



# Catawba

area plan

## Advisory Group Summary

Meeting Notes for October 7, 2008

Shady Brook Baptist Church/Fellowship Hall

6:00 – 7:30 pm

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**Advisory Group Attendees:** Truett Auten, Karen Bragg, Shelia Clark, Kevin Ebersold, Suzanne Gosney, Mike Hanberry, Leslie Hare, Lesa Houchins, Duke Jones, Sue Lethcoe, Cora Mullis, Doc Mullis, Kathy Reinecker, Fran Reinecker, John Springsteed, Donald Tyson, Elaine Powell, Andy Zountenelle

**Staff:**

*Charlotte-Mecklenburg Planning Department* - Wendy Martz, Alberto Gonzalez, Melony McCullough, Alysia Osborne

*Charlotte Department of Transportation (CDOT)* - Brian Horton, Andy Gryzyski

*Mecklenburg-Union Metropolitan Planning Organization (MUMPO)* - Stuart Basham

*Charlotte Area Transit System (CATS)* – Ramond Robinson

**1. Welcome and Introductions**

Wendy Martz (Charlotte-Mecklenburg Planning Department) welcomed participants, reviewed the agenda and meeting materials. She briefly reviewed last week's discussion on land and air quality and noted that this meeting will present land use and transportation issues.

**2. Land Use & Transportation**

- a. **Wendy Martz** – Planning – Wendy Martz started the presentation by reviewing the draft Vision Statement and emphasizing bullet number five: "Safe and well-connected transportation network that provides options for pedestrians, cyclists, motorists and transit users..." Ms. Martz explained the importance of integrating land use and transportation issues, and reviewed information presented at the first Advisory Group meeting, reemphasizing the need for an area plan, including the amount of recent development inconsistent with the adopted 1990 plan, the amount of growth in the area, the impact of opening I-485 and the opportunity to better integrate transportation and land use. Ms. Martz reviewed the projected growth information for Charlotte as well as for the Catawba study area. Later Ms. Martz explained the different growth policies adopted by the City to help manage growth such as Centers, Corridors and Wedges Growth Framework and the General Development Policies (GDP). At this time, Ms. Martz introduced Brian Horton with the Charlotte Department of Transportation (CDOT) who reemphasized the importance of integrating land use and transportation.
- b. **Brian Horton** – CDOT – Mr. Horton started his presentation with an explanation of the Transportation Action Plan (TAP) that was adopted in 2006. This is a long range plan, which he stated was a 25-year plan that carefully considers the challenges and opportunities facing Charlotte over the next 25 years and recommends goals, objectives, policies and the transportation improvements necessary to prepare the city to meet its future transportation needs and to better accommodate our growth. The TAP calls for \$3.57B in transportation funding to be spent on street, pedestrian and bicycle improvements over the next 25-years as well as increased

street maintenance. This document is available online at [www.charmeck.org](http://www.charmeck.org) under roads and streets.

Mr. Horton described the different policies and principles “toolbox” used by CDOT in order to implement the recommendations of the TAP, some of these tools include building more streets, completing the Thoroughfare Plan, improving traffic flow efficiency and creating a better bicycle network. Mr. Horton described the importance of connectivity to a street network, and described the network’s system performance. He went on to describe the importance of livable streets and the Urban Street Design Guidelines (USDG), as well as the importance of “Complete Streets”: with turn lanes, medians, planting strips, street trees, street lights, sidewalks, bike lanes, and curb and gutter. The Long-Range Transportation Plan (LRTP) and the existing conditions of the study area along with planned improvements to NC 27, Belmeade Drive and farm-to-market road upgrades were also mentioned.

Mr. Horton then summarized survey results from the visual preference survey that was conducted during the public kickoff meeting in August. Focusing on the slides pertaining to streets, the majority of respondents viewed as positive the complete streets components of landscaped medians, bike lanes, street lights, and planting strips. Traffic circles however were not as highly welcomed and received a mixed result during the survey.

Mr. Horton later presented the following draft transportation goals:

- Strengthen the relationship between land use and transportation.

- Improve connectivity to major land uses (i.e. Parks, Schools, Employment Centers...) within the area.

- Encourage mixed-use developments or appropriately locate land uses to reduce trips and shorten trip distances.

- Provide an accessible, safe and efficient street network.

- Support multiple travel choices for pedestrians, cyclists, drivers and transit users.

Questions arose during the meeting from Advisory Group members that centered on the desire to participate more actively in the discussions. Questions on the provision of transit service in the study area was addressed by Ramond Robinson, staff from CATS.

### **3. Wrap Up and Next Steps**

The next meeting is in two weeks; the focus will be land use and market trends