GOVERNORS' SUMMIT ON AIR QUALITY

Transit Oriented Development as a Control Strategy

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CHARLOTTE AREA TRANSIT SYSTEM

CHARLOTTE MECKLENBURG GROWTH AND AIR QUALITY

- Charlotte 2nd fastest growing city in the 1990's
- VMT grew 38%
- 9th worst metropolitan air quality
- 20+ days/year above 8 hour ozone standard
- Non-attainment designation likely for ozone
  - Potentially 7 counties in NC and 2 in SC

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TRANSPORTATION AND AIR QUALITY

- 46% of NOx emissions in Piedmont from mobile sources
  - 28% from highway sources
- Engine technology and fuel improvements
  - Addressed past CO problems
  - Will help with NOx in shorter-term
- Projected VMT growth will overwhelm technology advancement in longer-term
- Must restrain VMT growth
- Need access to supply of low-sulfur diesel

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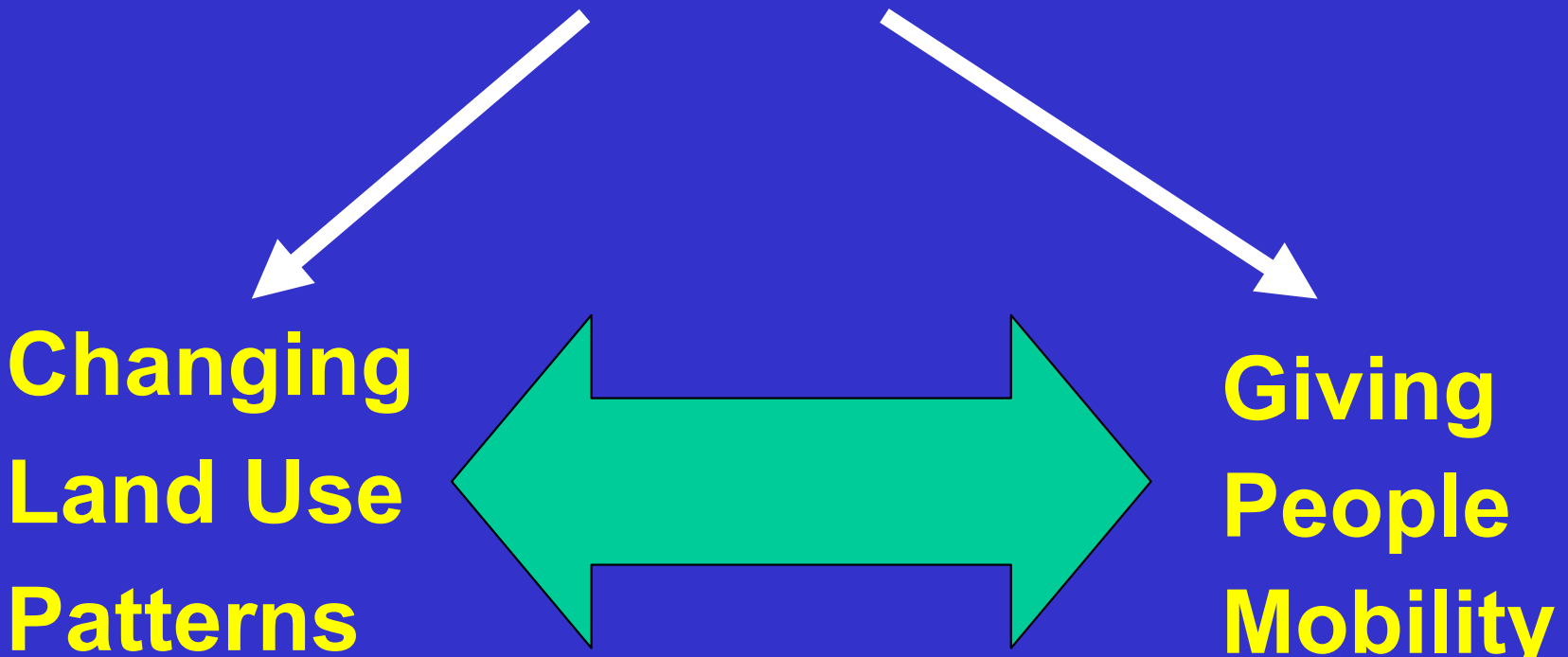
COMPONENTS OF VMT GROWTH

- Growth driven by land use patterns and population gains
- Conventional suburban development pattern
  - isolated/separated land uses
  - curvilinear street patterns with no connectivity
  - lower density
- People forced to drive everywhere
  - requiring more and longer trips
  - increasing VMT

RESTRAINING VMT GROWTH REQUIRES



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CHANGES IN LAND USE PATTERNS

- Mixing uses
- Increasing density (15-20 dua)
- Pedestrian-orientation
- Good design
- Linkage to mobility options

MOBILITY OPTIONS

- Walking
- Good transit service
- Street connectivity
- Bicycling

CHARLOTTE MECKLENBURG HISTORY

- 1994-Centers and Corridors Land Use Vision
- 1998-2025 Integrated Transit/Land Use Plan
- 1998-Half-percent sales tax voter approval
- 1999-Implementation begins

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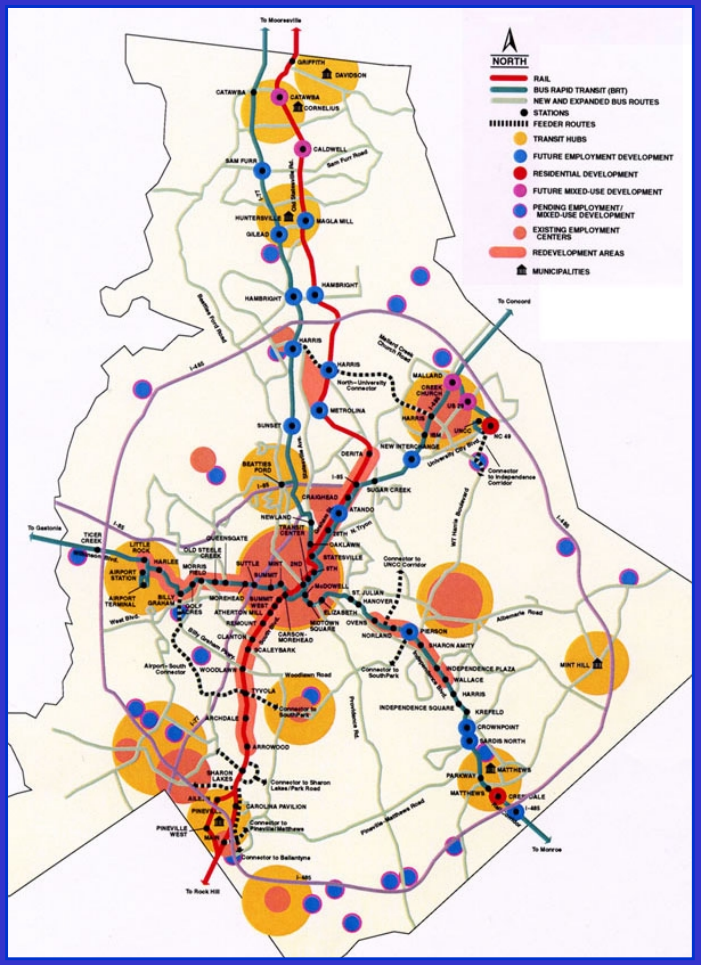
2025 TRANSIT/LAND USE PLAN GOALS

- Support Centers and Corridors Land Use Vision
- Give people a choice in mode of travel
- Develop a regional transit system
- Support economic growth and sustainable development



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2025 TRANSIT/LAND USE PLAN (Circa 2002)

- Developed in 1998 as a 25 year plan
- Rapid Transit Services
  - Some form of rapid transit in all 5 corridors by 2015
  - Full rapid transit operations by 2020
- Bus System
  - 7-800 bus fleet by 2020

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2025 PLAN IMPLEMENTATION STATUS
Bus Services

- New/expanded services
- New bus stop signs and shelters with schedule information
- Transit “hubs” at 3-4 locations within next two years
- Expanding bus fleet and planning 2nd bus garage

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2025 PLAN IMPLEMENTATION STATUS
Rapid Transit Services

- South Corridor Light Rail Line
  - Draft EIS this summer
  - Construction start late 2003
  - Revenue operations mid-2006
- Other Four Corridors
  - Finishing Major Investment Study in each
  - Decisions on alignment, technology and implementation plan by October

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2025 PLAN IMPLEMENTATION STATUS

Land Use Planning

- Major Investment Studies
  - Review trends and develop general strategy
  - Select transit alignment and technology to best support strategy
  - Identify generalized station locations
- Preliminary Engineering
  - Finalize alignment and set number and location of stations
  - Complete detailed station area plans

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STATION AREA DEVELOPMENT PLAN

- Transit Station Area Principles
  - Land Use and Development
  - Mobility
  - Community Design
- Joint Development Principles and Policies
  - Tools to implement station area plans

PORTLAND AS AN EXAMPLE

- Portland has focused growth by increasing density in centers and corridors and has invested more in transit than roads
- In 1990's:
  - Transit ridership increased 51%
  - VMT increased 39%
  - Transit service increased 29%
  - Population increased 21%
- People in Portland now have real choices in transportation and where to live

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SMART GROWTH