

CHARLOTTE STRATEGIC MOBILITY PLAN

The second draft of the Strategic Mobility Plan (SMP) reflects changes based on public feedback received via verbal and written comments. The second draft also reflects changes made based on further internal review by City staff in various departments. Many of the revisions were minor and included formatting changes, corrections to misspelled words and data, and design updates to maps and graphics. The draft also reflects more significant changes that impacted the meaning of specific language, graphics, or policies within the plan. These substantive changes are described in the table below.

Our Mobility Vision (p. 1-7)		
Page	Topic	Notes on Change
6	Reworded language within the call-out box, "Our Aspirations".	<p>The ambitious nature of these aspirations appear almost impossible to achieve. This is intentional. Aspirations—this transformational require a leap of faith. While we are committed to achieving these aspirations, the simple act of articulating them and being accountable towards progress is a profound and meaningful step. These aspirations represent the foundation of the Strategic Mobility Plan, and the resulting policies, strategies, and actions are crafted and coordinated to make them achievable.</p> <p>This is not intended to be easy or achieved alone.</p> <p>These transformational aspirations represent the foundation of the Strategic Mobility Plan, and although ambitious in nature, the resulting policies, strategies, and actions are all crafted and coordinated to make them achievable.</p> <p>Defining these aspirations and being accountable towards progress is a profound and meaningful step towards a future Charlotte that provides safe and equitable mobility.</p>
7	Replaced the call-out box that further defined Mode Shift with a call-out box that focuses specifically on the relationship between congestion and travel time reliability.	<p>Managing vehicular congestion includes measuring the reliability and consistency of travel time. Two particular measures help us quantify travel time reliability and identify specific treatments for corridors:</p> <ul style="list-style-type: none"> -Travel time index - measures the intensity of congestion -Planning time index - measures the reliability of congestion
Our State of Mobility (p. 8-27)		
12-13	Revised maps on page 12 and 13. The 'Race' map and 'Population Density by Race' map were providing redundant information.	<i>Deleted 'Race' map and text and replaced it with the 'Population Density by Race' map and text.</i>
12	Pulled language from the deleted 'Race' map text that was already in the document and moved it to 'The Arc' text to replace vulnerable population text.	It identifies an "Arc" of vulnerable populations and communities of color racial and economic segregation that extends around center city Charlotte to the east, north, and west.
13	Updated data to reflect current 2020 Decennial Census data as reported by the U.S. Census.	<p>In Charlotte (seen on the graph below), 43% of residents identify as White; 35% identify as Black; and 13% identify as Hispanic. This means that the majority of Charlotte residents are from a minority racial or ethnic group. This breakdown is more diverse than the larger Charlotte-Concord-Gastonia MSA, which is 23% Black and 11% Hispanic.</p> <p>As of 2020, 39.7% of Charlotte residents identify as White; 32.5% identify as Black or African American; 16.3% identify as Hispanic; 7% identify as Asian American; 3.5% identify as Two or More Races; 0.6% identify as a race other than those provided to select by the U.S. Census (Some Other Race); 0.2% identify as American Indian or Alaska Native; and 0.05% identify as Native Hawaiian or Other Pacific Islander.</p>
14	Changed terminology to more clearly address our goals related to congestion.	<p>Achieving a more balanced mode share is critical to achieving complicated—and sometimes competing—mobility goals, such as:</p> <ul style="list-style-type: none"> • Managing rapid growth • Improving multimodal accessibility and safety • Supporting equity, affordability, and health • Responding to climate change • Alleviating Managing congestion
16	Deleted the 'Low-Wage Living' map because it was redundant with other maps within the Our State of Mobility chapter.	<i>Deleted the 'Low-Wage Living' map and text and reformatted the page.</i>

Our State of Mobility (continued)		
Page	Topic	Notes on Change
17	Updated data from 2017 to the most recent 2019 data (Data source: OnTheMap, LEHD, U.S. Census).	<p>Healthcare and Social Assistance as well as Finance and Insurance are the two largest industries in Charlotte, with more than 64,000 and 62,000 employees in 2017, respectively. However, Finance and Insurance has seen rapid growth since 2012, with a 33.2% change; whereas Healthcare and Social Assistance increased at less than half that rate over the same time period. Both industries have a strong presence in Uptown, Midtown, University City, and Ballantyne. Healthcare and Social Assistance, Finance and Insurance, Administration and Support, and Waste Management and Remediation account for 30% of Charlotte's workforce. As these and other office-based industries (like professional and technical services) continue to grow, focus will need to be placed on efficiently moving commuters in and out of employment clusters.</p> <p>Health Care and Social Assistance as well as Finance and Insurance are the two largest industries in Charlotte, with more than 68,000 and 71,000 employees in 2019, respectively. However, Finance and Insurance has seen rapid growth since 2014, with a 37.4% change; whereas Health Care and Social Assistance increased at less than half that rate (16.0%) over the same time period. Both industries have a strong presence in Uptown, Midtown, University City, and Ballantyne. Construction has also increased significantly in Charlotte, with over 37.5% growth in the industry since 2014.</p> <p>Health Care and Social Assistance, Finance and Insurance, and Administration & Support, Waste Management and Remediation account for 33% of Charlotte's workforce. As these and other office-based industries (like Professional, Scientific, and Technical Services) continue to grow, focus will need to be placed on efficiently moving commuters in and out of employment clusters.</p>
17	Revised call-out box numbers to reflect updated data from 2017 (2012-2017) to the most recent 2019 (2014-2019) data (Data source: OnTheMap, LEHD, U.S. Census).	<p>23.6% 21.6% Growth in Transportation and Warehousing Since 2012 2014</p> <p>18,744 17,634 Avg. Annual Net New Job (2012-2017) (2014-2019)</p> <p>64,828 68,699 Employees in Healthcare</p> <p>62,740 71,999 Employees in Finance and Insurance</p>
19	Revised and clarified language associated with demographic and transit ridership.	<p>Based on demographic trends, the majority of transit commuters likely live in the Arc.</p> <p>Continuing to prioritize and provide accessible, safe, and convenient transit options is necessary to advance the equity of our transportation system. With Black or African American residents making up 32.5% of the Charlotte population, yet accounting for 78% of bus ridership and 71% of LYNX ridership, transit is an important service for many Charlotteans.</p>
Our Community Voices (p. 28-55)		
30	Clarified language to be descriptive of what a population is experiencing, not what defines a population.	Rising costs associated with transportation and housing place a disproportionate burden on communities already experiencing significant cost-burden vulnerable populations.
31	Clarified language to be descriptive of what a population is experiencing, not what defines a population. Included "primary or sole caregiver" as a potential reason for decreased public participation due to increased demand on time.	Barriers, more so than apathy, prevent people from vulnerable communities from participating. Barriers to public engagement limit participation from communities already underrepresented in the planning process. These voices often miss out in civic conversation because of language barriers or the increased pressure on their time that comes with working multiple jobs or being a primary or sole caregiver. Barriers to participation require creative solutions. Offering compensation or childcare, scheduling meetings at convenient times and locations, partnering with community leaders, and tailoring the communication style and diversity of engagement activities to reduce barriers to participation.
31	Clarified language to be more explicit about the populations being addressed within this section.	<p>Equitable engagement requires a coordinated citywide approach that draws meaningful participation from communities typically underrepresented in the public planning process. from people of color, immigrant and refugee communities, and lower-income households. Often underrepresented participants include residents or stakeholders who identify as Black or African American, Hispanic, Asian American, Indigenous, and People of Color, as well as refugees and immigrants, non-English or English as a Second Language (ESL) speakers, single-parent households, older adults, people with disabilities, and people experiencing homelessness.</p> <p>Barriers to participation can exclude important voices from participating in the public planning process. These are the voices are most often missing or underrepresented in our civic conversations. The goal is to build strong relationships and sustainable partnerships that improve access to opportunity, multi-generational community involvement, and shared prosperity.</p>
Our Policy (p. 56-79)		
60	Provided a new action under Safe Strategy 1.1 to further address safety at transit stops.	Transit Stops — Coordinate with CATS to prioritize safety and enhance the public realm around rapid transit stops and bus stops.
62	Added language to further connect congestion management with reliable travel times.	Connected Policy 1: We cannot solve congestion by building and widening more roads, but we can manage congestion and create more reliable travel times through targeted capacity improvements, such as enhancing and expanding our street network to support mode choice and greater multimodal capacity overall.
65	Added a new action under Connected Strategy 4.2 to support microtransit within our transit system.	Microtransit — Support CATS in implementing microtransit zones to support on demand transit services as well as first/last mile connectivity to frequent transit routes and key destinations.

Our Policy (continued)		
Page	Topic	Notes on Change
66	Clarified language to be more explicit about what is disproportionately affecting communities in Charlotte.	The 2040 Comprehensive Plan's very DNA is an Equitable Growth Framework, informed and shaped by the community. The Framework includes four Equity Metrics: 1) access to essential amenities, goods, and services, 2) access to housing opportunity, 3) access to employment opportunity, and 4) Environmental Justice. The 2040 Plan and the SMP are crafted through a lens of equity and with a commitment to thinking of our communities disproportionately affected by the equity metrics defined above of our most vulnerable populations first, and with a vision of helping our city become a place where all residents can thrive, regardless of race, income, age, ability, or where they live.
66	Added a new action under Equitable Strategy 1.1 to better address paratransit within our transit system.	Paratransit — Support CATS in further implementing paratransit services to individuals within three-quarters of a mile of fixed route bus routes.
67	Added a new action under Equitable Strategy 2.3 to support customer service within the land development review process.	Land Development Process — Continue to process and review land development plans and applications in a timely and efficient manner and seek out ways to improve the overall review process.
70	Added a call-out box that defines the different types of Centers Place Types, as defined in the Charlotte Future 2040 Comprehensive Plan.	<p>Neighborhood & Activity Centers https://cltfuture2040.com/ The Charlotte Future 2040 Comprehensive Plan identifies the following mixed-use Place Types as areas where a strong multimodal network can connect residents and visitors to where they live, work, and play.</p> <p>Neighborhood Centers are small, walkable mixed-use areas, typically embedded within neighborhoods, that provide convenient access to goods, services, dining, and residential for nearby residents.</p> <p>Community Activity Centers are mid-sized mixed-use areas, typically along transit corridors or major roadways, that provide access to goods, services, dining, entertainment, and residential for nearby and regional residents.</p> <p>Regional Activity Centers are large, high-density mixed-use areas, typically along transit corridors or major roadways, that provide access to goods, services, dining, offices, entertainment, and residential for regional residents and visitors.</p>
Our Mobility Strategy (p. 80-131)		
85	Added a note under the Charlotte Streets Map providing additional information on the map included within the Strategic Mobility Plan.	This map is a depiction of the Charlotte Streets Map. The draft is currently under review and is expected to be adopted August 2022.
96	Added a call-out box to provide additional information on the Metropolitan Transit Commission resolution for the Bus Priority Study, as it relates specifically to microtransit.	Metropolitan Transit Commission Resolution related to microtransit (May 25, 2022): Microtransit zones to support on demand transit services as well as first/last mile connectivity to frequent transit routes and key destinations; CATS establish a microtransit strategy that includes on-demand services within recommended zones along with first/last mile connections to the LYNX Blue Line.
96	Added language to reflect partnerships with organizations supporting area employers.	Microtransit Pilot Project Support CATS and develop partnerships with area employers and supporting organizations (University City Partners, Charlotte Center City Partners, SouthPark Community Partners) to implement a microtransit pilot in prioritized areas, developing area mobility plans that identify and implement supporting pedestrian and operational infrastructure.
124	Added a disclaimer and link under the Metropolitan Transportation Plan map.	This map is a depiction of the Metropolitan Transportation Plan (MTP). To view or reference the actual adopted plan, visit: https://crtpo.org/projects-plans-programs/metropolitan-transportation-plan/ .
125	Added a disclaimer and link under the Transportation Improvement Program map.	This map is a depiction of the Transportation Improvement Program (TIP). To view or reference the adopted TIP, visit: https://crtpo.org/projects-plans-programs/transportation-improvement-program/ .
Our Roles and Actions (p. 132-160)		
154-155	Added a new subsection that further explains how Charlotte calculated the 50-50 mode share goal and compares the goal to several other fast-growing cities. Clarifies that we are calculating mode shift based on commute trips, and that we utilize the American Community Survey data within the calculation.	New spread on 50-50 mode share goal calculation.
156	Provided a definition for Equitable Transit-Oriented Development.	Equitable TOD (E-TOD): The use of an equity lens in the application of Transit-Oriented Development (TOD) policies to ensure that individuals at all income levels can participate in the benefits of living near high-performance transit. Key benefits to lower-income households are a reduction in transportation costs and an increase in access to jobs and essential goods and services. E-TOD policies also are designed to minimize potential displacement of lower-income persons who live near major transit investments.