



**Bicycle Advisory  
Committee**

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Re: Bicycle Advisory Committee Support for the Charlotte MOVES Task Force recommendations

Dear Mayor Lyles and members of Charlotte City Council:

In response to the recommendations brought forth to the Charlotte City Council by the Charlotte MOVES Task Force, the Bicycle Advisory Committee (BAC) has adopted the below items endorsing the recommendations of the Task Force during our November meeting:

As Charlotte has experienced rapid growth, the BAC sees the need to further recent multimodal planning efforts and substantial progress regarding greenways and bicycle infrastructure with a holistic transportation plan and strategy. More specifically, there is a need to implement an All-Ages-and-Abilities bike network to support the sustainable and equitable growth of our City. Investments made in bicycle infrastructure to-date have shown a high return in Charlotte, with the League of American Bicyclists reported that between 2006 and 2017, there was an over 500% increase in the amount of people who commute by bike in Charlotte<sup>1</sup>. Peer cities have also shown that investing in a robust bicycle infrastructure plan is critical to building a multimodal, sustainable, and equitable transportation network.

The BAC commends the recent efforts of the Charlotte Moves Task Force and believes the Strategic Mobility Plan is the best next step to ensuring the momentum for multimodal infrastructure is maintained. We are excited about the opportunity for our City to embrace the Transformational Mobility Network and holistically move towards a more multimodal and equitable City. Therefore, the BAC wishes to reinforce our support for this Plan. Note, some of our specific requests and recommendations are in alignment with those outlined by the Charlotte Regional Transportation Coalition in their letter to the Charlotte Moves Tasks Force. We have incorporated some of their recommendations and added key elements we feel are relevant to biking in Charlotte:

1. The BAC emphasizes the importance of the bike and greenway components of the Transformational Mobility Network. While our City has made significant investments in bike infrastructure and greenways, our mode share for biking continues to lag behind other top-tier cities because we lack a seamlessly connected network that serves the areas of our city that are in the most need of it. **The BAC identified in our 2019 Annual report an aggressive bicycle infrastructure plan as our number one priority necessary to advance the safety, equity and practicality of biking in Charlotte.** We view these components of the TMN as a critical part of fulfilling that priority.
2. We are currently assisting the City in the development of a citywide **Bicycle Priority Network** through the Strategic Mobility Plan to focus and guide future CIP investment in bike infrastructure. As noted above, the development of this network map is our number 1 priority outlined for this

year. We also believe the development, and ultimate implementation, of this priority network is in line with the City Council's adoption of the Charlotte BIKES Plan in 2017.

3. The BAC advocates that the final recommendation of the Task Force should be a framework that includes all of the various planning efforts, guides implementation and creates metrics for accountability for multi-modal and equitable implementation, and that this framework should recognize and accommodate transportation planning work still in progress (e.g. the Bicycle Priority Network and the final recommendations of the CATS Bus Priority Study).
4. The BAC supports a fully funded Transformational Mobility Network with an investment of \$8 to \$12 billion, with 50% from local funding and 50% from state and federal sources. We highlight that almost all modes, especially transit, see a higher return on investment when there is a strong, complimenting bicycle network.
5. We believe including mode share as a measure is a critical indicator of transportation choices, access to those choices, and a proxy for other community goals, such as climate goals and living affordability. **We recommend the City strive to achieve a minimum bicycling mode share of 5% with the implementation of the TMN** to start to compete with some of the top US cities in biking infrastructure.
6. **We encourage the City to develop and execute an implementation plan for the Transformational Mobility Network to ensure investments are equitable across the City.** We request that the Task Force make recommendations on investing a reasonable percentage of rapid transit, local bus service, greenways, bike lanes, and safe walking infrastructure into historically disadvantaged communities, especially lower-income communities of color. We believe the percentage invested in lower-income communities of color should work to measurably improve transportation infrastructure. We believe that everyone should be able to access high-quality and affordable transportation options, with equitable access to basic destinations of employment, health care, groceries, retail, and education. This could be measured through transit frequency, timely trip time to destinations, increase in access to jobs, safe well-lit transit shelters, and first mile, last mile multi-modal connectivity.

In closing, we recommend that the recommendations from the Charlotte MOVES Task Force be supported by the Council and integrated into the Strategic Mobility Plan to provide accountability for the implementation of the ultimate Bicycle Priority Network. We thank you for the opportunity to provide input on this very important step forward for transportation in the City of Charlotte and look forward to continued partnership, especially regarding the Bicycle Priority Network.

Sincerely,



Adam Raskoskie  
Chair, Bicycle Advisory Committee

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<sup>1</sup> [https://bikeleague.org/sites/default/files/Where\\_We\\_Ride\\_2017\\_KM\\_0.pdf](https://bikeleague.org/sites/default/files/Where_We_Ride_2017_KM_0.pdf)