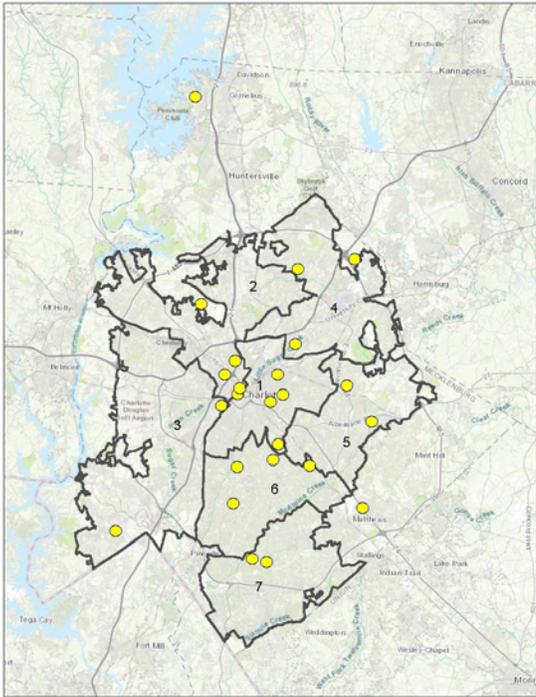






Task Force Membership



CHARLOTTE MOVES | TASK FORCE




Charlotte MOVES: VISION STATEMENT

"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 Comprehensive Plan



This Vision Statement covers the work of the Task Force & the development of the Strategic Mobility Plan



Safety and Travel Choices

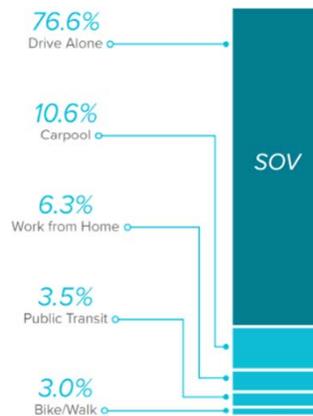
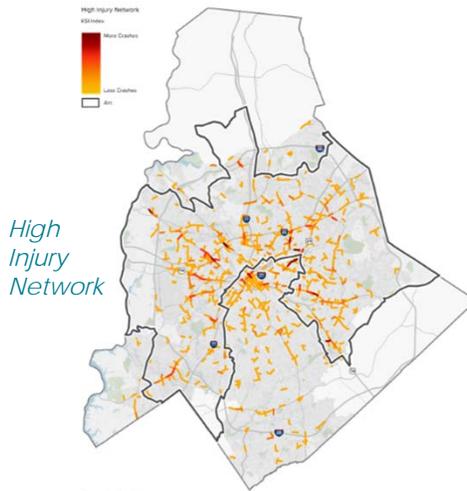
"100% of fatal/serious injuries crashes occur on just 10% of our streets"

24.6 Min
Average Daily Commute Time

22.1%
Ave Household Income Spent on Transportation

36.8%
Commute More than 30 Minutes Daily

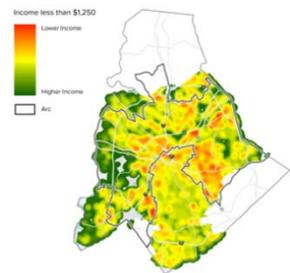
\$15,719
Ave Annual Household Cost of Driving in Charlotte





Equity & Access to Opportunity

Low Wage Living

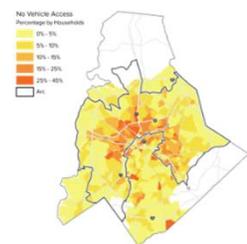


Households that spend 25% or more of their income on housing:

- Within the Arc: 48%
- Outside the Arc: 16%

% of Households in Cost-Burdened Block Groups	Cost-Burdened
Arc Households	23.6%
Non-Arc Households	4.6%

Vehicle Access



City	H & T Costs % Income (Avg)	H & T Costs >44% Income	Housing Costs % Income	Housing Costs >30% Income	Transportation Costs % Income	Median Household Income
Charlotte, NC	51%	62.9%	29%	34.2%	22%	\$61,993
Austin, TX	47%	48.9%	28%	28.3%	19%	\$71,543
Minneapolis, MN	38%	20.8%	22%	17.1%	16%	\$63,590
Nashville, TN	48%	58.5%	26%	24.4%	22%	\$55,873
Denver, CO	42%	32.8%	24%	20.2%	18%	\$68,377



Rapid Transit Corridors



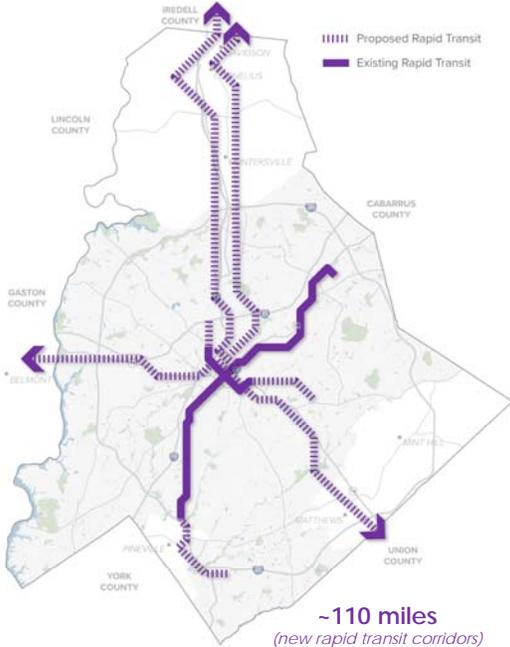
Our complete rapid transit vision

shaping our growth and connecting us to the jobs, housing, and opportunities of our city and region.

Building on Our Plans:

Existing:
CATS 2030 System Plan (2006)
 Strategic Energy Action Plan (2018)

On-Going:
 Connect Beyond
 Charlotte Future 2040
 Strategic Mobility Plan



Selection Criteria/Approach:

- CATS 2030 System Plan

Key Projects/Programs:

- Silver Line LRT Corridor
- I-77 BRT Corridor
- Red Line Commuter Rail Corridor
- Gold Line Streetcar (Phase 3)
- Blue Line Extension (Pineville/Ballantyne)

What we've heard from the Task Force:

- Prioritize light rail
- High capacity regional corridors (CONNECT Beyond)
- Include "true" BRT
- Connect largest employers to largest areas of population
- Plan to support future connections to surrounding counties
- Pair transit stations with neighborhood planning

Bus Priority System



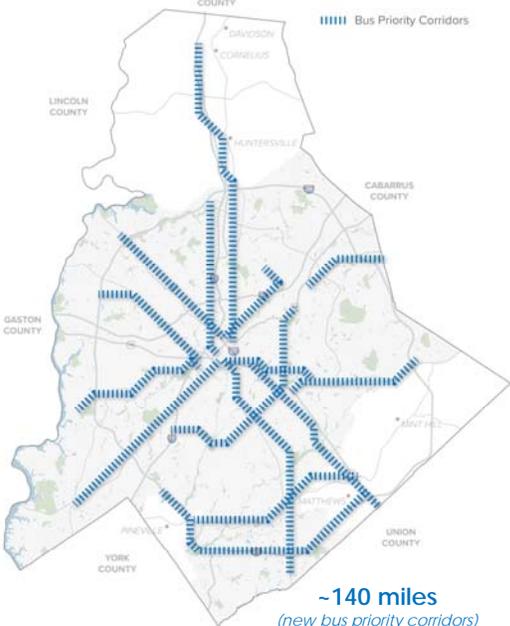
Our expanded & prioritized bus network

ensuring our access to opportunity is not limited by where we live or owning a car.

Building on Our Plans:

Existing:
Envision My Ride (2018)
 CATS 2030 System Plan (2006)
 Strategic Energy Action Plan (2018)

On-Going:
Bus Priority Plan
 Connect Beyond
 Charlotte Future 2040
 Strategic Mobility Plan



Selection Criteria/Approach:

- Key corridors from the CATS Bus Priority Study (*ongoing*)
- Provide fast/frequent bus service throughout the city
- Supporting and connecting to the corridors identified in the Connect Beyond regional transit study.

Key Projects/Programs:

- Central Ave.
- South Tryon St.
- Freedom Dr.
- Statesville Rd.
- Other key corridors from the CATS Bus Priority Study

What we've heard from the Task Force:

- Repurpose vehicular lanes to incentivize alternative travel (carpool, bus, etc.)
- Increase high-frequency bus routes beyond the few that are planned – link to areas of high residential density
- Bus shelters everywhere!
- Need to be able to track buses in real time

Greenway System



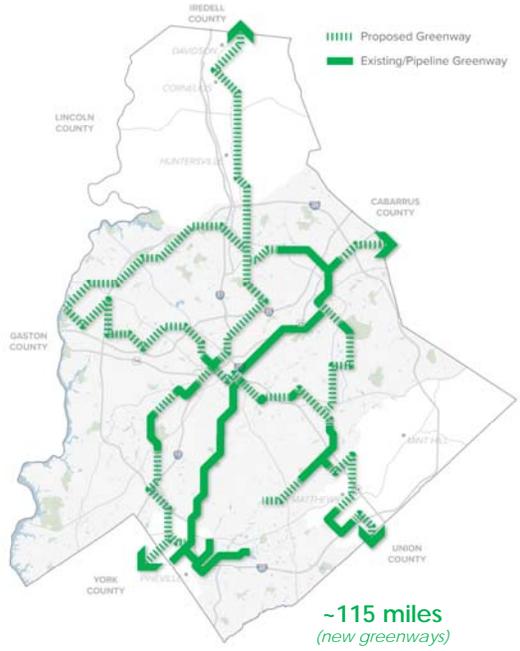
Our parks & streets for recreation & mobility

reaching into our neighborhoods to support walking & biking as a natural extension of our daily life.

Building on Our Plans:

Existing:
Greenway Master Plan (2008)
Strategic Energy Action Plan (2018)

On-Going:
Meck Playbook
Charlotte Future 2040
Strategic Mobility Plan



~115 miles
(new greenways)

Selection Criteria/Approach:

- Corridors that provide the greatest opportunity to connect people to employment centers, parks, schools, and other critical needs
- Connect the greenway network to the rest of the mobility network (ped/bike/transit) and to the region

Key Projects/Programs:

- XCLT 2.0
- Mooresville to Charlotte Trail
- North Charlotte Arc Trail
(Long Creek to Reedy Creek)

What we've heard from the Task Force:

- Cross Charlotte Trail
- Connect greenways to the rest of the network
- City + County partner to complete the planned Mecklenburg County system
- Connect to the broader region (i.e. Carolina Thread Trail)

Bicycle Network



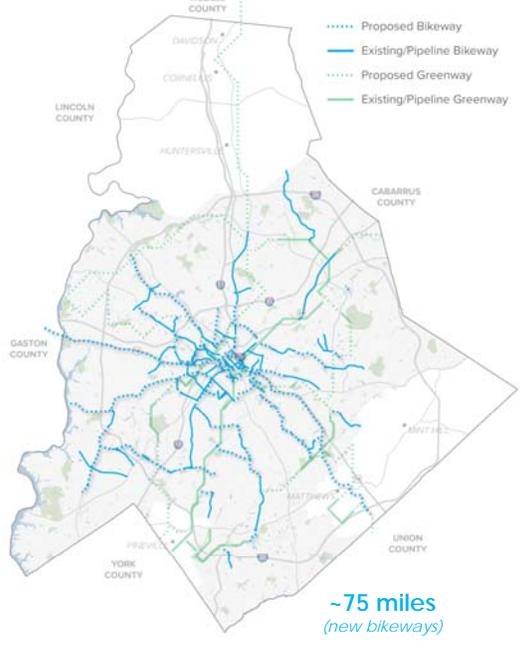
Our bicycle vision for all ages & abilities

establishing cycling as integral to our character and mobility culture.

Building on Our Plans:

Existing:
Charlotte Bikes (2017)
Vision Zero Action Plan (2018)
Greenway Master Plan (2008)
Transportation Action Plan (2017)
Metropolitan Transportation Plan (2016)
Strategic Energy Action Plan (2018)

On-Going:
Meck Playbook
Charlotte Future 2040
Strategic Mobility Plan



~75 miles
(new bikeways)

Selection Criteria/Approach:

- Leverage/extend existing greenways and bike facilities to create "AAA" (all ages and abilities) bicycle corridors
- Connect to the rest of the mobility network and support "first/last mile" connectivity
- Create bicycle commuting corridors that provide affordable access to jobs and critical needs

Key Projects/Programs:

- Silver Line Rail Trail
- Steele Creek / West Blvd. Commuter Route
- Brookshire Parallel Bikeway
- Critical Network Gaps

What we've heard from the Task Force:

- Micromobility = bicycles + e-scooters + bike share + ...
- Create/enhance corridors for commuting
- Focus on facilities for "all ages and abilities"
- Connected to other modes

Pedestrian Walkability



Our investment in first & last mile mobility

elevating walkability as the foundation of our mobility and community identity.

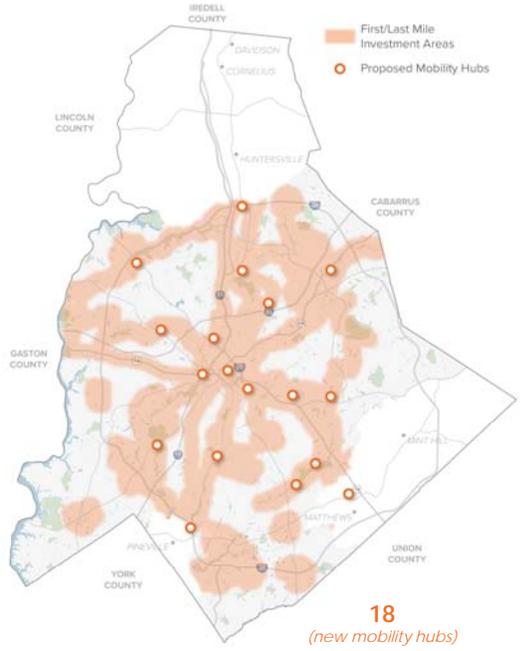
Building on Our Plans:

Existing:

- Charlotte Walks (2017)
- Vision Zero Action Plan (2018)
- Greenway Master Plan (2008)
- Transportation Action Plan (2017)
- Metropolitan Transportation Plan (2016)
- Strategic Energy Action Plan (2018)

On-Going:

- Mack Playbook
- Charlotte Future 2040
- Strategic Mobility Plan



18

(new mobility hubs)

Selection Criteria/Approach:

- Focused on improving safety and “first/last mile” connectivity to transit and greenway corridors
- Improve pedestrian access by investing in mobility hubs at the confluence of other key mobility networks

Key Projects/Programs:

- First/Last Mile Sidewalk Gaps
- First Last Mile Pedestrian Safety Projects (*new crossings*)
- Mobility Hubs

What we’ve heard from the Task Force:

- Focus on sidewalks that complete first/last mile gaps
- Shared-use paths (pedestrian and bicycles)
- Funding for micromobility hubs

Roadway Network



Our investment to manage congestion

managing our congestion and extending the capacity and connectivity of our roads and rights of way.

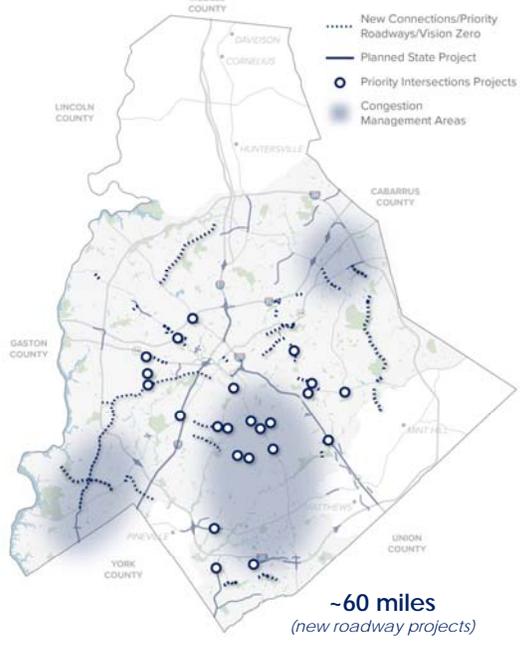
Building on Our Plans:

Existing:

- Transportation Action Plan (2017)
- Metropolitan Transportation Plan (2016)
- Strategic Energy Action Plan (2018)

On-Going:

- Charlotte Future 2040
- Strategic Mobility Plan



~60 miles

(new roadway projects)

Selection Criteria/Approach:

- New multimodal transportation options and mitigate areas of high congestion
- Support Vision Zero safety commitment by investing in the High Injury Network
- Establish greater network connectivity, efficiency, and route choice by building new street connections

Key Projects/Programs:

- New Street Connections (*Eastern Circumferential, Fred D. Alexander Blvd., Bryant Farms Rd., Philemon Dr., Carowinds Blvd.*)
- Priority Roadways & Vision Zero (*West Blvd., Tyvola Rd., The Plaza, etc.*)
- Priority Intersections
- Connectivity Program/Partnerships

What we’ve heard from the Task Force:

- Focus on safety
- Stitch together a more complete street grid – new streets, more connectivity
- Maintenance
- Redesign roads through residential areas to be less like highways for automobiles and more about moving people



Learning From Others

Making the case for Investing In Mobility



Chris Walton | Director

Broward
County
Florida



Annick C. Beaudet
Assistant Director

Austin
Texas

WHY? Acknowledge transportation as a primary ingredient to building and sustaining a vibrant, competitive and equitable community.

WHAT? Ensure that your approach is multimodal and benefits the entire community.

HOW? Identify program scale, financial need, financial options, and financial plan.

WHO? Build a diverse coalition of support

"If we want different outcomes, we need to do something different"

Purpose & Observations

Making the case for Investing In Mobility

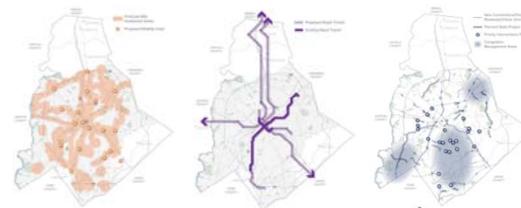
OUR WHY?

- ✓ Charlotte's changing needs are increasing and outpacing the implementation of our transportation plans.
- ✓ Charlotte will be unable to advance additional rapid transit investments without a new revenue stream*
- ✓ Charlotte will position itself to compete successfully with a significant investment in mobility infrastructure.
- ✓ Charlotte would need to increase multimodal investments to implement the Transportation Action Plan.

OUR WHAT?



Transformational Mobility Network



CITY of CHARLOTTE

*Cost Source: Transportation Action Plan and 2030 Transit System Plan





PERIOD

August 20-October 13 (1,216 responses)

KEY TAKEAWAY

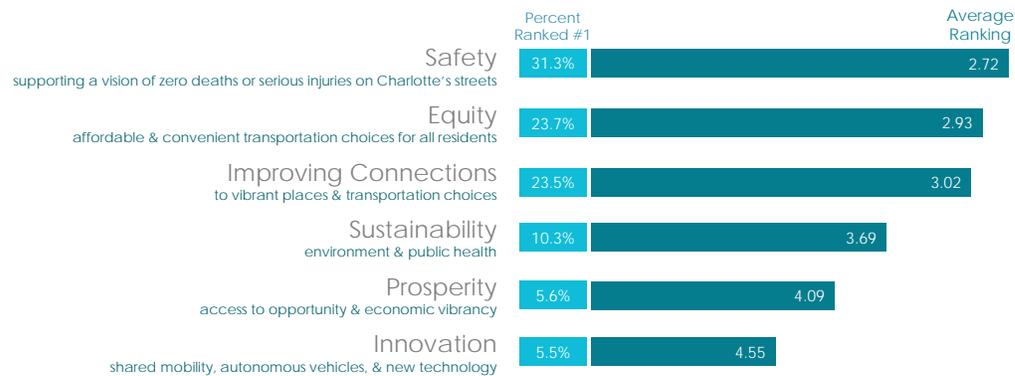
Responses reveal a strong preference for more ways to safely travel.

NOTABLE RESULTS

- The top two changes the public would like to see are
 - More convenient public transportation
 - More travel options.
- **81%** of participants would like to travel more often by walking in Charlotte. **76%** would like to travel more often by bus or light rail.
- Safety and convenience are the top two reasons participants do not walk, bike, or take transit for everyday trips.



Charlotte is facing many new challenges. As you think about the role of transportation in responding to those challenges, tell us which considerations are most important to you. Please rank the following choices.





Methodology

CHARLOTTE MOVES | TASK FORCE



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.

© Anzalone Liszt Grove Research

21



KEY FINDING: Strong Support For Expanding Transportation Options

CHARLOTTE MOVES | TASK FORCE



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.”

Private Polling/Focus Groups (Phase 2): Post-Election

© Anzalone Liszt Grove Research

22



T
P

Transformational Mobility Network
Funding Strategy

Program Characteristics

Bicycle

Bus Priority

Greenway

Pedestrian

Rapid Transit

Roadway

Program Characteristics:

- Multimodal program of projects & investments
- Funding Eligibility dependent on inclusion in the TM Network
- Derived from adopted plans and policies and TF input
- Influenced by final Funding/Financing Plan

T
P

Transformational Mobility Network
Funding Strategy

Program Partnerships

Local Capital Investment

Local
City/County funding

+

Transit funds/grants

State
Projects of regional need

+

Transit Administration (FTA) grants & formula funds

Federal
Competitive transit funding

Partnerships are a cornerstone of our success.

Transformational Mobility Network: Characteristics:

- Multimodal program of projects & investments
- Funding Eligibility dependent on inclusion in the TM Network
- Derived from adopted plans, policies & TF input
- Influenced by final Funding/Financing Plan

Roadway

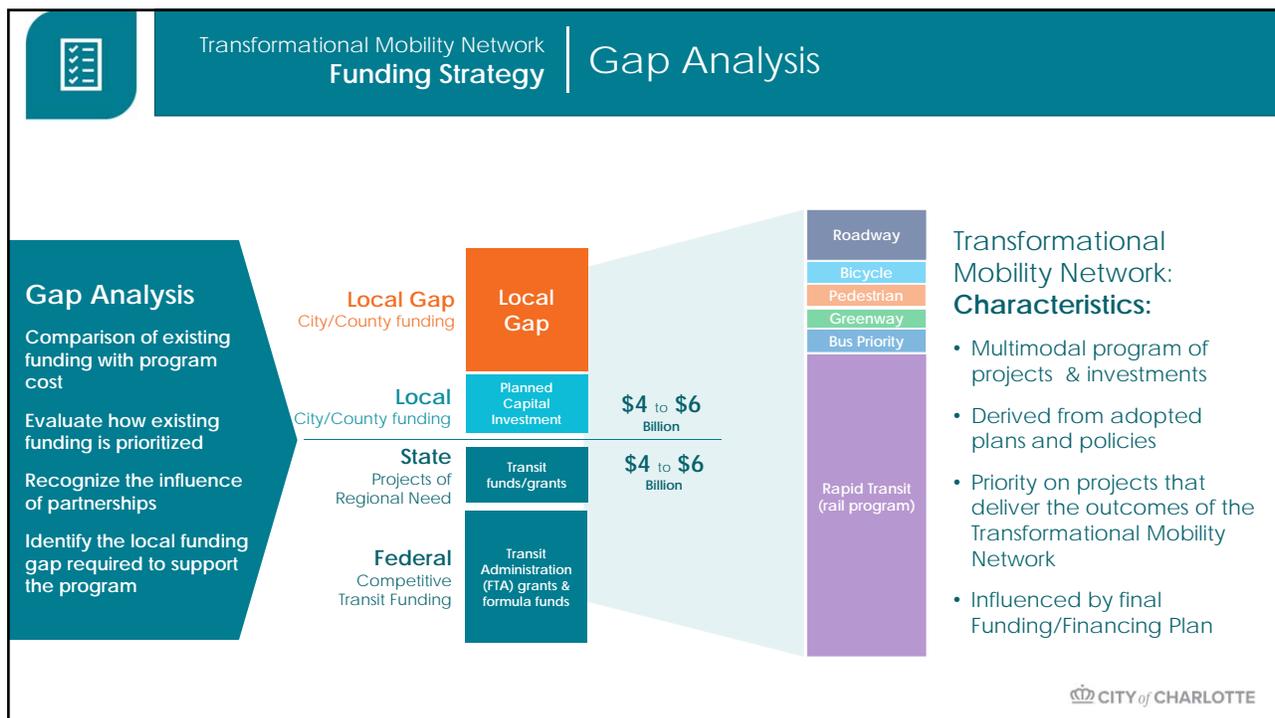
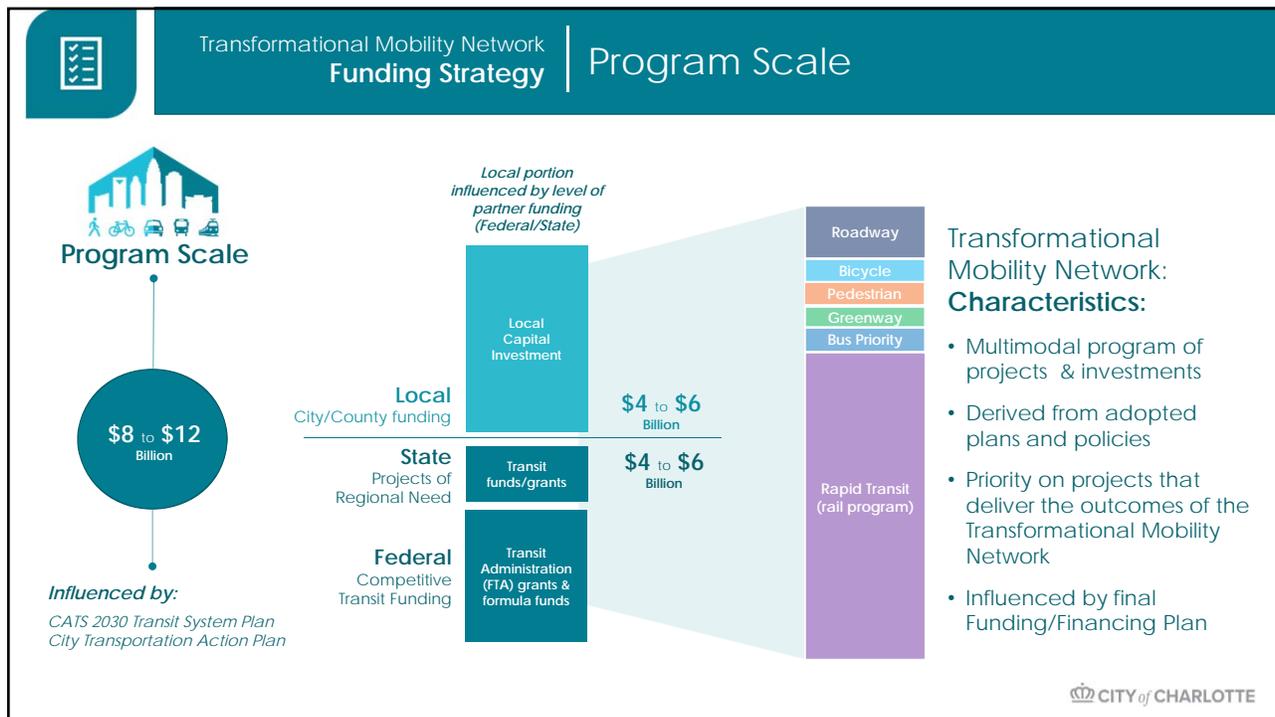
Bicycle

Pedestrian

Greenway

Bus Priority

Rapid Transit





Transformational Mobility Network
Funding Strategy

Menu of Program Funding Options

	Description	Authority/Approval	Scale	Local Gap %
Transit Sales Tax	Transit Dedicated Sales Tax Geography: County Directly pledged to new Revenue Bond financing	State Authority City Council Approval Voter Referendum	\$\$\$\$\$ Moderately stable	
Property Tax	Dedicated Property Tax Geography: City of Charlotte Source for additional General Obligation Bond financing	City Council Approval	\$\$ Stable	
Other	Further evaluation will determine if other sources are appropriate (motor vehicle license, transit ad revenue, P3, etc.)	TBD	\$ TBD	

* Exact funding ratio will be refined in the Financing & Funding Plan

Local Gap

Guiding Principles

Scale – Generate enough revenue?

Stability – Reliable or susceptible to fluctuations?

Equity – Unfairly burden certain residents or businesses?

Feasibility – Achieve sufficient political support?

Geography – City, County or Region?



Transformational Mobility Network
Funding Strategy

Financing & Funding Plan

Local Gap City/County funding	Local Gap	Establish Funding
Local City/County funding	Planned Capital Investment	Prioritize Existing CIP
State Projects of Regional need	Transit funds/grants	
Federal Competitive Transit Funding	Transit Administration (FTA) grants & formula funds	

**City Council & City Manager
Financing & Funding Plan:**

Combination of financing tools and new/existing funding sources & partners

Considerations:

- Guiding Principles (new funding sources)
- Competition for Resources
- Maintaining Fiscal Sustainability

Funding Options:

- Transit Sales Tax
- Property Tax (increase)
- Other - TBD

Financing Tools:

- General Obligation (GO) Bonds
- Cert. of Participation (COPS)
- Revenue Bonds (Transit Sales Tax)
- Federal Loans (TIFIA)
- Tax Increment Grants (TIG)
- Tax Increment District





CHARLOTTE

MOVES

TASK FORCE

Remaining meetings:
Nov. 10; Nov. 18 & Dec. 3, 2020
6:00pm