

## Strategic Advisor Meeting

November 21, 2019

### Livable & Connected Element Group

Facilitator: Kathy Cornett

Scribes: Scott Correll and Julian Burton

## 10-minute neighborhoods

- General support for all of the objectives and the idea of access to necessities within 10 minutes.
- The L&C group focused on specifics related to strategy and implementation of mobility, and eventually came to understand that the two concepts were related but separate in terms of this exercise.
- Need to differentiate between bus and light rail service and improvement requirements as it relates to mobility.
- Need to communicate/clarify that policies established through this process would result in city resources being used to focus on areas that do not currently meet the intent of the policies.
- Some neighborhoods are too big to be 10-minute communities by walking. Need to differentiate between modes/distances and how it gets applied.
- Focus on bike/ped as basis for 10-minute neighborhoods. The group did not like using transit as a basis for a 10-minute neighborhood due to service level inconsistencies. If all neighborhoods are 10-minute neighborhoods for bikes and peds, then transit will function better.
- The group did not feel comfortable applying percentages yet.
- L&C asked to change framework policy statement to add/emphasize “infrastructure” similar to the following:
  - *“All Charlotte households will have access to essential amenities, services, **and supporting infrastructure** within a 10-minute walk, bike or transit trip by 2040.”*

## 2T-OD

- The group did not make specific recommendations to change the language of this framework policy, however, policy changes may be warranted based on the discussion as documented below.
- The group discussed the definition of trail (e.g.: “greenway” versus an “street-related path”) and the need to emphasize/clarify what this term means in the policy.
- Emphasize support for facility construction in policy.
- Need to emphasize importance of coordination and collaboration with the County; City should only build if it’s transportation focused.

- Examples in Atlanta and Dallas were emphasized as good examples that create community and allow for more non-auto travel.

## Balanced Mobility

Our group talked about 2T-OD instead of Balanced Mobility; however, many comments were related throughout the discussion and are documented below.

- The group discussion focused in part on the importance of efficient transit (especially bus) and the importance of designing complete streets due to poor conditions for pedestrians along thoroughfares in the city. Notably walking along and crossing streets is challenging due to high traffic volumes/speeds and infrequent crossing opportunities (signalized intersections, etc). With increased development adding vehicular traffic, how will the City respond with infrastructure?
- Support for increased headways/frequency and routes to allow for more efficient transit trips (i.e.: Envision My Ride). The group wants to see policy that emphasized higher frequency or “timely” transit access.
- Indirect discussion about the importance of establishing a network of streets/connections to support additional transportation demands.
- How does infrastructure evolve to keep up with new demands, and how do existing gaps get addressed with new growth being added every day?

# Transit- and Trail-Oriented Development (2T-OD)

**FRAMEWORK POLICY:** The majority of households will be located within a 10-minute walk of high performance transit or a regional trail.

**MAPPING IMPLICATIONS:** Develop new housing close to existing and planned high performance transit and regional trails and ensure new transit routes and trail alignments are accessible from existing neighborhoods.

## PROPOSED OBJECTIVES:

- Increase the share of Charlotte residents with access to transit
- Increase the Percent of Households (New and Existing) within 1/2 mile access to Trail A
- Increase Walkability Within a 1/2 mile of Transit and Trails
- Increase Bikeability Within 2 miles of Transit and Within a 1/2 mile of a Trail Access Point

Don't "or" and "and" phrases  
Vague

### Proposed Objective

Increase the share of Charlotte Residents with Access

Coord.  
Pedestrian  
facilities

ement:



Access?  
High Capacity

Goals Met:



Transportation Choice & Convenience



Equitable Access to Services Resource

Safe Access

### Proposed Objective

Increase the Percent of Households (New and Existing) Within 1/2 Mile Access to Trail Access Points

Vision Element:

Target Goal:



\_\_\_ % \*

\*to be determined with ongoing input

Goals Met:



Healthy & Sustainable

What came first?  
The Community or the transit? seems difficult to work like this it is simply encouraging residential density around existing & planned transit and making residents of new housing plan

### Proposed Objective

Increase Walkability Within a 1/2 Mile of Transit and Trails

Safe Access

Target Goal:

\_\_\_ % \*

\*to be determined with ongoing input

Goals Met:



Transportation Choice & Convenience

Healthy & Sustainable goal too

### Proposed Objective

Increase Bikeability Within 2 Miles of Transit and Within a 1/2 Mile of a Trail Access Point

Vision Element:

Target Goal:



\_\_\_ % \*

\*to be determined with ongoing input

Goals Met:

Do we mean high capacity transit?



Transportation Choice & Convenience