

*UDO Virtual Conversation 9 – Required New Streets/Improvements and Standards for Them  
January 11, 2022 – 12:00 p.m.*

<b>Question as Submitted in Zoom Chat</b>	<b>Staff Answer</b>
What plans do you have for alleviating congestion on Providence Road, the “gateway from Union County” as Mayor Vy Lyles as described it?	The intent is that CTR tries to address traffic on corridors like Providence Road.
In section 33.2 and forward, you reference CSM but have not defined the term. If you meant CSManual as reference in 33.1, you need to be consistent.	CSM is referring to the Charlotte Streets Map, and CSManual is referring to the Charlotte Streets Manual. We acknowledge that the abbreviations are a little clunky and we're still assessing the best way to refer to those pieces going forward. Thanks for the comment!
Is this Article within the UDO being aligned with/or crosswalked to the Strategic Mobility Plan? If so, in what manner?	both SSI and the Strategic Mobility Plan are based off the policies included in the 2040 comp plan, and therefore will all be aligned with each other.
If the purpose of the Transportation Demand Management (TDM) requirement is to reduce reliance on and use of single-occupancy vehicle trips by implementing strategies and providing infrastructure to promote public transit, biking, walking, and other travel options, and to support continued development opportunities while also addressing capacity stresses on the transportation system but is not required for 14 different place type districts with “low intensity development” (which is not defined), then how does this meet the 2040 goal of “10 minute neighborhoods”? The districts excluded include almost most if not all single family and multi-family developments. It appears solely focused on the existing and proposed transit corridors to the exclusion of the majority of the city indicating a continued bias by the city on infrastructure investment.	The TDM and Multimodal Assessments focus on reducing the reliance on single-occupancy vehicle trips by providing multimodal infrastructure. TDM's main focus is on High-Intensity Zoning Districts where transit is able to support the TDM Strategies and Programs. The Multimodal Assessment is for both for Low-Intensity and High-Intensity Zoning-Districts that will provide physical infrastructure to support non-vehicle trips like walking, walking and transit.
good question. TDM incentives to reduce single occupancy vehicle use should include multifamily areas for sure. I hope your question gets an answer.	The TDM and Multimodal Assessments focus on reducing the reliance on single-occupancy vehicle trips by providing multimodal infrastructure. TDM's main focus is on High-Intensity Zoning Districts where transit is able to support the TDM Strategies and Programs. The Multimodal Assessment is for both for Low-Intensity and High-Intensity Zoning-Districts that will provide physical infrastructure to support non-vehicle trips like walking, walking and transit.

where do I find reference to the Multimodal assessment in the UDO?	The CTR is part of the Streets Manual and it is part of the UDO Supporting Documents that can be found in <a href="http://charlotteudo.org">charlotteudo.org</a>
For N1 neighborhoods, there are no Streetscape requirements? Is this correct?	regarding streetscape in N1 neighborhoods, most existing development will be exempt from updating/installing new streetscape, but new subdivisions will still be required to install the streetscape in N1.
For updating street infrastructure is any consideration given to equity issues - historically disinvested areas of the city, i.e. low income minority communities - to be higher priority for investment and updating? Is that covered in the corridors of opportunity?	
I understand that but both the CTR and TDM are specifically mentioned in Section 33 of the UDO. Why not include the Multimodal if it is an integral item.?	Multimodal is included in the CTR that is why it is not mentioned separately. With the draft UDO update, we will likely remove the specific TDM reference, as it is also part of the CTR.
How will CATS determine which crosswalk design will be required for new CATS stops?	CATS does not design/regulate crosswalks but we work with CDOT in cases where a stop is located at a crosswalk such as a mid-block crossing.
Thanks. I just feel that the documents should be consistent.	
in the UDO you require new CATS stops to be within 1320' of a cross-walk. Does that mean that CDOT's decision on a cross-walk govern bus stop sites?	the distance is related to exiting bus stops, not crosswalks.
3.1.a. states crosswalk specifically	
Please remember that our canopy causes smog. That is how we got funding for light rail initially. Also let us keep vision zero in mind as well as the needs of disabled to be better served.	
How will this Article work in concert with existing PED Overlay elements that already exist in adopted/approved Area Plans?	Answered verbally at [58:05]
Thanks - understood those heat mitigation items are policy issues, maybe not for this group. I did have another ? about equity that was not answered but I can follow up later.	

**Useful Links from the Zoom Chat**

Link to the Charlotte Streets Manual	<a href="https://charlottenc.gov/Transportation/PlansProjects/Pages/Streets-Manual.aspx">https://charlottenc.gov/Transportation/PlansProjects/Pages/Streets-Manual.aspx</a>
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