

Shaping Charlotte's Future By Integrating Transit and Land Use

Councilman Anthony Foxx
City of Charlotte

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What was the impetus for Charlotte's efforts?

- Unrelenting Growth – what we were doing was not sustainable nor cost efficient...we needed a better long-term approach
- We needed to find a better way to organize growth and to integrate land use and transportation



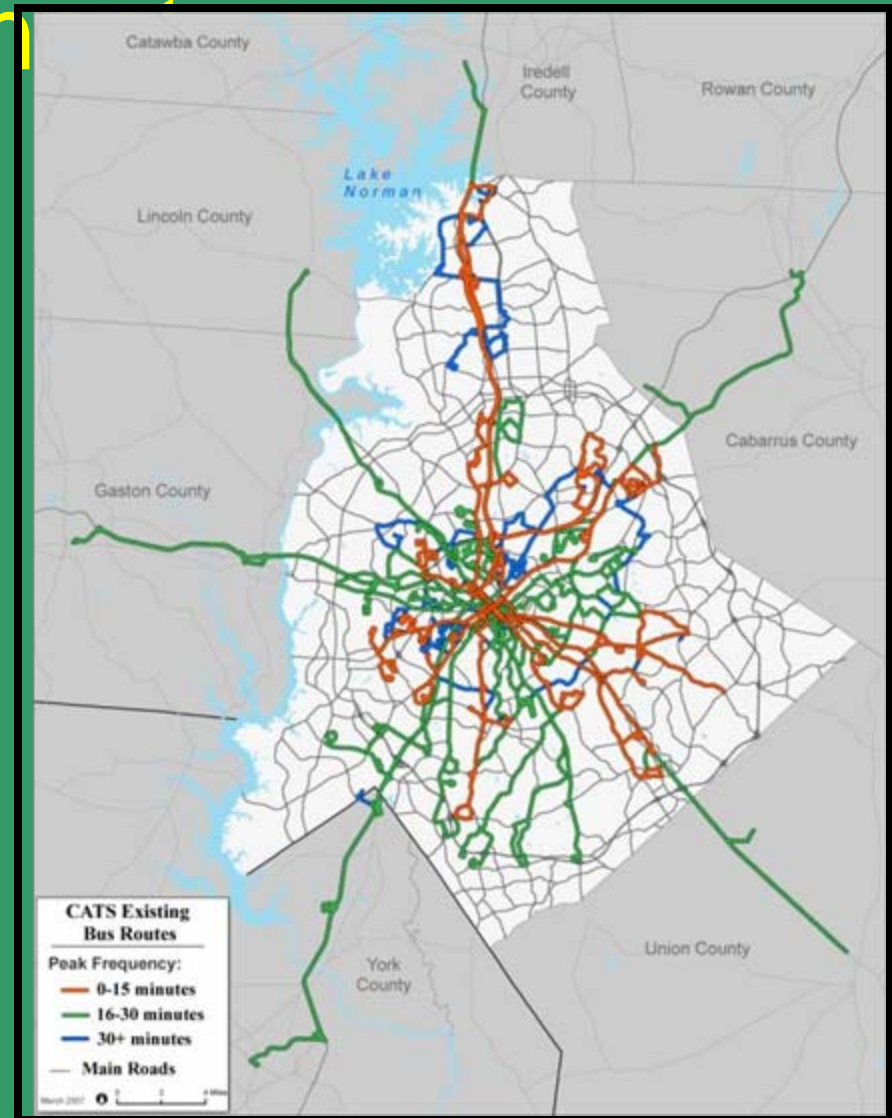
How were you able to gain voter approval for the ½ cent sales tax for transit?

- Committee of 100 recommended the funding source for transit
- Direct connection to Centers, Corridors and Wedges growth strategy
- Citizens understood in 1998 (58%) and again in 2007 (70%) that the transit plan and transit sales tax were critical to accommodating our growth and protecting our quality of life



By recognizing transit as a key component

- Bus, Rapid Transit and Streetcar systems
- Significant ridership increase



1998 vs. 2007

By implementing our first leg of light rail - Lynx Blue Line Project

- Connecting Uptown (Downtown) Charlotte to I-485 - 9.8 miles
- 15 stations (7 park-n-rides)
- Operates seven days a week
5 am – 1am
- Service frequency
 - Rush hour: 7 minutes
 - Non-rush hour: 20 minutes
- Fare = local bus \$1.30 currently
- Cost: \$463 M
- Ridership is 16,480 daily (9,100 projected)



Opened 11/27/07

