,359</td>
<td>$1,179</td>
<td>$1,223</td>
</tr>
<tr>
<td><strong>Total Taxes and Fees</strong></td>
<td>$3,636</td>
<td>$3,764</td>
<td>$3,835</td>
<td>$3,908</td>
<td>$3,953</td>
<td>$4,062</td>
<td>$4,074</td>
<td>$4,197</td>
<td>$4,341</td>
<td>$4,373</td>
<td>$4,543</td>
</tr>
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</table>
## Transformational Mobility Network

### Funding Strategy

**Application of the Funding Strategy**

<table>
<thead>
<tr>
<th>Description</th>
<th>Authority/Approval</th>
<th>Rate Range</th>
<th>Per Year</th>
<th>30 Years</th>
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<tbody>
<tr>
<td><strong>Transit Sales Tax</strong></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Geography: County Dedicated to new Revenue Bond financing</td>
<td>State Authority</td>
<td>0.25% to 1.0%</td>
<td>$55 to $220 Million</td>
<td>$1.6 to $6.6 Billion</td>
</tr>
<tr>
<td></td>
<td>City Council Approval</td>
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<tr>
<td></td>
<td>Voter Referendum (Tax)</td>
<td></td>
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<tr>
<td><strong>Dedicated Property Tax</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Geography: City of Charlotte Source for additional General Obligation Bond financing</td>
<td>City Council Approval (Tax)</td>
<td>1¢ to 4¢</td>
<td>$14 to $57 Million</td>
<td>$420 Million to $1.7 Billion</td>
</tr>
<tr>
<td></td>
<td>Voter Referendum (Bonds)</td>
<td></td>
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<tr>
<td><strong>Other Sources</strong></td>
<td></td>
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<tr>
<td>Example: Vehicle Registration Tax</td>
<td>State Authority</td>
<td>Varies</td>
<td>+/- $10 Million</td>
<td>+/- $300 Million</td>
</tr>
<tr>
<td></td>
<td>City Council Approval</td>
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</tbody>
</table>

### New Funding Sources

- **$79 to $287 Million**
- **$2.3 to $8.6 Billion**

*Planned Capital Investment (Transportation Bonds)*

- **$50 Million**
- **$1.5 Billion**

**Total**

- **$3.8 to $10.1 Billion**
Polling
**METHODOLOGY**

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

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

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

Data are weighted to be representative of the regional population.
KEY FINDINGS

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

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

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

84% agree that “having more transportation options is important.”

79% support “expanding the number of local transportation options.”

75% say there needs to be “more transportation options like buses and light rail.”
KEY FINDINGS

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

80% agree
14% disagree

66% agree
28% disagree

“My quality of life would be better if it were safer and more convenient to walk, bike or ride the bus or light rail to more places.”
We began with quantitative research in Mecklenburg, Iredell, Gaston, and Union Counties to measure openness to transportation improvements.

We followed with focus groups to understand how people respond to more specific improvements, and possible funding mechanisms.

Next, we will conduct further quantitative research on proposed improvements, cost, and local funding.
ALG Research and ACCC conducted 5 focus groups with residents of the Charlotte area on November 11-12, 2020

Groups were conducted via Zoom due to the pandemic, and included 6 participants each

Because these groups were conducted online, all participants had access to the internet, through a computer, tablet, or smartphone

All groups included a mix of ages and genders, with participants ranging in age from 28 to 67

These results are qualitative. They provide directional guidance, but are not a substitute for the next stage of randomly sampled quantitative research to confirm how commonly held these opinions may be
## Composition of Groups:

<table>
<thead>
<tr>
<th>Geography / Race / Date:</th>
<th>Age/Gender</th>
<th>Partisanship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group 1: White Mecklenburg County Residents (11/11/20)</td>
<td>67F / 51F / 35F</td>
<td>2 REP / 3 IND / 1 DEM</td>
</tr>
<tr>
<td>Group 2: Black Mecklenburg County Residents (11/11/20)</td>
<td>45F / 32F / 39F</td>
<td>6 DEM</td>
</tr>
<tr>
<td>Group 3: White Residents of Gaston, Iredell, and Union (11/12/20)</td>
<td>38F / 39F / 44M</td>
<td>3 REP / 3 IND</td>
</tr>
<tr>
<td>Group 4: Black Residents of Gaston, Iredell, and Union (11/12/20)</td>
<td>35F / 51F / 34F</td>
<td>1 IND / 5 DEM</td>
</tr>
<tr>
<td>Group 4: Latinx, East Asian, South Asian, and Native American Residents of Mecklenburg and Gaston Counties (11/12/20)</td>
<td>67F / 51F / 35F</td>
<td>1 REP / 2 IND / 3 DEM</td>
</tr>
</tbody>
</table>
Participants were supportive of transportation improvements and excited about the prospect of progress.

This was driven by their recognition that the area is growing and infrastructure isn’t keeping up.

It’s easy to overwhelm people by promising too much – years of construction delays on interstate projects make it easy to veer into over-promising.

There’s openness to additional funding (especially sales taxes), though with some important caveats.

There may be particular sensitivity to property tax increases in Mecklenburg.

Raising fees, especially vehicle fees, may provoke a reaction disproportionate to the amount of revenue raised.
Most participants were supportive of transportation improvements, and excited about the prospect of progress. This is driven by a combination of seeing personal benefit, and believing it’s necessary to keep up with growth.

It might benefit me or my children or my children’s children. For the betterment of the county…I’m looking at as a whole, how the people of the community are going to benefit. –BF Mecklenburg

Charlotte’s still growing at such a phenomenal rate and the congestion, the traffic is growing as well, so anything that could be done, especially the light rail on the increased bus service, would be a help. –WM Mecklenburg

This will give me the opportunity to get to Charlotte more because I won’t have to drive in. –BF Non-Mecklenburg

I’m supportive because it’s not going to get any better, people are going to keep moving to this area, there’s a lot of job prospects, the climate is good, and a lot of people from the Northeast moving to the Charlotte area, that will continue to happen. –WM Non-Mecklenburg

© ALG Research
The cost is in line [with expectations]. I mean yeah, it takes a lot of money to fund this kind of expansion. –WM Mecklenburg

Progress costs money. –BM Non-Mecklenburg

For many participants, the total cost of the project ($8-12B over 30 years) seemed reasonable

There was a sense that Charlotte should be comparable to cities like Atlanta in taxes to fund transportation

[The budget] looks less than what I was expecting, considering how much is going to be done. – NAM Non-Mecklenburg

Progress, expanding the transit system, ways for people to get around, easing congestion, it costs money with the federal funding and the taxes. But it has to be done. –BM Non-Mecklenburg
I think Charlotte could be a little less than Atlanta, Maybe 1% [higher] – BM Non-Mecklenburg

I think we ought to be on par with Atlanta. Last time I was in Atlanta, which has been a few years, but it seemed like it was a lot better than [Charlotte]…but it looks comparable to what I think that we should be working toward. – WM Non-Mecklenburg

Maybe half a percent I would support – WF Mecklenburg

Charlotte should at least be up there with Atlanta. – BM Mecklenburg

Many people in the Charlotte area are familiar with other cities and their transportation systems

This, combined with rapid growth, creates a sense Charlotte should be comparable to cities like Atlanta in taxes to fund transportation

I feel like Charlotte is growing the same right as Atlanta so we could be more on their level [with sales taxes]. – BF Mecklenburg

<table>
<thead>
<tr>
<th>Sales Tax</th>
<th>City</th>
<th>Local Portion for Transit/Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.25%</td>
<td>Chicago</td>
<td>1.25% Transit</td>
</tr>
<tr>
<td>9.5%</td>
<td>Los Angeles, CA</td>
<td>2.0% Transit &amp; Transportation</td>
</tr>
<tr>
<td>9.25%</td>
<td>Oakland</td>
<td>1.0% Transit &amp; Transportation</td>
</tr>
<tr>
<td>9.25%</td>
<td>Nashville</td>
<td>None No state income tax</td>
</tr>
<tr>
<td>8.9%</td>
<td>Atlanta</td>
<td>1.5% Transit</td>
</tr>
<tr>
<td>8.5%</td>
<td>San Francisco</td>
<td>1.0% Transit &amp; Transportation</td>
</tr>
<tr>
<td>8.31%</td>
<td>Denver</td>
<td>1.0% Transit</td>
</tr>
<tr>
<td>8.25%</td>
<td>Austin/Dallas/Houston</td>
<td>1.0% Transit, no state income tax</td>
</tr>
<tr>
<td>8.0%</td>
<td>Cleveland</td>
<td>1.0% Transit</td>
</tr>
<tr>
<td>7.5%</td>
<td>Durham</td>
<td>0.5% Transit</td>
</tr>
<tr>
<td>7.25%</td>
<td>Raleigh</td>
<td>0.5% Transit</td>
</tr>
</tbody>
</table>

© ALG Research 27
Proposed Recommendations

DRAFT
Endorse the Transformational Mobility Network (TMN)

Identify a mode-share target

Adopt a Strategic Mobility Plan (SMP) in 2021 that establishes the TMN as the policy of the City

Communicate the program

Align related initiatives

Measure the progress

Endorse the TMN.

Endorse a fully funded TMN ($8-12B) with 50% local funding and 50% partnership with NCDOT and Federal Transit Administration.

Invest in a Mobility Infrastructure Program.

Establish a 10-year Mobility Infrastructure Program investment financed over a 30-year period.

Develop a detailed Financial Plan.

• Pursue a new transit sales tax to support the program, and/or
• Pursue a property tax increase to support the program
• Proceed to a Fall 2021 Charlotte Moves Funding Referendum

Commit the RESOURCES necessary to achieve the vision:

1 Invest in MOBILITY as a response to our increasing and changing needs:

Endorse the Transformational Mobility Network (TMN)

Identify a mode-share target

Adopt a Strategic Mobility Plan (SMP) in 2021 that establishes the TMN as the policy of the City

2 Hold ourselves ACCOUNTABLE for successfully implementing the program:

Communicate the program

Align related initiatives

Measure the progress

*DRAFT To be reviewed and endorsed by Task Force on December 3rd

3 Commit the RESOURCES necessary to achieve the vision:

Endorse the TMN.

Endorse a fully funded TMN ($8-12B) with 50% local funding and 50% partnership with NCDOT and Federal Transit Administration.

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Charlotte Moves Task Force

To City Council

*DRAFT To be reviewed and endorsed by Task Force on December 3rd
Presentation Topics

• UDO Background
• Zoning Districts Overview
• Zoning Districts Implementation
Why Develop a UDO?

• To consolidate development regulations into single document
• To locate all regulations related to a specific topic in one place
• To update and align standards to implement the Charlotte Future 2040 Comprehensive Plan and other adopted City policies
• To simplify terms and create common language
• To increase the use of graphics to make regulations easier to understand and use
• To comply with new North Carolina 160D legislation
What is the Connection?

Vision
Policies & Plans

Implementation
Regulations & Ordinances

- Zoning Ordinance
  - Subdivision (Chapter 20)
  - Trees (Chapter 21)
  - Streets & Sidewalks (Chapter 19)
  - Post-Construction Stormwater (Chapter 18)
  - Floodplain Regulations (Chapter 9)
  - Erosion Control (Chapter 17)
  - Driveway/Access Regulations

Unified Development Ordinance

Additional Council-Adopted Development Policies

Policy Guidance for Growth & Development
UDO Outline

• Introductory Provisions
• Zoning
  • Districts
  • Uses
  • General Development Standards
• Subdivision, Streets, and Infrastructure
• Natural Resources
• UDO Administration and Approvals
• Nonconformities
• Enforcement
Consultant Team

Lead UDO Consultant: Camiros

• Provides a full range of services in the areas of planning, zoning, urban design, economic development, and landscape architecture.
• Founded in 1976 and located in Chicago, Camiros has provided services to over 250 communities across the United States.

Camiros Project Manager: Arista Strungys, FAICP, PP

• Leads Camiros’ zoning practice
• Extensive experience in a wide array of zoning and planning projects throughout her career
• Worked across the country to author innovative, workable development regulations that enhance sustainability, further economic development, and reinforce the character of communities.

Other:
• Parker Poe - Legal Review & Support
Interdepartmental Team

City Departments

- Planning, Design & Development (Lead)
- CDOT
- Charlotte Water
- Storm Water Services
- Solid Waste Services
- CATS
- Housing and Neighborhood Services
- City Attorney’s Office

Provides staff expertise to UDO process by:

- Giving **Input** Prior to Drafting
- **Reviewing** Sections of the Ordinance
- Participating in **Community Engagement** Events
- Supporting City Council **Adoption Process**
- **Implementing** New Ordinance
Ordinance Advisory Committee

- Community volunteers representing neighborhoods and sustainability, design, and development interests
- Will review and provide advice and feedback to staff on content of draft ordinance
- Meet once or twice monthly through winter of 2021
What Have We Accomplished? Next Phases?

**Initial Phase**
(2019)
- New TOD Districts
- Alignment
- Rezoning for TOD
- New Sign Regulations
- Tree Ordinance Update for Urban Sites

**Full UDO**
(2020-21)
- TOD and Signs Updates
- Draft UDO Document
- City Council and Planning Commission Updates
- Ordinance Advisory Committee Review
- Community Engagement
- Adoption Process

**Implementation**
(2022-23)
- Effective Jan. 1, 2022
- Customer and Staff Training
- Zoning Districts Translation
- Alignment Rezoning(s)
- Clean-up Text Amendment(s) as needed
Schedule/Next Steps

- **Kick-off** Oct 2018
- **2040 Comprehensive Plan**
  - Jan 2019
  - July 2020
  - Jan 2021
- **Draft Plan** Oct 2020
- **Council Adoption** April 2021
- **Unified Development Ordinance**
  - Review
  - Draft UDO May 2021
  - Council Adoption Oct 2021
Questions & Comments
**Policy + Place Types + Regulations**

**How This Works (Example)**

<table>
<thead>
<tr>
<th>POLICY</th>
<th>PLACE TYPES</th>
<th>REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIVERSE AND RESILIENT ECONOMIC OPPORTUNITY</td>
<td>MANUFACTURING &amp; LOGISTICS</td>
<td>ML-1</td>
</tr>
<tr>
<td>Charlotteans will have opportunity for upward economic mobility through access to a diverse mix of jobs and careers that align with education and skill levels of residents and the economic strengths of the region.</td>
<td>Higher intensity uses that are major economic and employment drivers, including manufacturing, waste processing, power generation, junk and scrap metal yards and other similar uses. Many uses require space for outdoor storage, parking and maneuvering for equipment, loading and warehousing, and should be buffered from surrounding areas.</td>
<td>Manufacturing &amp; Logistics 1 Zoning District</td>
</tr>
<tr>
<td>• Maintain or increase the number of developed acres within Manufacturing &amp; Logistics and Innovation Mixed Use Place Types.</td>
<td></td>
<td>ML-2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Manufacturing &amp; Logistics 2 Zoning District</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unified Development Ordinance</td>
</tr>
</tbody>
</table>
Policy
Contribute to Charlotte’s economic viability by accommodating places of employment for a range of uses related to manufacturing, research and development, warehousing, distribution, and other similar uses. Also limited office usually to support primary uses; outdoor storage of materials and vehicles; and restaurants, limited retail, and personal services to serve area workers.

Large scale, low-rise industrial or warehouse buildings. Parcels are often large, with buildings placed on the interior of the site surrounded by service areas, parking, and landscape buffers to provide a transition to adjacent uses.

Higher capacity transportation facilities, such as arterials and interstates, as well as by freight rail. Streets and sites prioritize access for motor vehicles while still providing safe and comfortable access for other modes of travel.
Regulations

**MANUFACTURING & LOGISTICS**

Higher intensity uses that are major economic and employment drivers, including manufacturing, waste processing, power generation, junk and scrap metal yards and other similar uses. Many uses require space for outdoor storage, parking and maneuvering for equipment, loading and warehousing, and should be **buffered from surrounding areas**.

**ML-1**
Manufacturing & Logistics 1 Zoning District

**ML-2**
Manufacturing & Logistics 2 Zoning District
ML-1

Manufacturing & Logistics 1 District Summary

- Range of warehouse/distribution and light industrial uses, including a variety of light manufacturing and assembly
- Uses have limited or no external impacts
- Limited restaurant, retail, and personal service uses to accommodate area workers
- Generally located in areas readily accessible by arterials and interstates, as well as freight rail

Similar Existing Districts: I-1 (Light Industrial), B-D (Distributive Business)

Potential Locations: Distribution Center Drive, Graham Street north of I-85
ML-2  
Manufacturing & Logistics 2 District Summary

- Intense industrial uses, including those uses that may be hazardous or noxious
- Uses may have significant external impacts and may include large areas of outdoor storage or operation
- Significant screening and buffering requirements to ensure adequate separation and mitigation of potential impacts on surrounding areas
- Generally located in areas readily accessible by arterials and interstates, as well as freight rail

**Similar Existing Districts:** I-2 (General Industrial)  
**Potential Locations:** Westinghouse Boulevard Industrial, Charlotte Douglas International Airport
Goal

- Contribute to Charlotte’s economic viability by accommodating places of employment for a range of industrial uses related to manufacturing, logistics, production and distribution.

Uses

The ML-1 Manufacturing & Logistics 1 District is intended to accommodate a range of warehouse/distribution and light industrial uses, including a variety of light manufacturing and assembly. These uses have limited or no external impacts. Limited restaurant, retail, and personal service uses to accommodate area workers are also allowed in this district.

The ML-2 Manufacturing & Logistics 2 District is intended to accommodate intense industrial uses, including those uses that may be hazardous or noxious. Such uses may have significant external impacts and may include large areas of outdoor storage or operation.
### Places Type Zoning

**Uses**

- **Land Use**
  - Primary uses include manufacturing, research and development, warehousing, distribution, and other similar uses.
  - Uses in this Place Type also include limited office usually to support primary uses; outdoor storage of materials and vehicles; and restaurants, limited retail, and personal services to serve area workers.

<table>
<thead>
<tr>
<th>Use Matrix</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permitted uses will be indicated in a Use Matrix, along with any prescribed conditions.</td>
</tr>
</tbody>
</table>
Parcels are often large, with buildings placed on the interior of the site surrounded by service areas, parking, and landscape buffers to provide a transition to adjacent uses.

**Lot**

<table>
<thead>
<tr>
<th>Character</th>
<th>ML-1/ML-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Area</td>
<td>N/A</td>
</tr>
<tr>
<td>Minimum Lot Width</td>
<td>50’</td>
</tr>
<tr>
<td>Maximum Density</td>
<td>N/A</td>
</tr>
<tr>
<td>Maximum Building Coverage</td>
<td>N/A</td>
</tr>
<tr>
<td>Maximum Impervious Surface</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Dimensional & Design Standards

Building Placement

- Buildings are typically located away from the street.
- Buildings may be located near the side and rear property lines but are frequently separated from these edges. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.

### Setbacks

<table>
<thead>
<tr>
<th>PLACE TYPE ZONING</th>
<th>ML-1/ML-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontage Setback Line</td>
<td>Typically 40’ from the back of curb</td>
</tr>
<tr>
<td>Minimum Side Setback</td>
<td>10’, unless abutting residential district, then 20’</td>
</tr>
<tr>
<td>Minimum Rear Setback</td>
<td>20’</td>
</tr>
</tbody>
</table>
Dimensional & Design Standards

PLACE TYPE

Building Form

- The typical building is a high-bay, single-story manufacturing, or warehousing building.

ZONING

Building Height

<table>
<thead>
<tr>
<th></th>
<th>ML-1/ML-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Building Height</td>
<td>N/A</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>80’</td>
</tr>
</tbody>
</table>
Dimensional & Design Standards

**PLACE TYPE**

**Building Form**
- Buildings include entrances on the street side to provide pedestrian access from the public sidewalk.

**Pedestrian Facilities**
- Sites include clear and direct pedestrian access between streets and the buildings.

**ZONING**

**Building Design Standards**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>ML-1/ML-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Façade Modulation for Long Buildings</td>
<td>N/A</td>
</tr>
<tr>
<td>Prominent Entrance at Grade</td>
<td>N/A</td>
</tr>
<tr>
<td>Entrance Grade Requirements</td>
<td>N/A</td>
</tr>
<tr>
<td>Pedestrian Connection Between At Least One Street-Facing Entrances and Sidewalk</td>
<td>✓</td>
</tr>
<tr>
<td>Pedestrian-Oriented Ground Floor Design</td>
<td>N/A</td>
</tr>
</tbody>
</table>

CITY of CHARLOTTE
**PLACE TYPE**

Parking & Loading

• Parking is typically provided on surface lots.

**ZONING**

Parking Structure Design

• Vehicles are screened by a wall or panel.
• Facades include both vertical and horizontal treatments that resemble the patterns and architecture of an occupiable building.
• When a parking structure is integrated into a building, such vertical and horizontal treatments must resemble the patterns and architecture of the occupied portions of the building.
• The remaining openings shall be screened using decorative elements such as grillwork, louvers, green walls, or a similar treatment.
Pedestrian Connectivity

**PLACE TYPE**

Pedestrian Facilities

- Sites include clear and direct pedestrian access between streets and the buildings.

**ZONING**

Pedestrian Connectivity

- Internal sidewalk connections required between buildings and from buildings to all on-site facilities (parking areas, bicycle facilities, plazas and open space, etc.).

- External sidewalk connections are required to provide direct connections from all buildings on-site to the existing and/or required sidewalk system and to abutting multi-use trails, parks, and greenways.

- The on-site pedestrian circulation system shall be well-lit to ensure safe use of the system at night.
## Open Space Requirements

### PLACE TYPE

**Open Space**

- Improved open space is less prevalent than in many other Place Types. When present, improved open spaces are typically recreational facilities and picnic areas, walking trails, patios, and courtyards provided on individual sites and designed to be used by employees.

### ZONING

**Open Space**

- No minimum open space required by zoning in the ML-1 or ML-2 districts.
- Tree Ordinance and Storm Water regulations may have open space requirements that apply.
General Development Standards

PLACE TYPE

Parking & Loading

• Parking is typically provided on surface lots.
• Parking that is located between the building and the street is limited to the spaces needed for customers and employees.
• Loading docks and vehicle storage are located to the side or rear of buildings and screened from streets.

ZONING

Parking

<table>
<thead>
<tr>
<th>Requirement</th>
<th>ML-1/ML-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Required parking lot location</td>
<td>✓</td>
</tr>
<tr>
<td>Required vehicle parking</td>
<td>✓</td>
</tr>
<tr>
<td>Vehicle parking maximums</td>
<td>No</td>
</tr>
<tr>
<td>Required bicycle parking</td>
<td>✓</td>
</tr>
<tr>
<td>Required loading</td>
<td>✓</td>
</tr>
<tr>
<td>Valet parking standards</td>
<td>✓</td>
</tr>
</tbody>
</table>

Parking is typically provided on surface lots. Parking that is located between the building and the street is limited to the spaces needed for customers and employees. Loading docks and vehicle storage are located to the side or rear of buildings and screened from streets.
General Development Standards

Character

• Parcels are often large, with buildings placed on the interior of the site surrounded by service areas, parking, and landscape buffers to provide a transition to adjacent uses.

Transitions

• Transitions use site-based elements such as parking, open space, and landscape buffers to create separation from less intense Place Types.

<table>
<thead>
<tr>
<th>Landscape and Screening</th>
<th>ML-1/ML-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking lot perimeter screening</td>
<td>√</td>
</tr>
<tr>
<td>Parking structure landscaping</td>
<td>√</td>
</tr>
<tr>
<td>Loading area screening</td>
<td>√</td>
</tr>
<tr>
<td>Site screening when located across from residential (industrial uses only)</td>
<td>√</td>
</tr>
<tr>
<td>Buffer yards</td>
<td>√</td>
</tr>
<tr>
<td>Refuse container screening</td>
<td>√</td>
</tr>
<tr>
<td>Mechanical equipment screening</td>
<td>√</td>
</tr>
<tr>
<td>Outdoor storage screening</td>
<td>√</td>
</tr>
</tbody>
</table>
Mixed-Use & Non-Residential Place Types

Manufacturing & Logistics
- Higher intensity uses that are major economic and employment drivers, including manufacturing, warehousing, power generation, junk and scrap metal yards and other similar uses. Many uses require space for outdoor storage, parking, and maneuvering for equipment, loading and warehousing, and should be buffered from surrounding areas.

Innovation Mixed-Use
- Lower intensity industrial and employment uses, including office, research, light manufacturing, warehousing, distribution and can include residential and more creative uses such as art studios and breweries.

Campus
- Campuses provide places for office, healthcare, education, religious or similar institutional/organizational that require a significant amount of space for various activities. Campuses usually have a specific use and are distinct from their surroundings.

Neighborhood Center
- The smallest type of center, a mixed use place that often higher intensity residential uses and neighborhood services, like a grocery store, offices and institutional uses that serve the immediate area.

Community Activity Center
- Smaller commercial and civic areas that provide services for the surrounding area in the form of use buildings. Today these spaces are single use shopping centers, but over time it is expected that these places will develop an experience that support a greater mix of uses due to their high level of accessibility from multiple neighborhoods.

Regional Activity Center
- Mostly auto-oriented places that accommodate people traveling from one place to another, typically by car. Primarily retail and office uses with hotels and larger offices located at interstate interchanges.

Proposed Mixed-Use/Non-Residential Zoning Districts

ML-1
- Manufacturing & Logistics 1

ML-2
- Manufacturing & Logistics 2

IMU
- Innovation Mixed-Use

IC-1
- Institutional Campus 1

IC-2
- Institutional Campus 2

OFC
- Office Flex Campus

NC
- Neighborhood Center

CAC-1
- Community Activity Center 1

CAC-2
- Community Activity Center 2

RAC
- Regional Activity Center

UE
- Uptown Edge

UC
- Uptown Core

TOD
- Transit Oriented Development

General Commercial
- CG

Regional Commercial
- CR
# Neighborhood Place Types

## Neighborhood 1

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>N1-A</strong></td>
<td>Comparable to R-3</td>
</tr>
<tr>
<td><strong>N1-B</strong></td>
<td>Comparable to R-4</td>
</tr>
<tr>
<td><strong>N1-C</strong></td>
<td>Comparable to R-5</td>
</tr>
<tr>
<td><strong>N1-D</strong></td>
<td>Comparable to R-6/R-8</td>
</tr>
<tr>
<td><strong>N1-E</strong></td>
<td>Comparable to UR-1</td>
</tr>
<tr>
<td><strong>N1-F</strong></td>
<td>Small TH/MF on Arterials</td>
</tr>
<tr>
<td><strong>N1-CCO</strong></td>
<td>Cottage Court Overlay</td>
</tr>
<tr>
<td><strong>N1-NCO</strong></td>
<td>Neighborhood Character Overlay</td>
</tr>
<tr>
<td><strong>N1-RIO</strong></td>
<td>Residential Infill Overlay</td>
</tr>
</tbody>
</table>

## Neighborhood 2

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>N2-A</strong></td>
<td>Townhome &amp; Multi-Family Residential Districts</td>
</tr>
<tr>
<td><strong>N2-B</strong></td>
<td></td>
</tr>
<tr>
<td><strong>N2-C</strong></td>
<td></td>
</tr>
</tbody>
</table>
Special Purpose Districts

HDO
Historic District Overlay District

MHO
Manufactured Housing Overlay District

AO
Airport Overlay District
Upon adoption of the Comprehensive Plan, the adopted Place Types are mapped city-wide. This replaces the "Land Use Proposed" mapping.

After adoption of the UDO, a date is established when the new zoning districts will go into effect (e.g. January 1, 2022). On this date, all conventional zoning districts will "translate" to one of the new UDO zoning districts. The previous zoning districts will cease to exist.

Because the translated zoning districts may not always be appropriate for a site given the Place Type mapping, certain parcels may need to have their zoning changed again through an Alignment Rezoning (similar to the November 2019 TOD Alignment Rezoning).
On January 1, 2022 (or other agreed-upon date), all existing zoning districts will translate to one of the new UDO districts. Conditional and Optional districts will not translate in this phase.

- **R-5** translates to **N1-C**
- **R-4** translates to **N1-B**
- **MUDD-O** does not translate at this time
- **R-22MF** translates to **N2-C**
- **O-2** translates to **NC**
- **R-12MF** translates to **N2-A**
- **R-43MF(CD)** does not translate at this time
- **B-1(CD)** does not translate at this time
- **MUDD-CD** does not translate at this time
- **R-17MF** translates to **N2-B**
- **R-8** translates to **N1-D**
- **R-43MF** translates to **N2-D**
- **R-5** translates to **N1-C**
- **O-2** translates to **NC**
- **R-4** translates to **N1-B**
Questions & Comments
Central Avenue Bus Lane Pilot Update

November 30, 2020
September 8, 2020 Strategy Session

• Council voted to approve Central Ave pilot

Additional presentations on Envision My Ride and Bus Priority

• April 3, 2017
• August 27, 2018
• December 9, 2019
• February 27, 2020
Envision My Ride (EMR) launched in 2016 to redesign CATS existing bus system.

Goals:
• Transition from a hub-spoke network
• Developing a more frequent & direct bus network

Implementing improvements in 3-key areas:

1. Structure ✓
2. Frequency ✓
3. Reliability
Goals:

- Identify bus enhancements on major corridors to improve speed and reliability
- Bus treatments recommended may include:
  - Bus only lanes
  - Queue jumper
  - Transit signal priority
  - Adjustments to bus stop amenities and spacing

- 1st Step = Implementing Bus-Only Lane Pilot Projects
4th St Pilot
• Shared bus/bike lane between McDowell St & Charlotte Transportation Center
• Implemented in December 2019
• Buses traveled over 30% faster between stretch

Central Ave Pilot
• Bus only lane between Eastland Transit Center & Eastway Dr.
• Council approval on September 8, 2020
• Implemented in October 2020
• Top performing bus corridor in CATS network
  • Over 4,800 weekday riders (Pre-Covid)
  • 10-minute weekday frequency
• Key connection between Eastland Transit Center and Uptown Transit Center
• Reduced traffic volumes since Covid
• Part of CATS overall goal of developing priority bus corridors through Envision My Ride
• Part of the future Gold Line Corridor
Increased bus travel times show the need for priority treatments

**Eastland to Uptown**
- Average round trip travel times increased by 9-minutes between 2010 and 2020
- Requires an additional bus to keep frequency at 10-minutes

**Rosa Parks to Uptown**
- Average round trip travel times increased by 10-minutes between 2013 and 2020
Gold Line Routing: Current and Future
Outreach Activities

• Social media & website updates (began week of 9/8/2020)

• Advisory committee meetings
  – Transit Services Advisory Committee (TSAC): 9/10 & 10/8
  – Bicycle Advisory Committee (BAC): 9/22
  – Metropolitan Transit Commission (MTC): 9/23

• Local business canvassing: 9/30

• Email blasts

• Media outreach
Phase 2: Outreach Continued

Additional Outreach
- Commonwealth-Morningside Quarterly Meeting: 10/1
- Sustain Charlotte: 10/7
- Virtual Ask CATS: 10/8
- Citizens Leadership Academy: 10/13
- Biketoberfest: 10/24-10/25

Infographic
- CATS & CDOT also developed an infographic in English and Spanish to help inform the public on how to use the bus only lane.
Survey Results

- **Bus Riders**
  - 91% believed the bus lane saved them time on their trip
  - 56% felt their commute was improved

- **Cyclists**
  - 83% felt an improved sense of comfort compared to conditions before along Central Ave

- **Drivers**
  - 78% live along or near Central Ave
  - 85% first encountered the bus only lane on a Weekday
  - 69% believed the lane increased their travel time
• CATS & CDOT developed a survey to hear from the community
  – Open to individuals traveling by bus, bike, and car
• Survey opened on October 12
  – Continued through November 13
• 959 responses
  – 83% were drivers
  – 7% were bus riders
  – 4% were cyclists
  – 5% were other (i.e. pedestrians)
Citizen Emails

- Emails were tracked and logged in a shared database
  - 83 emails received as of 11/16/2020
  - CDOT and CATS followed up to emails accordingly

Central Avenue Bus Lane Feedback Data

- Against: 46
- Support: 26
- Neutral: 4
- Other Feedback: 5
- Inquiry: 2
Collect Charlotte’s Data
Create Safer Streets
Outbound Central at Eastway around 5PM
Bus Operation Impacts

- Minor time savings between Eastland and the Plaza
  - Compared September 2020 (pre-implementation) and October 2020 (post-implementation)
  - Buses traveled up to a ½ minute faster in both the westbound and eastbound directions
Next Steps

Central Ave Pilot

• Continue to monitor traffic impacts over the next 6-months and make adjustments as needed
• Analyze survey results

Additional Corridors

• Bus Priority Study will identify other top corridor candidates for bus priority treatments
• Kittelson & Associates will lead effort