CITY COUNCIL STRATEGY SESSION
JUNE 6, 2022

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CHARLOTTE FUTURE | 2040 COMPREHENSIVE PLAN

The Vision For Our Growth

CHARLOTTE FUTURE 2040 POLICY MAP

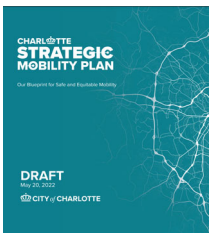
Land Use

How We Shape:
Public
Investment in Mobility

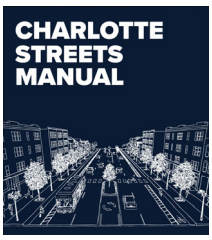
CHARLOTTE STRATEGIC MOBILITY PLAN

Mobility

Policy & Strategy



Regulation



UDO
UNIFIED DEVELOPMENT ORDINANCE

Development

How We Shape:
Private
Investment in Mobility

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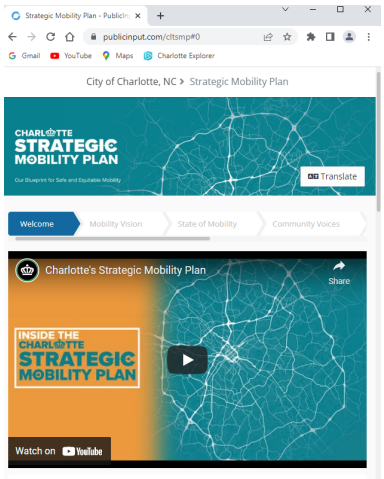

The First Draft Released: May 20th

Plan Webpage:
www.charlottenc.gov/smp

Draft Comment Portal:
https://publicinput.com/cltsmp

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5. SAFE AND EQUITABLE MOBILITY

Charlotte will provide **safe** and **equitable** mobility options for all travelers regardless of age, income, ability, race, gender, where they live, or how they choose to travel.

An integrated system of transit and tree-shaded bikeways, sidewalks, shared-use paths, 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.

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CHARLOTTE STRATEGIC MOBILITY PLAN

Our Policy Objectives

Safe
Eliminate transportation-related fatalities and serious injuries to make our streets safe for everyone.

Sustainable
Increase access to sustainable and zero carbon transportation modes and mobility options to support our strategic energy and sustainability goals.

Prosperous
Prioritize transportation investments that promote economic vibrancy by managing congestion, connecting our workforce with opportunities, and advancing community priorities.

Equitable
Increase investment and access to support equitable and affordable mobility options in our communities that have historically lacked investment.

Connected
Increase the share of trips made without a car and broaden multimodal connectivity to expand the capacity of our transportation infrastructure.

Innovative
Integrate emerging mobility solutions and new technologies to move people and goods through our City in cleaner, safer, more affordable, and efficient ways.

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CHARLOTTE STRATEGIC MOBILITY PLAN

Safe and Equitable Mobility

Safe | Vision Zero

2040 **Aspiration**

As a community, we will eliminate traffic deaths and serious injuries for all who share Charlotte streets.

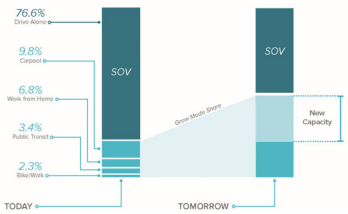
VISION ZERO

OUR STREETS | OUR RESPONSIBILITY

Equitable | 50-50 Mode Share

2040 **Aspiration**

As a community, half of our trips will be made by means other than single-occupancy car, though walking, cycling and transit.



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CHARLOTTE STRATEGIC MOBILITY PLAN

Safe and Equitable Mobility

Equitable | 50-50 Mode Share

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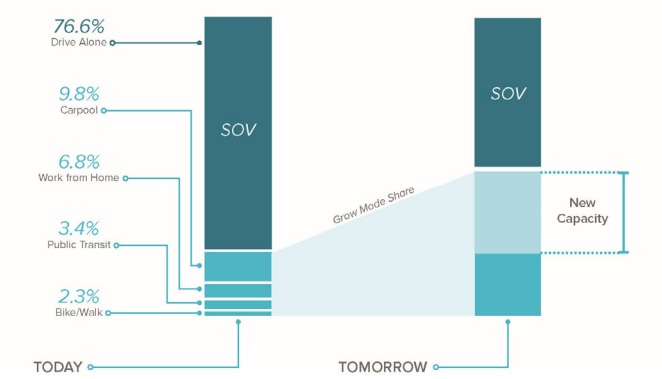

Drive Alone Mode Share

	Current	Goal
Washington, DC	34%	25%
Seattle, WA	44%	25%
Minneapolis, MN	61%	40%
Denver, CO	70%	50%
Austin, TX	74%	50%
Charlotte, NC	76%	50%

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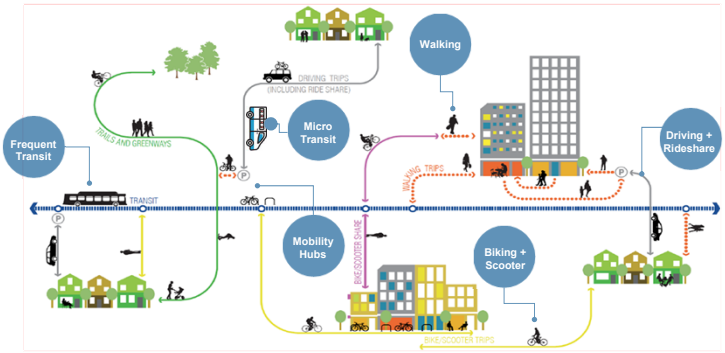
CHARLOTTE STRATEGIC MOBILITY PLAN

How Do We Get There?



Shorter Trips

Create multimodal places

Easier to walk, bike and access transit

Connect Jobs + Services + Housing (mixed use)
10-minute Neighborhoods
Transit Oriented Development
Intensify: Centers & Corridors (Bus Priority)

Less (car) Trips

Promote demand management

Encourage fewer car trips and more multimodal trips

Work from home – future?
Regional TDM (Connect Beyond)
Local TDM (Comprehensive Transportation Review)

More Multimodal Trips

Build the Infrastructure

Transit, bike, pedestrian AND Roads

Transit Rail **AND Bus**
Connected Bicycle Network
Pedestrian safety and comfort
Complete Streets
Managed Lanes (carpool/Express Bus Service)

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CHARLOTTE STRATEGIC MOBILITY PLAN

Our Community Voices

Project Ideas | What do people want to see in your area?

5 West

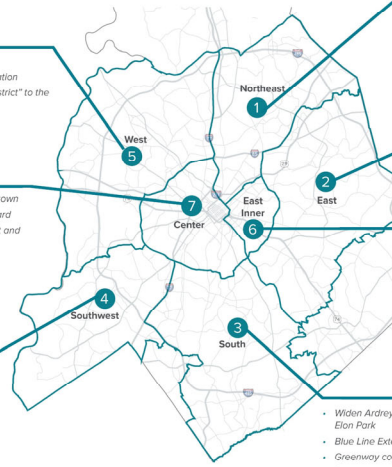
- Bike route along NC 16
- Investment in rail, sidewalks, and other modes of transportation
- Greenway connect along Catawba River from "the River District" to the Whitewater Center
- Sidewalk on Bellhaven Bouelvard
- Sidewalks and wider roads with bike lanes in Coulwood
- Greenway in the Mountain Island Lake area

7 Center

- Completion of the Irwin Creek Greenway from Clanton to Uptown
- Improved pedestrian/bike access under I-77 on West Boulevard
- Protected bike lanes on busy roads such as Morehead Street and Park Road
- 10-minute walking access to goods/services
- Safer crossings along South Boulevard
- Safety features and art along the Rail Trail
- Traffic calming in neighborhoods
- Realtime bus information for buses and trains
- Better safety and more capacity at the transit center

4 Southwest

- Widening NC 160 and Shopton Road
- Safe bike connections to Ballantyne
- Pedestrian crossings, especially at South Tryon Street intersections with Tyvola and Nations Ford Roads
- Pedestrian connections over railroad
- Bike land on South Tryon Street, Tyvola Road



Northeast 1

- Circulator buses with frequent connections to light rail or larger bus lines (e.g., from Prosperity Village)
- Improvements to Harris Boulevard (sidewalks, bike path, dedicated bus lane)
- Transportation options in Camp North End
- More greenways with connections to neighborhoods (including to Prosperity Village)
- Street trees

East 2

- Connecting streets and a better grid
- Crosswalks with leading pedestrian interval and sidewalks
- Bus lane on Central Avenue
- Connection from NC 49 to NC 24/27

East Inner 6

- Fully connected sidewalk network from neighborhoods to school, work, or play
- Connecting Blue Line to Plaza Midwood
- Bike network that connects to transit and other neighborhoods
- Pedestrian/sidewalk improvements for that last mile connections to public transportation
- Buses, walking, biking as spokes from the hub
- Trees for sidewalks and trails

South 3

- Widen Ardrey Kell Road between Johnston and Providence Roads; Crossing at Elon Park
- Blue Line Extension to Ballantyne with a free circulator bus and more sidewalks
- Greenway connections
- Improvement at Lancaster/Carolina Place intersection
- Bus lanes on Providence Road, South Boulevard
- Road maintenance
- Improved bus stops, sidewalks, bike connections along make roads

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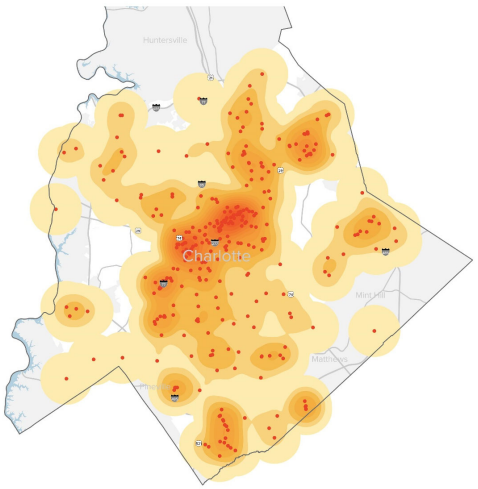
CHARLOTTE STRATEGIC MOBILITY PLAN

Our Community Voices

Pedestrian Input Snapshot



This stretch of sidewalk needs tree cover to be functional.

Sidewalk abruptly ends. We need a sidewalk to continue underneath the Matheson Ave bridge into NoDa to better connect the two neighborhoods.

Wheelchairs can not use the sidewalk here as it is narrow and there are telephone poles in the way as well.

Widen sidewalks on south side of University City Boulevard -- too narrow to carry pedestrians and bikes from new residential developments to shopping centers.

Complete sidewalks, or better, a shared walk/bike path on Tryon from Mallard Creek Church across the bridge.

Improve the underpass pedestrian experience to better connect South End and Wesley Heights.

New wider sidewalks/street trees/lighting needed all down N. Davidson

Can we set sidewalks wider and further from the street so that kids walking from the high school are safer?

Walking up 12th and across the bridge on Graham is pretty perilous. Any protection or median would be great.

A better pedestrian connection between Optimist Hall and the Parkwood LYNX station would be great and further encourage people to take transit instead of driving.

Harris Blvd has incomplete sidewalks or a shared use trail from JW Clay to University Hospital Road. Pedestrians are forced to use ditches or walk on road with cars going 55 mph.

There is no safe way for pedestrians or cyclists to cross Eastway. This is becoming a more common crossing since Parks & Rec opened the Eastway Rec Center.

Difficult to navigate intersection for pedestrians that makes access to the Irwin Creek Greenway difficult.

We need sidewalks to continue from the intersection of Weddington Rd/McKee Rd down to Francis Beatty Park to give people safe access to shopping and the Park.

Lack of sidewalks, not only in my neighborhood, but on very busy main streets.

Dalton Ave is very wide and has plenty of room to be improved with better pedestrian and bicycle infrastructure.

Encourage businesses, traffic, visitors to walk more around downtown Derita - park once and walk to various places. Needs traffic calming and pedestrian infrastructure as well as beautification (trees and art).

I believe a sidewalk should be place on W.T Harris Blvd, from the Northlake Mall to the intersection of Mallard creek. This would increase mobility of those living in the area without reliance on a car.

There are a lot of pedestrians and transit riders along Freedom. Can you widen and improve sidewalks, increase tree canopies and shade?

Lots of kids cross the street to get to Tom Hunter Park from Silverstone apartments. A crosswalk would be a great addition.

Harrisburg Road needs crosswalks so people can get to the recreation facilities.

Dangerous area where Wallace Rd meets Monroe - across from East Meck. Sidewalks too close to street and not maintained. Traffic pilons all knocked down and people don't follow road rules - always turn left from Wallace onto Monroe. Love the MOKA improvements but still unsafe along Monroe Rd.

Create safe crossings for peds and bikes on Lasalle between Newcastle and Beatties Ford Road.

Better shade needed along this walking route to connect Central. Noda businesses with North Noda businesses.

Create parklets or expand sidewalks here for more pedestrians. The former parking spaces have been converted to loading only zones. So most of the time this space sits empty. Sidewalks are narrow here and we need more space for pedestrians

Add sidewalk on west side of Charlotte Drive between East Blvd and Ideal Way.

Many residents walk and bike this road and a sidewalk will create a safer environment for the pedestrian and motorist.

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CHARLOTTE STRATEGIC MOBILITY PLAN

Our Mobility Strategy

Transit Framework
Focuses our multimodal investment to support priority bus and rail transit service, access, and comfort.

Pedestrian Framework
Establishes our pedestrian priority network to direct our investments in sidewalks, crossings, intersections, and safety.

Bicycle Framework
Defines our bicycle priority network to target the most impactful projects and program investment.

Street and Roadway Framework
Aligns our street and roadway needs with City and regional investments to move people and goods.

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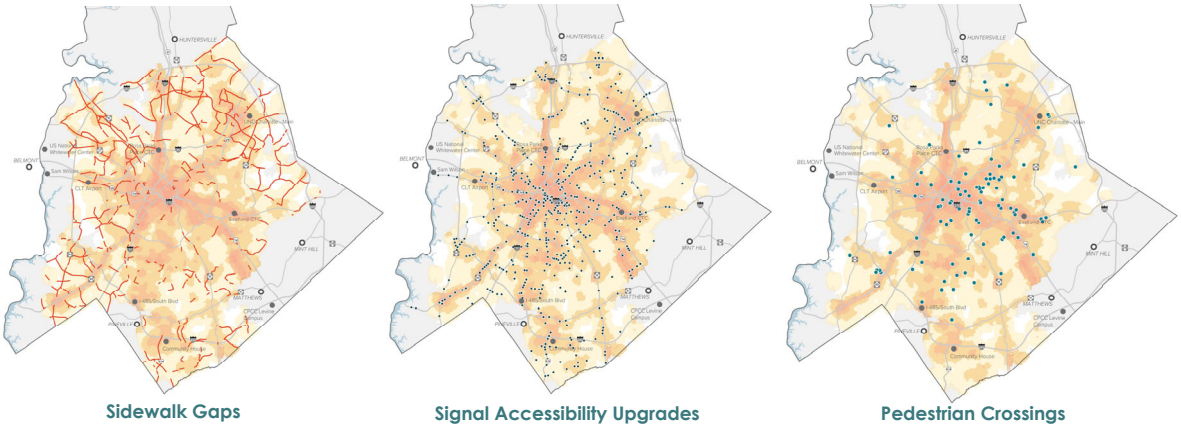
CHARLOTTE STRATEGIC MOBILITY PLAN

Pedestrian Framework
Establishes our pedestrian priority network to direct our investments in sidewalks, crossings, intersections, and safety.

Pedestrian Priority Framework
Access to:

Jobs
Centers
Transit
Schools
Services
Greenways

Higher Priority
Lower Priority



Sidewalk Gaps | Signal Accessibility Upgrades | Pedestrian Crossings

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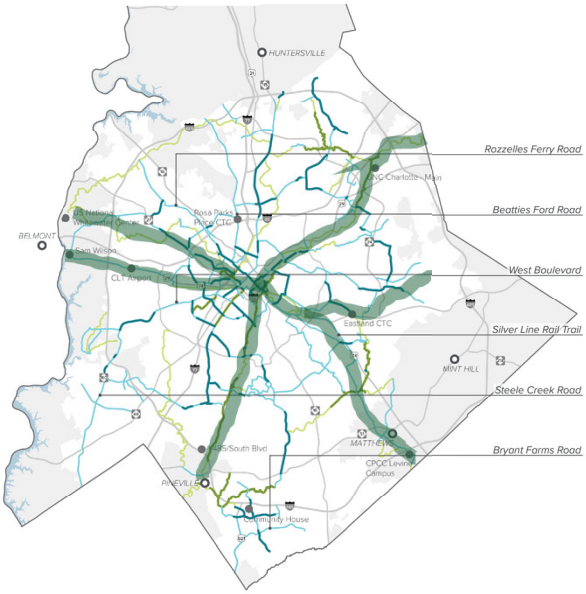
CHARLOTTE STRATEGIC MOBILITY PLAN

Bicycle Framework
Defines our bicycle priority network to target the most impactful projects and program investment.

Bicycle Priority Network

- Existing Bikeway
- Proposed Bikeway
- Existing Greenway
- Proposed Greenway

Priority Criteria	Key Components:
Population & Employment Density	**Existing Bicycle Facilities:** 150 miles
Households Cost-Burdened (Housing/Transportation)	**Bike Priority Network:** + 173 miles
Household Vehicle Access	**Greenways:** Connects to existing & planned Greenways
Access to Transit	
Existing & Future Greenways	



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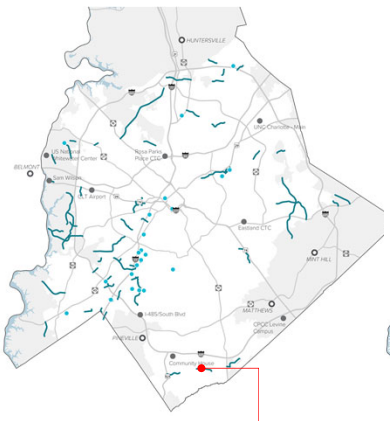
CHARLOTTE STRATEGIC MOBILITY PLAN

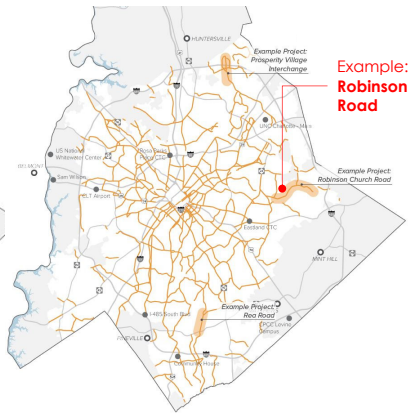
Street and Roadway Framework
Aligns our street and roadway needs with City and regional investments to move people and goods.

Streets and Roadway Priority Framework



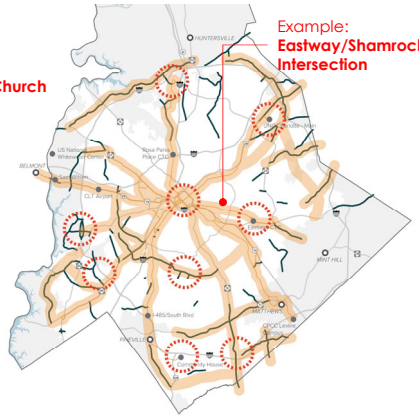
New Streets

Example: **Bryant Farms Road**



Example: **Robinson Church Road**

Complete Streets



Example: **Eastway/Shamrock Intersection**

Mobility Improvement Corridors & Centers

Bus Priority Corridors - Congestion Management
Connectivity – Intersections – Safety - Operations

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CHARLOTTE STRATEGIC MOBILITY PLAN

Transit Framework
Focuses our multimodal investment to support priority bus and rail transit service, access, and comfort.

Bus Priority Network

- Proposed Mobility Hub
- Proposed High-Frequency Bus Route – Peak Hour
- Proposed High-Frequency Bus Route – All Day
- Proposed Microtransit Area

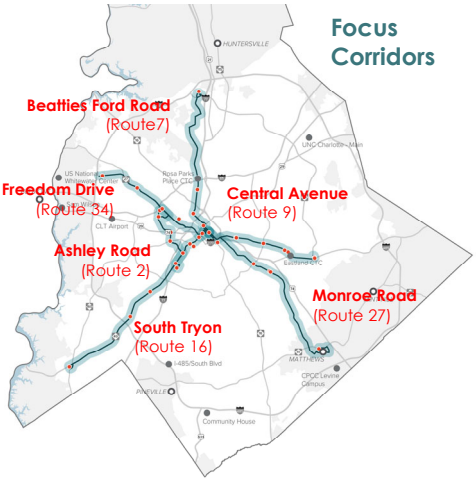
Bus Priority Study

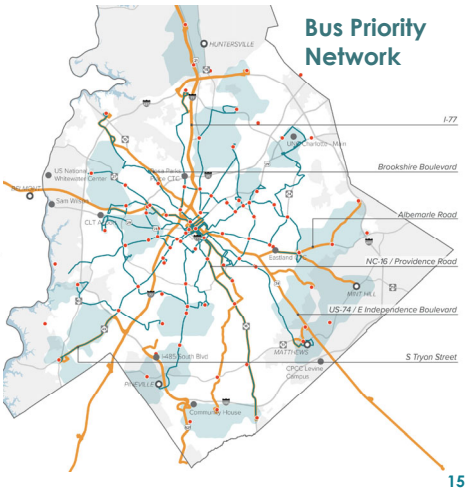
Corridors for high frequency service (22)

Focus Corridors for bus priority investment (6)

Microtransit Areas

In proposed areas **AND** at all Transit Station Areas





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CHARLOTTE STRATEGIC MOBILITY PLAN

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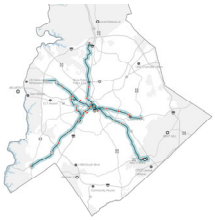
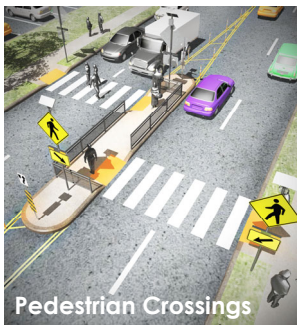
Bus Priority Focus Corridors



Focus Corridors Investment

- Signal Priority
- Queue Jumps at intersections
- Mobility Hubs and Stop Enhancements
- Microtransit Areas
- Pedestrian Safety & Comfort (e.g. crossings)

Focus Corridors Investment



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CHARLOTTE STRATEGIC MOBILITY PLAN

Implementing the Plan

Vision

Safe | Vision Zero

2040 **Aspiration**
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Equitable | 50-50 Mode Share

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FY 2023 Budget

Increase of:
$54.1
million

2022 Bond

Bicycle Program	**$8 million** (previously $4 million)
Sidewalk Program	**$50 million** (previously $15 million)
Vision Zero Program	**$17.1 million** (previously $2 million)

Multimodal Focus

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CHARLOTTE STRATEGIC MOBILITY PLAN

Next Steps

CHARLOTTE STRATEGIC MOBILITY PLAN

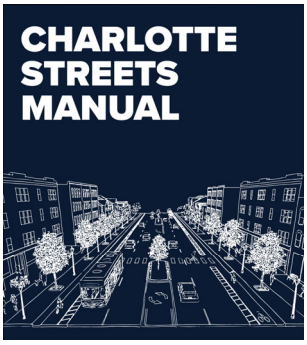
Next Steps:

2nd Draft Released with UDO
(June 3)

Public Hearing with UDO
Tentatively (July 11)

Council Adoption with UDO
Tentatively (August 22)

Streets Manual



Key Components:

Comprehensive Transportation Review (CTR) Guidelines
- Multimodal
- Transportation Demand Management
- Vehicular

Streets Map
- Multimodal Street Types
- Corridor ROW Protection

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CHARLOTTE STRATEGIC MOBILITY PLAN

Next Steps

CHARLOTTE STRATEGIC MOBILITY PLAN

Next Steps:

Public Draft Released
(May 20)

Virtual Public Engagement Sessions
(May 26 and May 31)

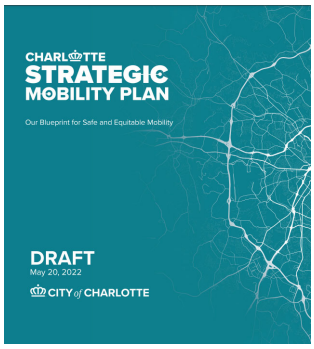
Council Strategy Session
(June 6)

TAP Committee
(June 13)

Public Hearing
(June 13)

Council Adoption
(June 27)

Mobility Policy



Key Components:

50-50 Mode Share Aspiration

Mobility Policy
- Safe
- Equitable
- Connected
- Sustainable
- Prosperous
- Innovative

Mobility Strategy
- Transit
- Bicycle
- Pedestrian
- Streets & Roadways

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CHARLOTTE STRATEGIC MOBILITY PLAN

Questions & Discussion

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