



Charlotte City Council
Transportation & Planning Committee
Meeting Summary for July 13, 2015

COMMITTEE AGENDA TOPICS

- I. **Subject:** University City Area Plan
Action: Forward to full Council for Adoption (passed unanimously)
- II. **Subject:** Walkability Scan and Charlotte WALKS
Action: For information only

COMMITTEE INFORMATION

Present: Vi Lyles, David Howard, Patsy Kinsey, Greg Phipps

Time: 3:33 pm – 4:32 pm

ATTACHMENTS

Agenda package

DISCUSSION HIGHLIGHTS

Committee Chair Lyles called the meeting to order at 3:33.

I. **Prosperity Hucks Area Plan**

Lyles: We have two items on the agenda, and the first is Prosperity Hucks Rd. Garet Johnson will present.

Ms. Johnson reviewed the past year and a half in moving the Prosperity Hucks Area Plan forward, and asks for a recommendation to the full Council to adopt the Plan.

Phipps: I was pleasantly surprised we only had five speakers. I'm looking forward to recommending we move forward to the full Council.

Lyles: I don't think we need a presentation. Citizens spoke favorable during the public comment period. Mr. Phipps, are you making a motion to move the Plan to the full Council?

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Phipps: Yes. I want to say that I received a couple of emails over the weekend about minor concerns that were in the Plan, but neither were anything we can change about the Plan. I appreciate all the hard work. I make a motion that we move the Plan to the full Council.

Patsy Kinsey seconded the motion, and the Committee unanimously agreed.

Lyles: I want to thank staff for the tremendous effort and time spent on this Plan. The next item is a presentation on Charlotte BIKES and Charlotte WALKS, as well as the Action Plan.

II. Transportation Action Plan (TAP), Charlotte BIKES, and Charlotte WALKS

Campbell: Before we start, I want to put this in context. We are updating the TAP and the Charlotte BIKE plan, and initiating a plan related to Charlotte WALKS. We hear a lot about transportation issues at rezoning hearings, at a micro level rather than at a broader community level. This is our opportunity to bring us from a contextual level to a broader level. Danny would like to open the presentation.

Mr. Pleasant started with slide 2 of the attached presentation.

Howard: There are four different plans (see slide 3). I know they all have their own merit, but they all come with a different dollar amount. Any plan to combine the Plans, or is it too complicated?

Pleasant: The TAP gives the broader goals and objectives, but it also references the Sidewalk and Pedestrian Safety Program that's funded through the Capital Program. We consider the Bicycle, Pedestrian, and Transit Plans more detailed. The TAP is the umbrella Plan that helps with the policy framework, general strategies, and funding for all modes.

Mr. Pleasant resumed with slide 4, and Mr. Steinman took over with slide 15 of the attached presentation.

Lyles: Do you think we'll have any Wedges left in 20 or 30 years? You drop from 1000 to 600-800 feet between streets (see slide 16). Would dropping the space between streets even more make a difference for us in the long run?

Steinman: These are scaled (slides 16-18) to the intensity of the development. With more intensive development proposed, there would be more streets. If there isn't more intensive development proposed, then the streets don't have to become denser.

Lyles: I think about how there were great Wedges in 1980, and now people have come in and they are making them great Corridors.

Steinman: The Corridors are specified locations, which is where the most intensive development is expected. There would still be more apartments, condominiums, or mixed use places in the Wedges, but perhaps not as intensively developed as the Corridors.

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Pleasant: One of the things that happened is when the subdivision code was amended a couple of years ago; they recognized the block spacing needed to be updated. The zoning and type of land development taking place really calibrates the street network. We get streets through the subdivision ordinance. If it's a commercial development, we expect smaller blocks. If the development is more single family, we can allow for larger blocks.

Lyles: I look at the Providence and Fairview area. What was a low density apartment area is now getting three, four, and five story buildings when we probably built the area as a Wedge. I just wonder how much we keep up.

Steinman: It's not going to be easy to match this exactly in all areas. This is what we aspire to. The intensity of the development may outpace the intensity of the network.

Lyles: And that's where we are?

Steinman: Yes. The philosophy from the 1940s through the turn of the century was not to have streets. We know that with more streets there is less congestion, because people have more route choices than with fewer streets.

Lyles: I think about some of the rezonings we've done that don't quite look that gridded (see slides 16-18).

Campbell: No, and they won't for the most part. We are probably getting closer to 800' in the wedge. We are looking at the street networks through the area plan process.

Lyles: We've got to keep up with the infrastructure for ongoing development, and I'm hearing a lot of feedback that the streets are not working.

Campbell: We have to face the reality that a lot of new development is redevelopment and not in greenfield sites. We are constrained with existing context. There are a lot of things we have to consider regarding rezoning petitions.

Howard: I think the Wedges won't necessarily disappear, but will become Centers.

Campbell: We have to truly define Centers regarding context and expectation for development. We will not create additional Centers unless there is some really detailed study that identifies a major activity center, but small neighborhood Centers will exist. If we do not allow for commercial development and a variety of housing types, our Wedges will become very congested because people will have to get in cars to get to services, and people will become very homogenous because we will not have the broad range of housing opportunities that we need. This is two-thirds of our land area.

Howard: We have these types of grids all over the east and west. Another strategy should be for us to figure out how to redevelop in areas where we already have this type of structure.

Lyles: It would make such a difference if we could finish Independence Boulevard.

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Howard: I was out there today and noticed all the empty retail all the way to Matthews, and I wondered where it all went. It's all coming in, so we have a couple of challenges.

Campbell: That is a classic example of where we probably didn't do a good enough job of linking land use and transportation, because Independence has been programmed to be a hybrid interstate. You cannot have a road functioning in the manner it wants to function and have retail that needs access.

Kinsey: Back to infill on the ground. I think Council needs to say no to rezonings where there is not infrastructure. Also, we need to get rid of PED, because that is what's allowing some of those huge apartment buildings go up along Central Avenue, backing up to single family homes and no way to get around except through the neighborhood. I do not apologize for saying that.

Mr. Steinman resumed with slide 19 of the attached presentation.

Howard: How are we doing with the interchanges along I-485 to ensure they aren't exactly alike?

Steinman: That was a study done by the MPO in the late 1990s to delay completing some of the interchanges to make sure the area plans ensured development varied at the interchanges.

Howard: Did we do the corrected rezonings around those areas?

Campbell: I don't think we did the corrected rezonings, we just didn't support the development.

Howard: Who is monitoring that now that it's complete?

Steinman: It's probably time to look back.

Campbell: The Urban Institute is doing a look back, so there will be an assessment of how we did.

Mr. Steinman resumed with slide 25 of the attached presentation.

Phipps: Did we ever receive the walk score for Charlotte?

Steinman: The premise of walk score is that there be a homogenous distribution of restaurants, shopping and land uses throughout the city. We are not going to have that in Charlotte with the Centers, Corridors and Wedges. We have walk scores that are very good in parts of Charlotte, and we're working to make them better.

Mr. Steinman resumed with slide 43 of the attached presentation.

Howard: Does policy change in how those projects work (see slide 44)?

Steinman: It helps to indicate that we're not going to be doing just a project in a school zone,

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but we'll make sure there is some sidewalk that links to it.

Howard: So, it could change the way we spend money?

Steinman: It could change the way we prioritize what we do.

Howard: There are a lot of neighborhoods that don't have sidewalks, and I would like us to think about that before we change policies that could make it even longer before they get sidewalks.

Steinman: At our current rate, we could finish installing sidewalk on thoroughfares in about 20 years. It will take longer than that on the local streets.

Mr. Steinman concluded the presentation.

The meeting adjourned at 4:32.

Transportation & Planning Committee
Monday, July 13, 2015
3:30 – 4:30 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: Vi Lyles, Chair
David Howard, Vice Chair
Patsy Kinsey
Greg Phipps
Kenny Smith

Staff Resource: Debra Campbell, City Manager's Office

AGENDA

I. Prosperity Hucks Area Plan – 5 minutes

Resource: Gareth Johnson, Planning

The Prosperity Hucks Area Plan covers about 6,200 acres in the northeast corner of Charlotte. The Planning Committee of the Charlotte Mecklenburg Planning Commission recommended approval with staff proposed revisions on June 16. On June 22, City Council heard public comments on the plan with five speakers in favor. Comments included how residents came together, how the plan responded to concerns, the balanced nature of recommendations, and the need for diligence in following the plan as development proposals come forward.

Action: Recommend adoption of the Prosperity Hucks Area Plan Concept Plan, with proposed revisions, and receive as information the Implementation Guide and related material.

Link to the

Plan: http://www.charmeck.org/Planning/Land%20Use%20Planning/ProsperityHucks/ProsperityHucksAreaPlan_RefinedDraft.pdf

Link to Staff Proposed

Revisions: http://10.73.0.193/Planning/Land%20Use%20Planning/ProsperityHucks/2015_05_May_19_Revisions.pdf

II. Transportation Action Plan, Charlotte Bikes, and Charlotte WALKS – 55 minutes

Resources: Danny Pleasant and Norm Steinman, Transportation

Staff will describe the purposes and the contents of the three related plans, and the 2016 proposed schedule.

Action: For information only

Attachment: Transportation Action Plan, Charlotte BIKES, Charlotte WALKS.pdf

Next Scheduled Meeting: Monday, August 10 at 3:00 p.m.




Transportation Action Plan Charlotte BIKES Charlotte WALKS

Danny Pleasant and Norm Steinman
Transportation and Planning Committee
July 13th, 2015



Focus Area Plan



Transportation & Planning
FY2015 Strategic Focus Area Plan
"Charlotte's strong economy and attractive lifestyle will thrive due to our vibrant places, healthy neighborhoods, and robust employment centers, supported by strategic transportation investments."

A combination of sound land use planning and continued transportation investment will provide healthy, convenient and travel choices. This approach will enable Charlotte to accommodate growth, enhance quality of life and increase Charlotte's prominence and competitiveness in the global marketplace. To achieve its vision, the City will:

- Continue to integrate land use, urban design, and transportation decisions that create more places and neighborhoods throughout Charlotte that are walkable, transit-oriented and bicycle-friendly.

"Continue to implement Centers, Corridors and Wedges Growth Framework, the 2030 Transit Systems Plan and Transportation Action Plan"

"Improve Charlotte's walkability and bicycle-friendliness"

"Develop long-term funding strategy for transportation and community place-making projects"



 "They are coming"

From 2010 to 2014 → **78,000 new residents**

 Or 

 "They are coming"

From 2015 to 2040 → **400,000 new residents**

*...44 new residents per day
to become a city of 1.2 million*

Centers



South Park

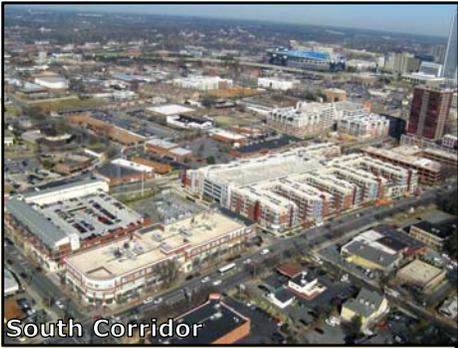


South Park

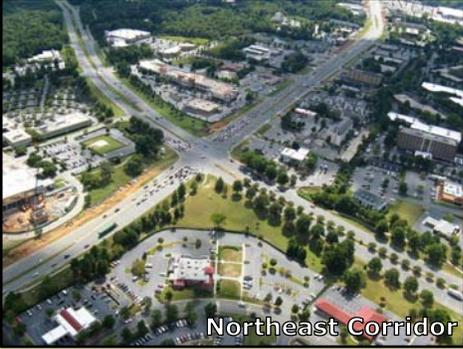


Ballantyne

Corridors



South Corridor



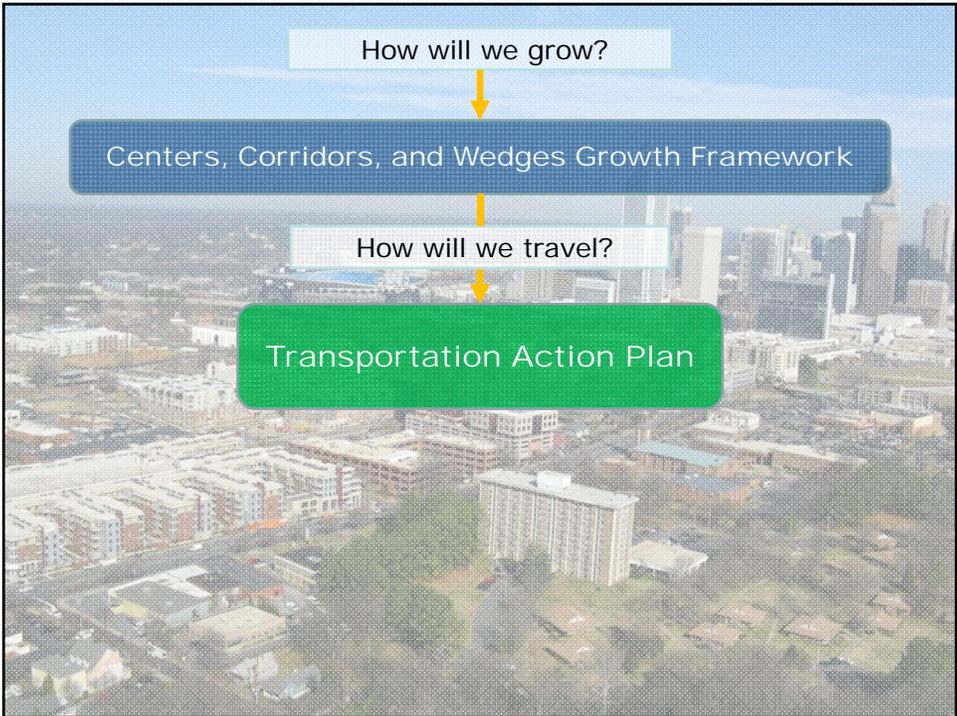
Northeast Corridor

 **Wedges**



Double Oaks Rd.

Selwyn Ave.





Purpose of Transportation Action Plan (TAP)

- Describe City's vision as to how transportation-related **policies, programs, and projects** will support mobility, livability, sustainability, and economic development in Charlotte



Charlottetowne Ave.



What's Included in the TAP?

To complete our transportation system:

- ✓ New streets
- ✓ Complete streets
- ✓ Intersection projects
- ✓ Bridges
- ✓ Sidewalks
- ✓ Bike facilities
- ✓ Traffic calming
- ✓ Signal system upgrades
- ✓ Transit
- ✓ More maintenance
- ✓ Public-private partnerships





Key Content of the TAP

- **Goals, Objectives and Policies**
- **Existing and Future Conditions**
- **Construction and Maintenance Programs**
- **Financial Plan**
- **Lists of Major Projects**



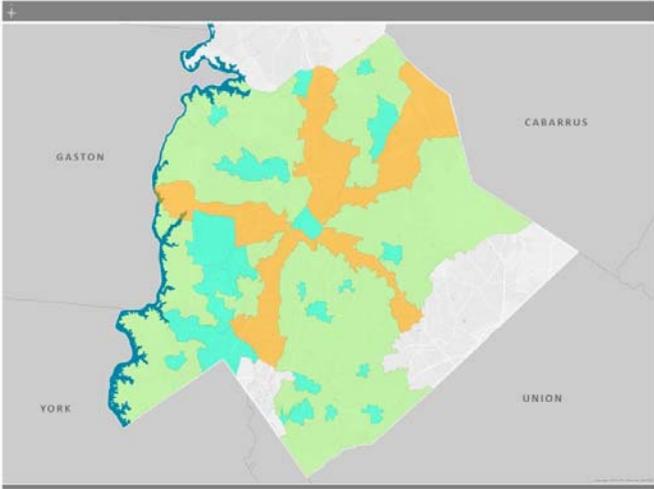
TAP's 5 goals

- Goal 1 – ***Implement Centers, Corridors & Wedges***
- Goal 2 – ***Create complete streets and networks***
- Goal 3 – ***Collaborate with local/regional partners***
- Goal 4 – ***Communicate the City's vision***
- Goal 5 – ***Seek funding for projects***

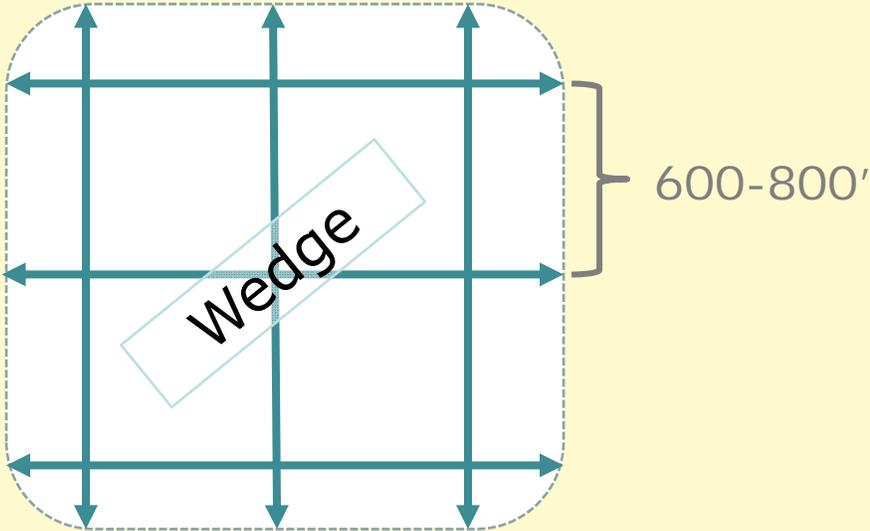


 Goal 1

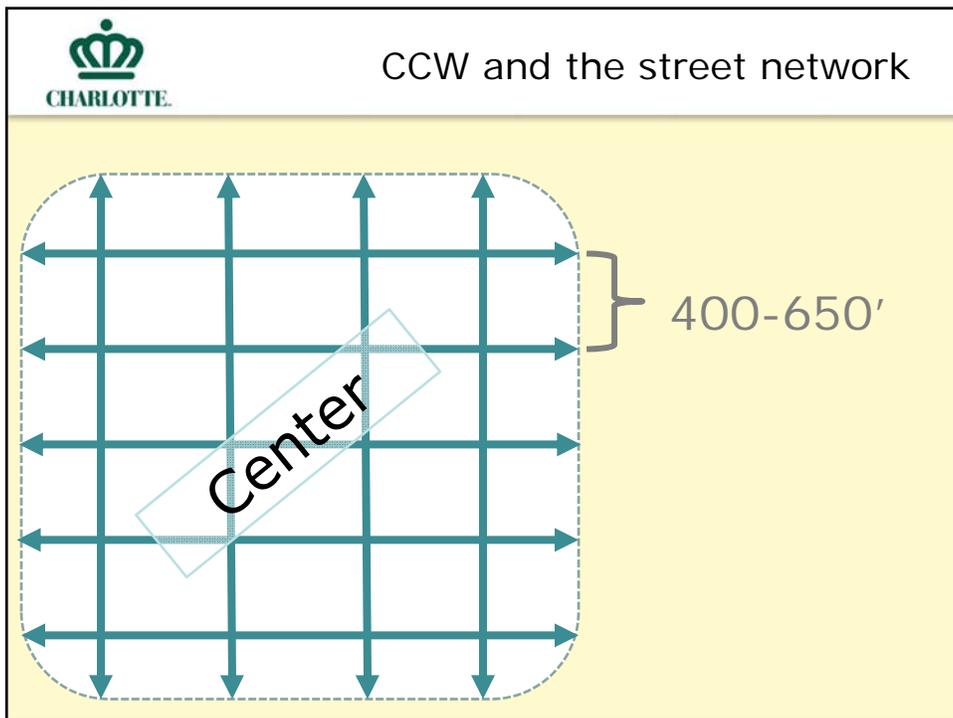
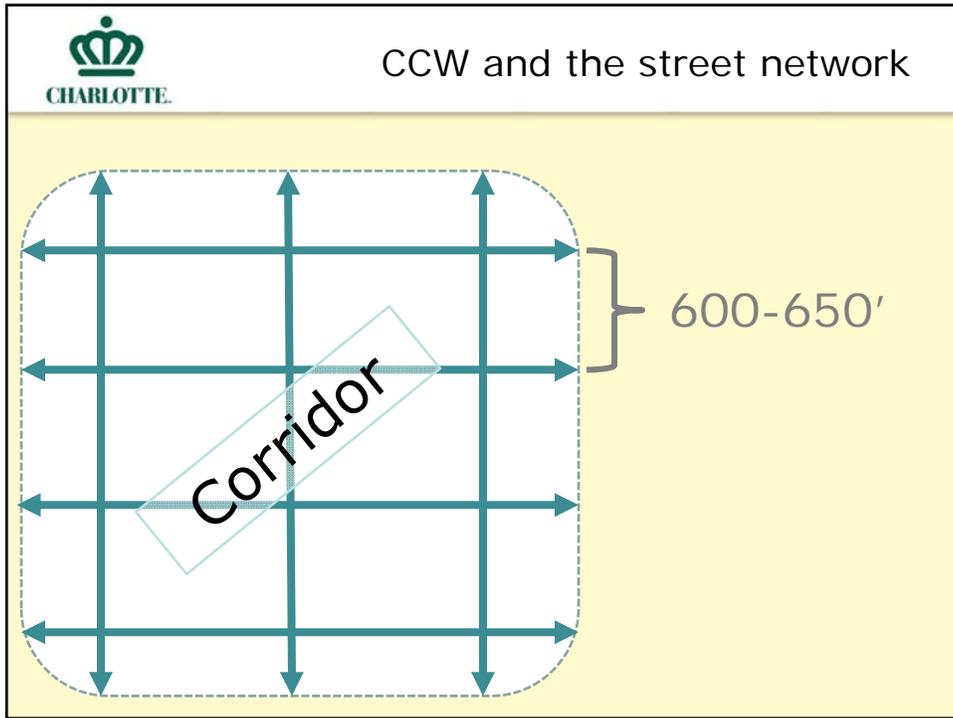
Implement the Centers, Corridors and Wedges Growth Framework



 CCW and the street network



600-800'





CCW and sidewalks



Wedge

5' – 6' sidewalks



CCW and sidewalks



Corridor

6' – 8' sidewalks



CCW and sidewalks



8' – 20' sidewalks



Why do we need Goal 1?

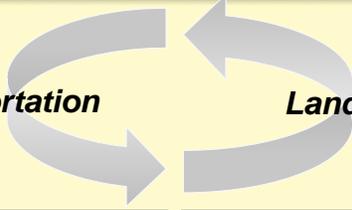
Land use

Transportation



 Why do we need Goal 1?

Transportation *Land use*



I-85



Belgate

 Goal 2

Create complete streets and networks



Poindexter Dr.



W. Trade and Rozzelles Ferry



Why do we need Goal 2?



N. Tryon St.



University City Blvd.



Charlottetowne Ave.

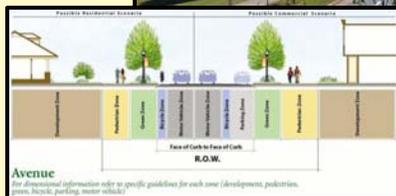


How do we achieve Goal 2?

Urban Street Design Guidelines (adopted in 2007)



West 4th St. extension





Goal 3

Collaborate with local and regional partners



Vibrant Communities - Robust Region



Goal 4

Communicate the City's vision





Goal 5

Seek funding for projects



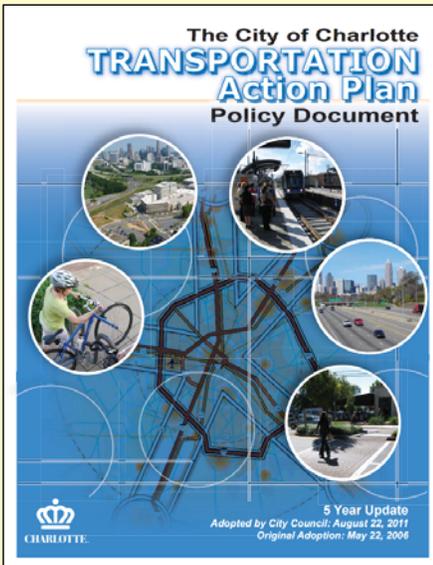
S. Tryon St. bridge



McDowell St. underpass



TAP Achievements



Commonwealth Ave.



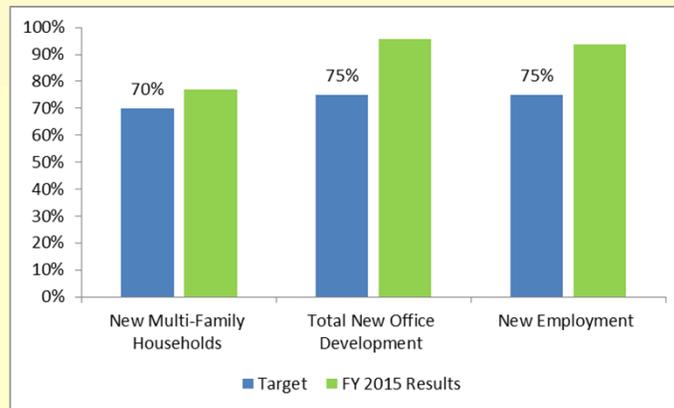
TAP Achievements

- ✓ CC&W growth framework and Urban Street Design Guidelines applied in area plans



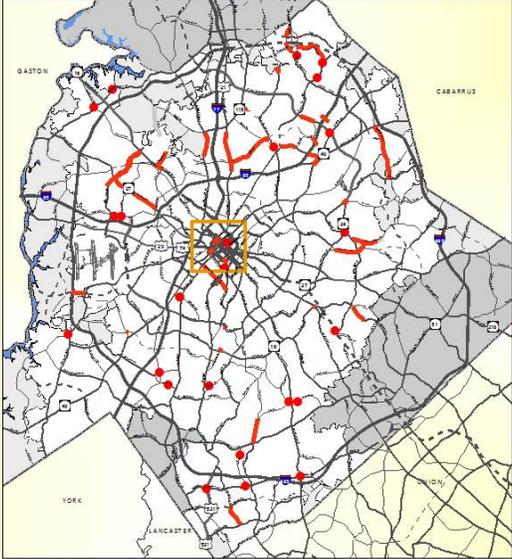
TAP Achievements

- ✓ In FY2015, the City met the land use targets for new development located in Centers and Corridors



 **TAP Achievements**

- ✓ \$450M in streets, intersections and sidewalks built
- ✓ 2006–2014 transportation bond referendums
- ✓ 2014-2020 CIP mostly transportation



 **TAP Achievements**

Street Projects



Community House Rd.



Statesville Ave.



Freedom Dr.



TAP Achievements

Intersection Projects



Brookshire and Hovis



Ballantyne Commons/Elm

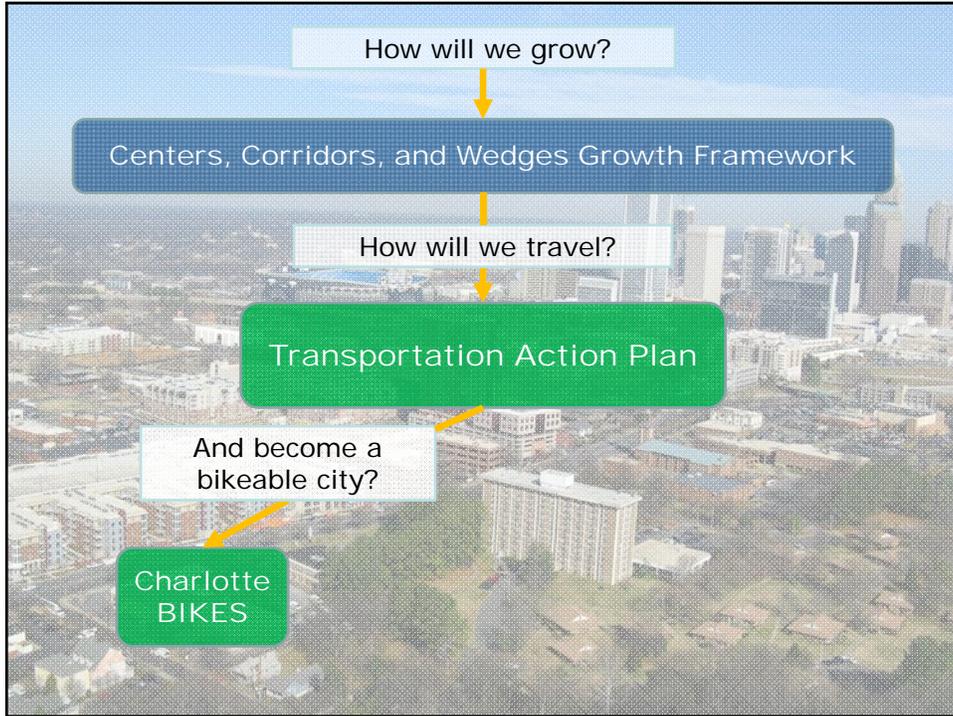
Elm and Ballantyne Commons



Other TAP Accomplishments

- ✓ Blue Line Extension
- ✓ HOT Lanes Study
- ✓ CRTPO 2040 MTP
- ✓ Biennial public survey
- ✓ Awards and designations





Charlotte BIKES



What does our Bike Plan do?

- TAP sets the vision
 - “Promote transportation choices”
 - “Complete at least 150 miles of bikeway facilities by 2015”
 - “Update bicycle plan every five years”
- Bicycle plan identifies how to get there





Charlotte BIKES

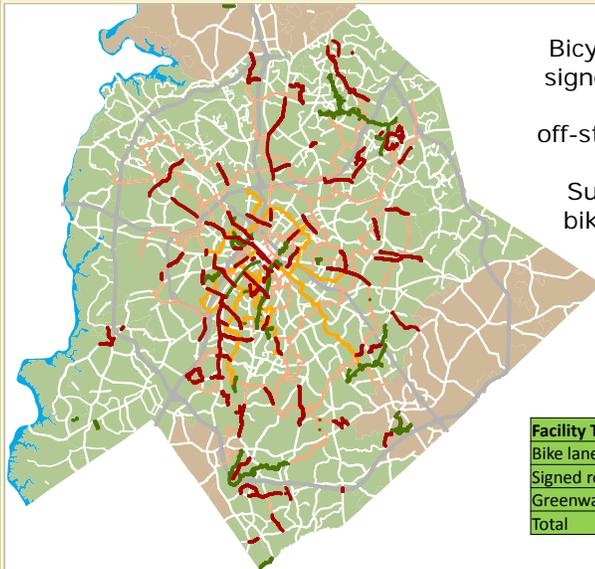


Key elements of a bicycle plan:

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation

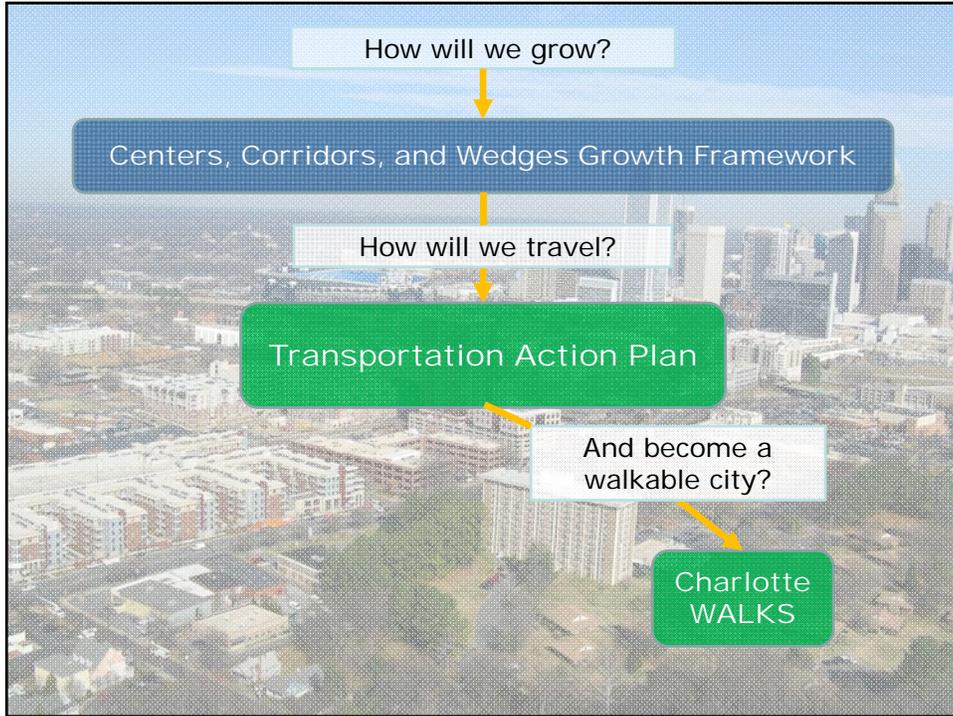


Growing Our Bike Network



Bicycle lanes,
signed routes,
and
off-street paths
+
Suggested
bike routes

Facility Type	Miles
Bike lanes and paved shoulders (>3')	91
Signed routes	55
Greenways and off-street paths	44
Total	190



Charlotte WALKS

It's about more than sidewalks... It's about creating GREAT PLACES

 **CHARLOTTE.** What will Charlotte WALKS do? 

1. Describe what walkability means for Charlotteans



USEFUL

1. Variety of destinations & land uses
2. Minimal walking distance
3. Clear & obvious access to buildings

SAFE

4. Separation from traffic
5. Safe & convenient crossings
6. Sense of security

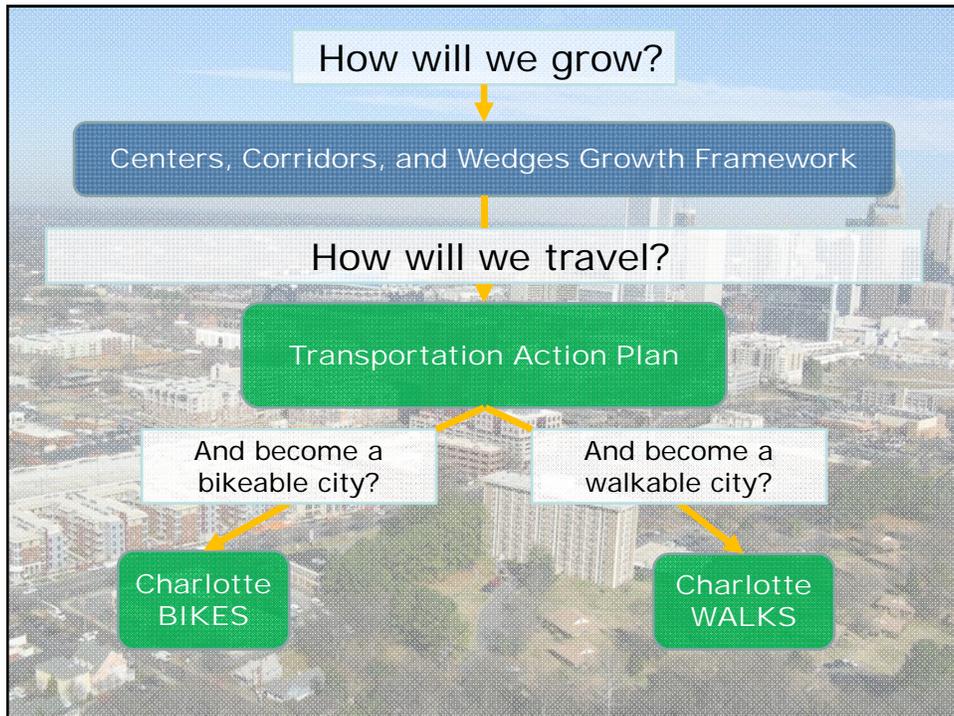
INVITING

7. Space to walk
8. Visual interest & activity
9. Screening from the elements

 **CHARLOTTE.** What will Charlotte WALKS do? 

2. Organize the tools in the toolbox







Next Steps

- Make presentation to City Council about TAP, Charlotte WALKS and Charlotte BIKES, and seek referral to T&P Committee for development of 3 related plans