



CHARLOTTE
CHARLOTTE-MECKLENBURG
PLANNING

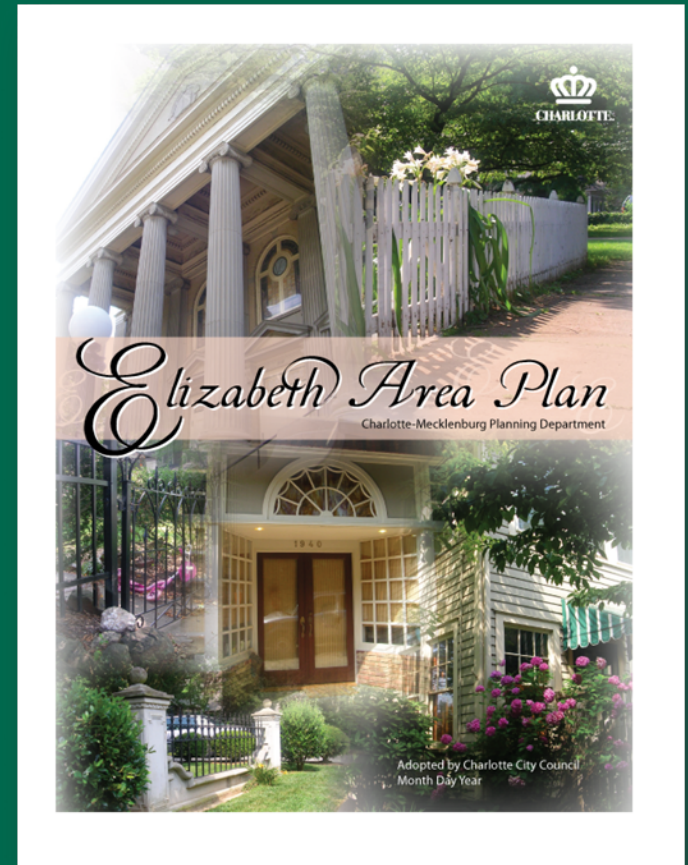
Elizabeth Area Plan

Citizen Advisory Group
Meeting #3 - Transportation
December 2, 2009



Meeting Agenda

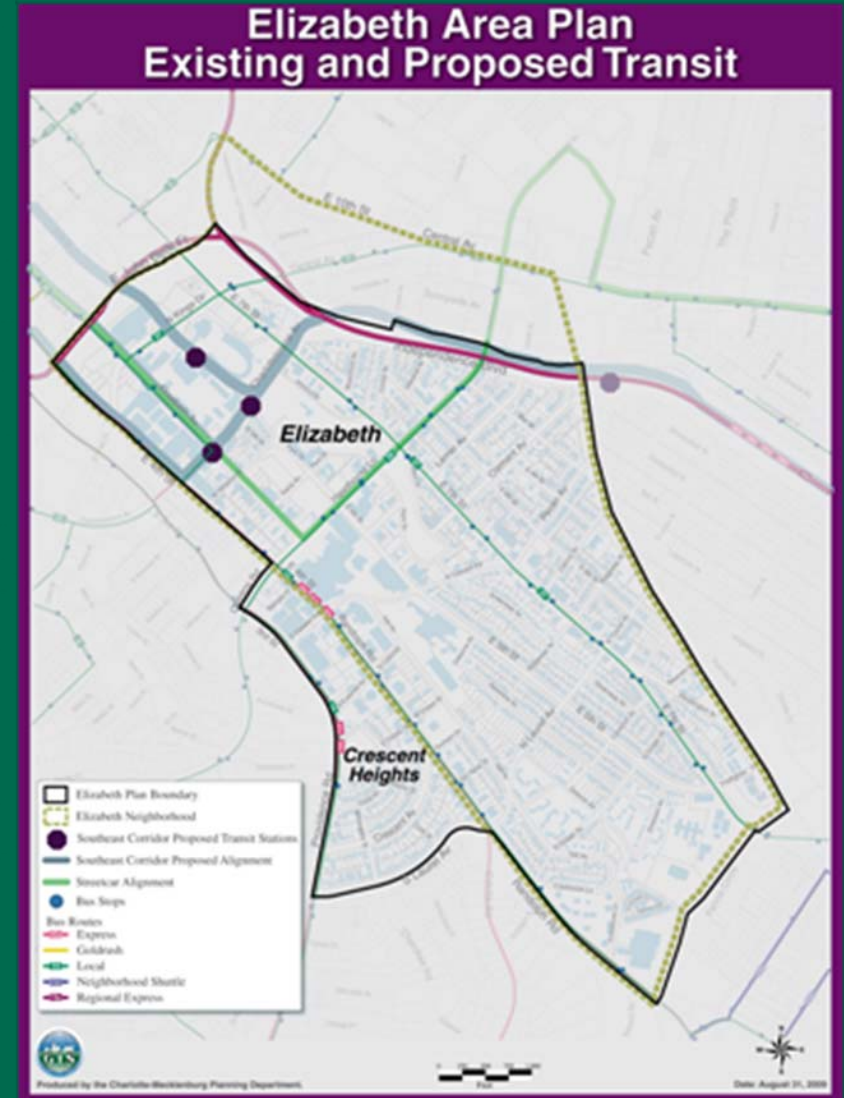
- Southeast Corridor
- Transportation Issues
- Preliminary Analysis
- Breakout Exercise





Convergence of Future Transit

- Southeast Corridor
- Center City Streetcar



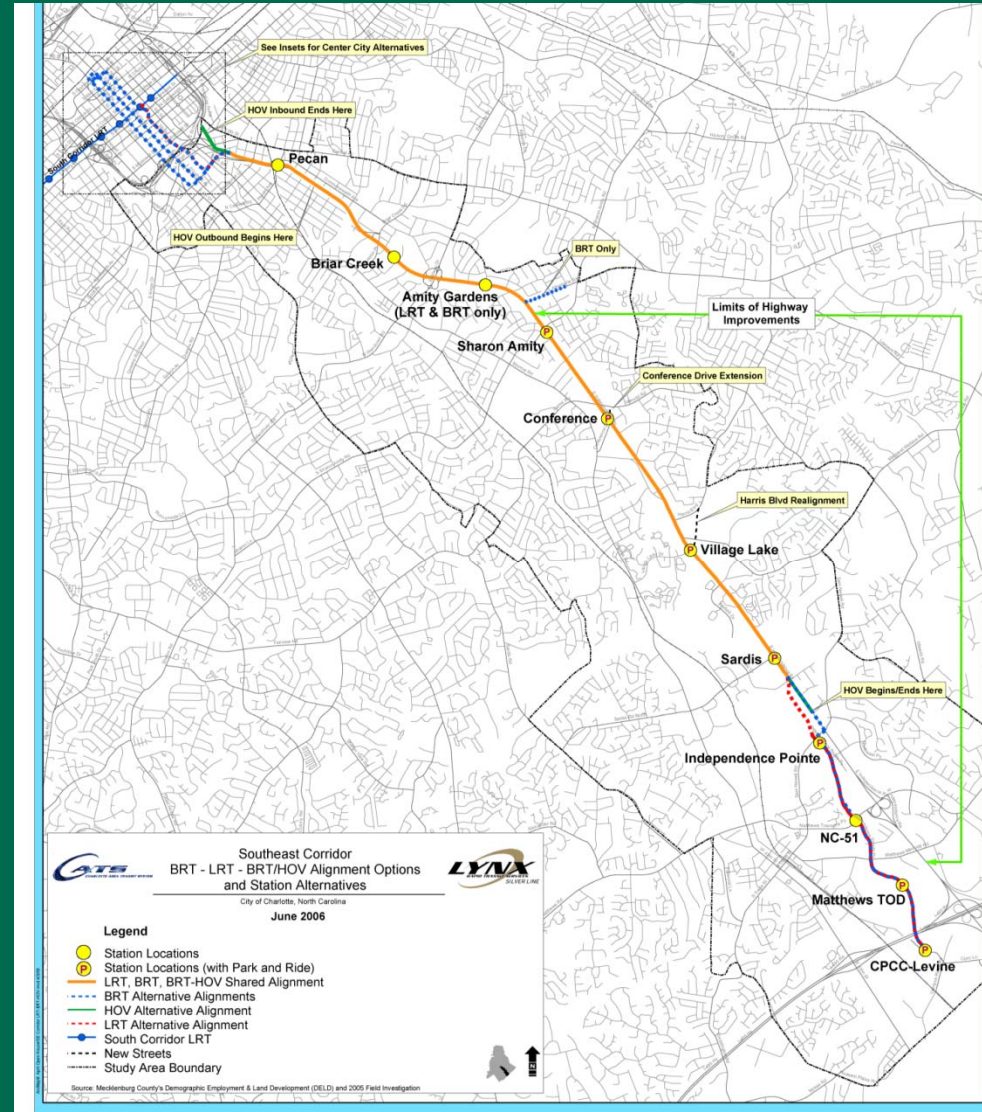


Rapid Transit Project

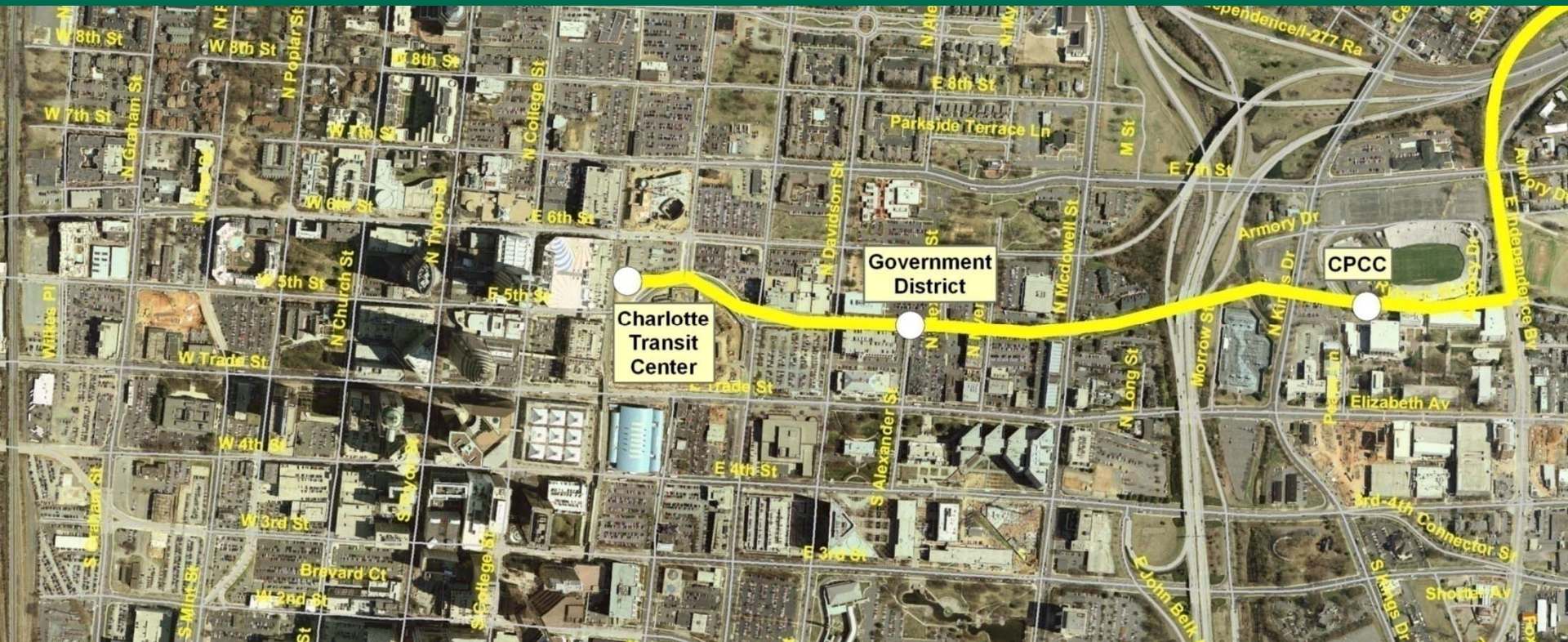
- BRT or LRT
- Uptown/CPCC alternatives
- Along/within US-74 in Charlotte
- Parallel to US-74 in Matthews
- 14-16 stations along corridor
- CPCC station inside Elizabeth
- Pecan station nearby

Highway Project – US-74

- 6-lane hybrid expressway
- Removal of signals
- New interchanges



Light Rail Transit: 5th Street





Bus Rapid Transit (BRT): 4th and 5th St. Pair





Bus Rapid Transit (BRT): Trade Street



Church/Tryon

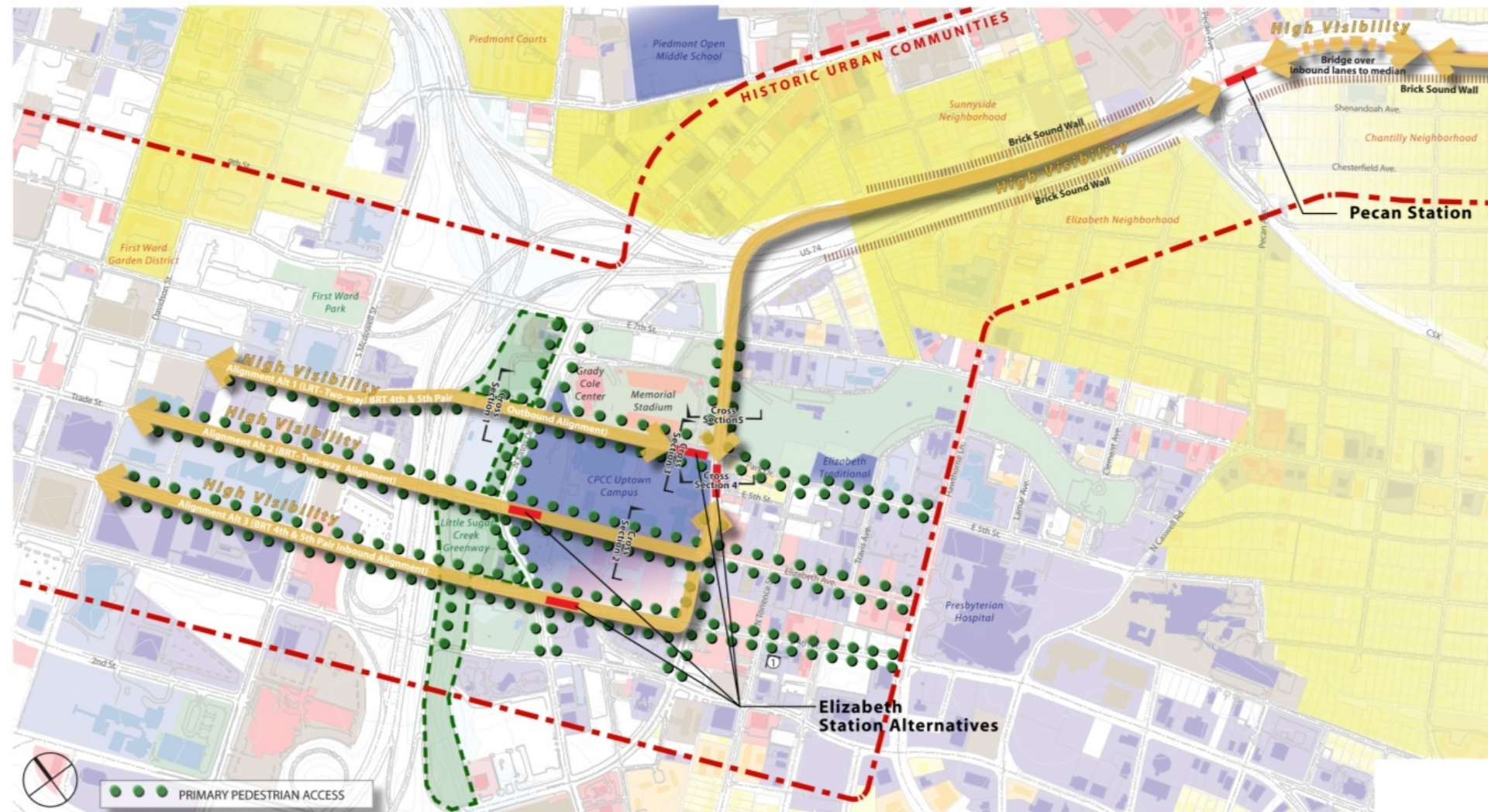
**Charlotte
Transit
Center**

**Government
District**

CPCC



Summary of Alternatives

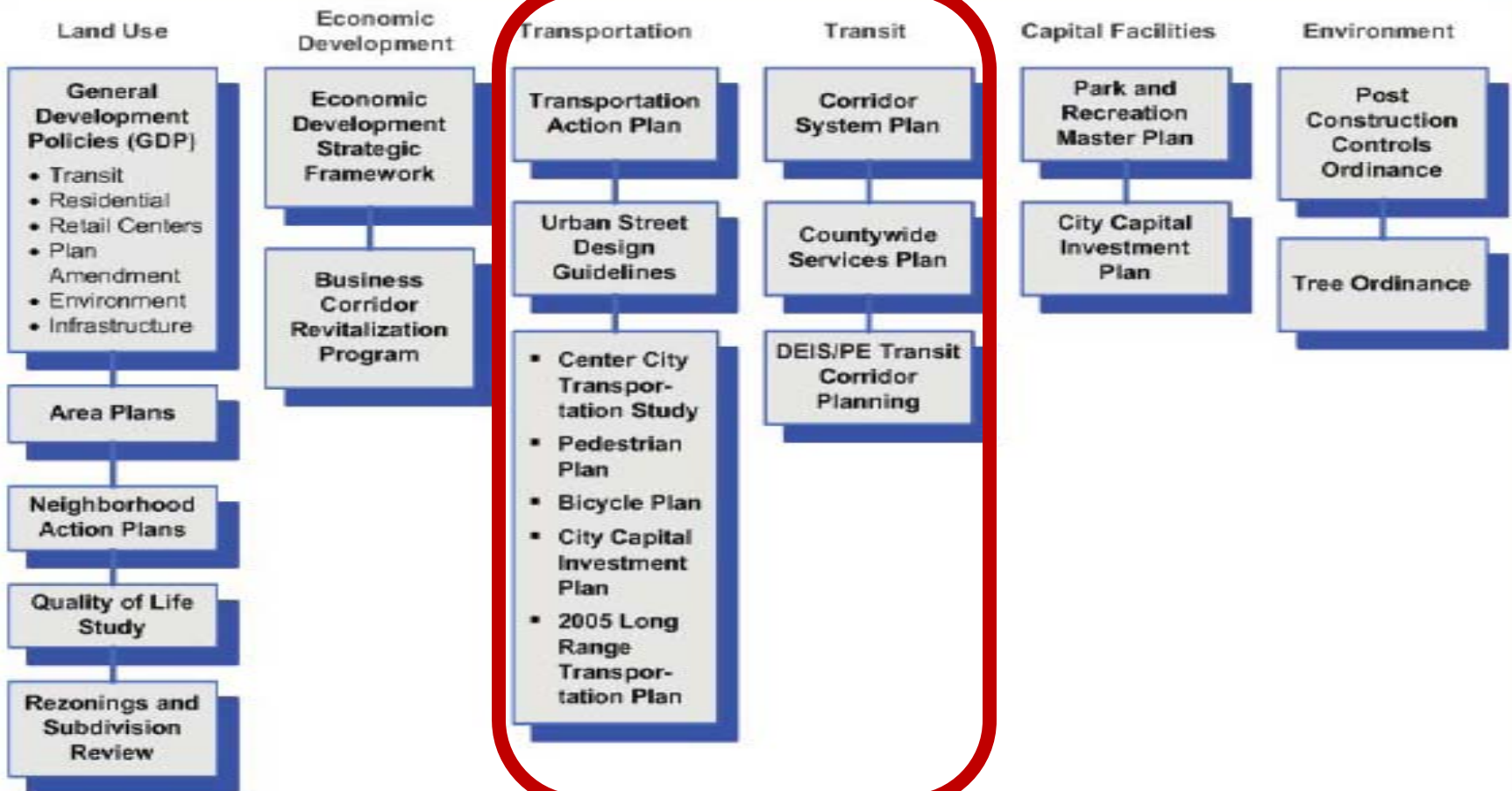




Charlotte's Development Vision

Charlotte will be a city with a variety of choices for living, working and leisure, where sustainable growth improves the quality of life.

Centers, Corridors and Wedges Growth Framework





Transportation Action Plan

- ❖ Adopted in 2006
- ❖ 25-year Plan
- ❖ Streets, Intersections, Sidewalks, Bikeways, and Maintenance
- ❖ Supports CCW





Transportation Toolbox

- ✓ Implement Centers and Corridors
- ✓ Complete Thoroughfare Plan
- ✓ Build more streets
- ✓ Build more multi-modal connections
- ✓ Improve traffic flow efficiency
- ✓ Upgrade rural roads to City street standards
- ✓ Maintain our system better
- ✓ Create better pedestrian network
- ✓ Create better bicycle network
- ✓ Design and implement streets for all users
- ✓ Enhance quality of life features of transportation projects

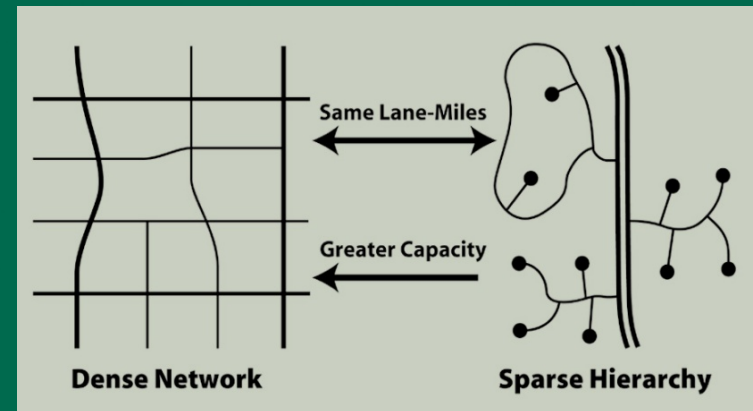
Use a toolbox that will make “Charlotte the premier city in the nation for integrating land use and transportation choices.”



Connectivity

- A network of intersecting streets that works to disperse traffic while linking and integrating neighborhoods with the existing fabric of the community

*Connectivity definition
adapted from Town of
Davidson Planning Ordinance*





Urban Street Design Guidelines

- Streets and intersections that support livability and economic development while creating more travel choices

Adapted from Urban Street Design Guidelines Policy Summary

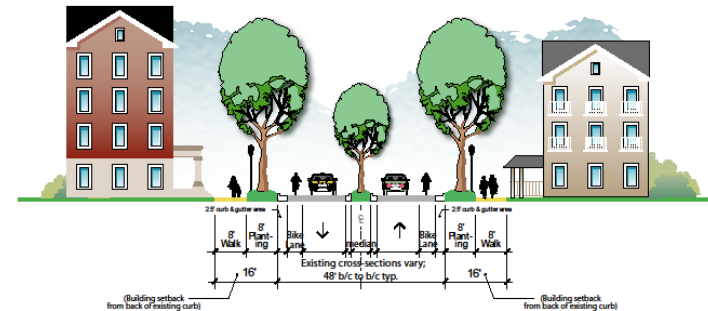




Urban Street Design Guidelines (USDG)

- ❖ Street cross-sections reflect land use and mobility needs
- ❖ “Complete” streets for all users
- ❖ Recommended block size
- ❖ Design of public projects
- ❖ Standards for private development

Street Cross-Section Type ‘C’
(West 5th Street, Rozzelles Ferry Road and Oaklawn Avenue)



* A typical road diet may consist of medians, bike lanes and/or on-street parking. Specific road diet cross-section features for Type C streets will be defined as funding becomes available for streetscape improvements.



Design Elements

- ❖ Curb and Gutter
- ❖ Sidewalks
- ❖ Planting Strip
- ❖ Street Trees
- ❖ Bike Lanes
- ❖ Turn Lanes
- ❖ Medians
- ❖ Street Lights
- ❖ Parking



Area Plan Factors

- **Land Use Context**
 - Transit Station Area
 - Other distinct nodes
- **Street Type and Network**
 - Avenues
 - Local Streets
- **Complete Streets**

Balance the needs of all users

 - Pedestrians
 - Cyclists
 - Motorists
 - Transit Users





Survey Responses – Transportation Issues

With regard to streets and transportation, the following issues have been identified as possible concerns within the plan area. Do you agree?

Answer Options	Important/Some what Important	Neutral/Not Important/ No Concern
Adequate sidewalks	93%	7%
Ped & bike safety	91%	9%
Ped crosswalks	88%	12%
Speeding	87%	13%
Traffic	85%	15%
Traffic signals	76%	24%
Street widths	75%	25%
Transportation options	71%	29%
Bicycle lanes	65%	35%
On-street parking	60%	40%

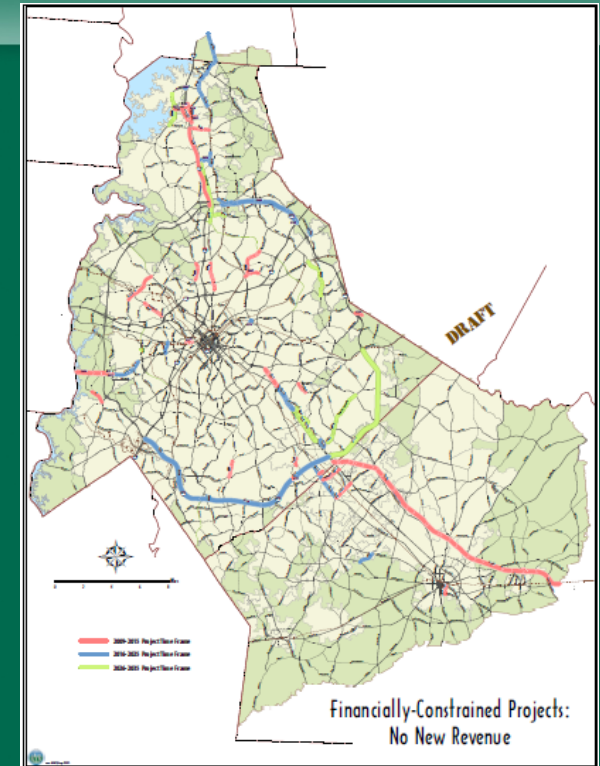


What transportation and streetscape elements do you think should be incorporated on East Seventh Street (from Charlottetowne Avenue to East Fifth Street)?

Answer Options	Percent
Street Trees	79%
Additional crosswalks	64%
Wider planting strips	55%
Wider sidewalks	55%
Bicycle lanes	50%
Left-turn lanes	32%
Reversible travel lanes	31%
On-street parking	18%
Fewer driveway entrances	13%
Additional travel lanes	5%

History

- Prior to 1990, four narrow lanes
- Reversible lanes as “interim” solution
- Widening was included in past Long-Range Transportation Plans (LRTP)



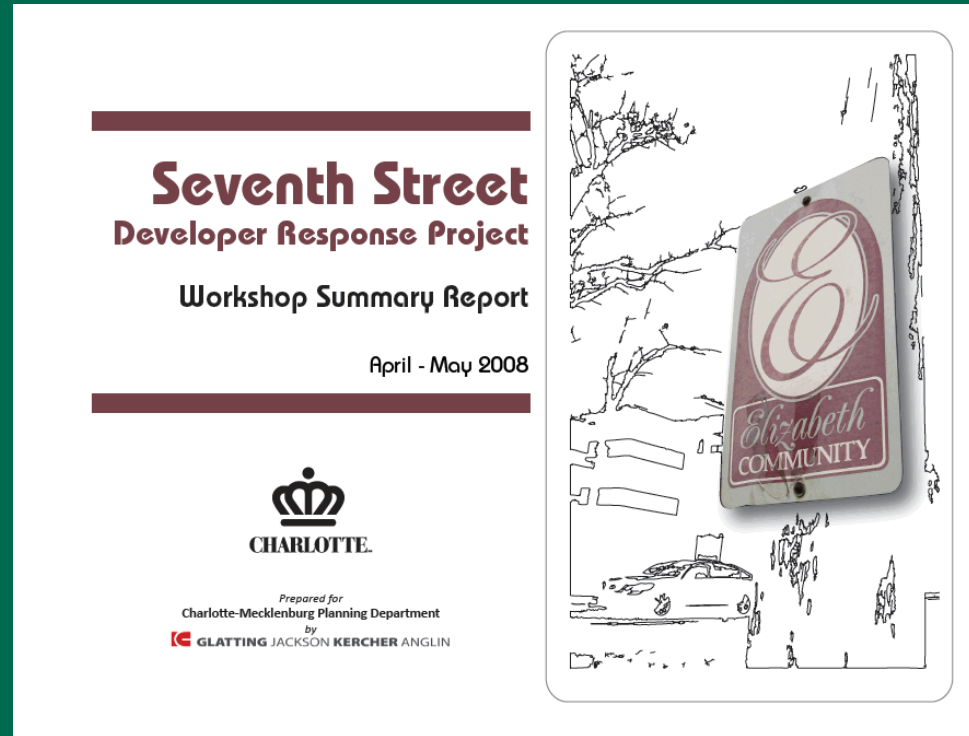
Today

- Expanded effort by CDOT to create “Complete Streets”
- Growing public support for “Livable Streets”
- Widening not funded in draft 2035 LRTP



Overview

- Prepared May 2008
- Response to rezoning petitions and pending redevelopment
- Participants included area residents, developments, plus City and County staff
- Interim policy guide



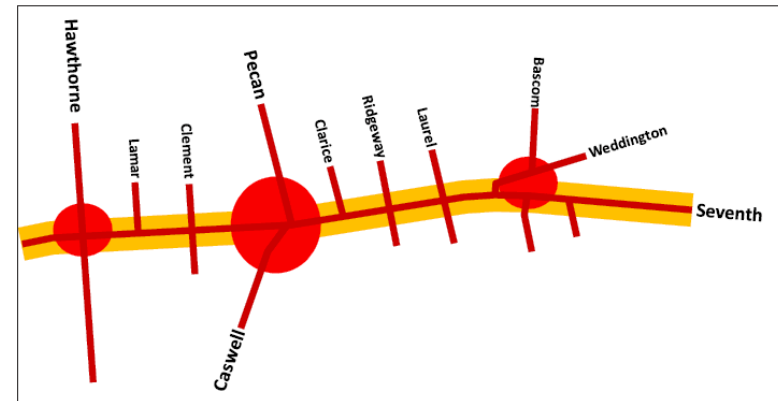


3 Guiding Principles

- Recognize Seventh Street's **role** as a **neighborhood seam** that must support both pedestrian and vehicular uses
- Enhance the unique character of the built environment by **differentiating forms** in nodes and corridors and focusing development to **reinforce the nodes**
- Develop node locations that **respond to the context** of the surrounding neighborhood

Guiding Principle Two

Enhance the unique character of the built environment by differentiating forms in nodes and corridors and focusing development to reinforce the nodes.



Nodes
<ul style="list-style-type: none">• Mix of retail and residential uses• 2-3 Stories at Hawthorne node• 3-5 Stories at Bascom node• 3-6 Stories at Pecan node

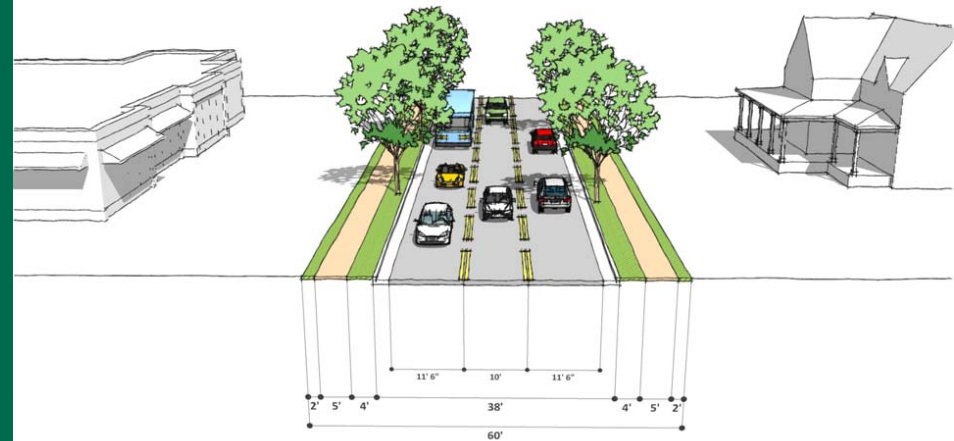
Corridors
<ul style="list-style-type: none">• Mix of residential and office uses• Limited retail• 2-3 Stories

Seventh Street Developer Response Project



- **Area plan will recommend a future cross-section**
Concurrent analysis of scenarios
 - “Baseline” - Existing condition of reversible lanes
 - “Road Conversion” - Three lanes with center left turn lane
 - “Transitions” - Options for where to begin and end road conversion
- **Other design issues**
 - Parking, left turns, signals, driveways, bike lanes, sidewalks, crosswalks, street trees ...

Existing Condition



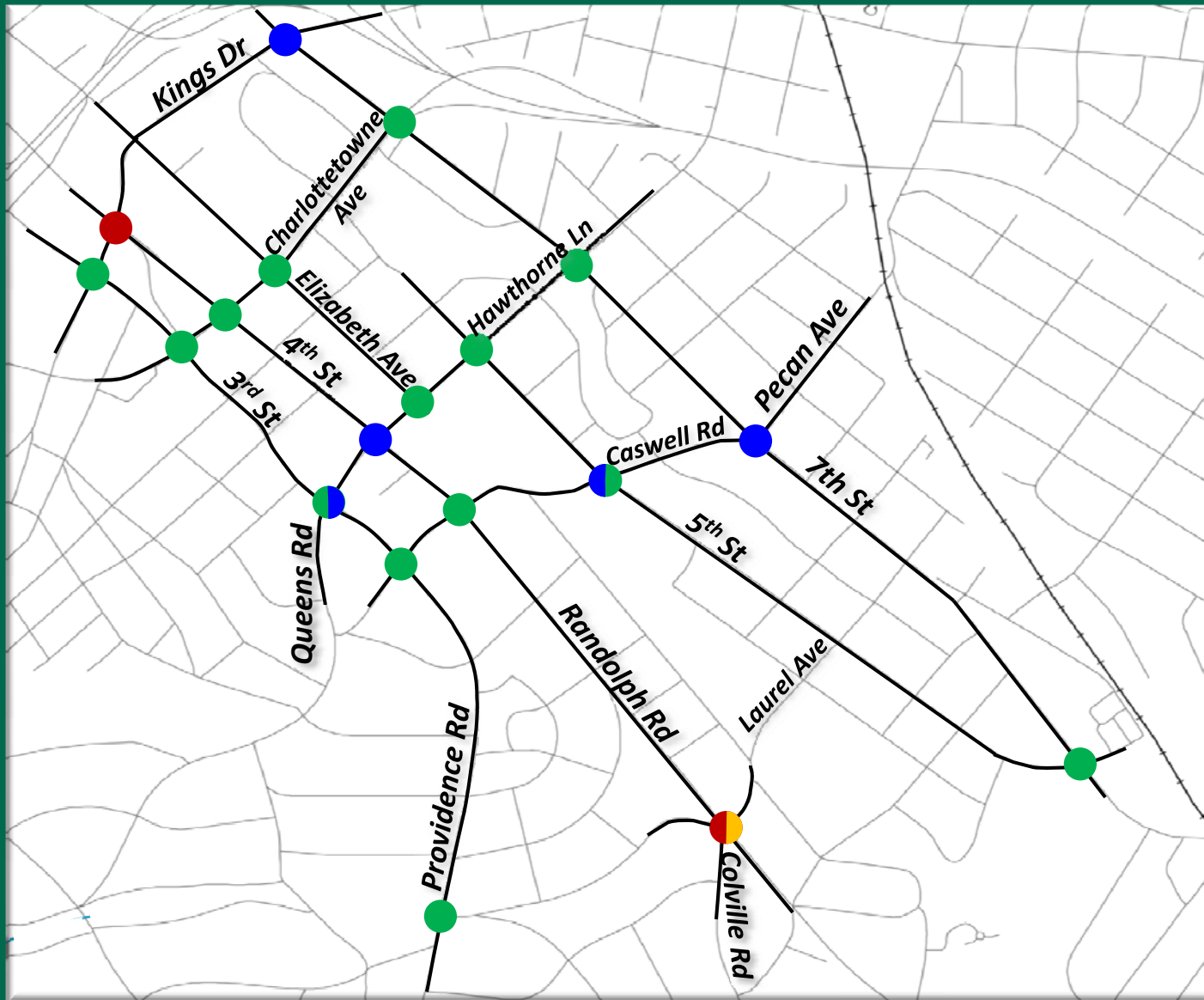
Study Area
Data Collection
Traffic Analysis
▪
▪
Existing Conditions





CITY OF CHARLOTTE

Study Area Peak-Hour Intersection Performance



LEGEND

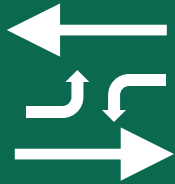
- AM Peak Hour
- PM Peak Hour
- A
- B
- C
- D
- E
- F



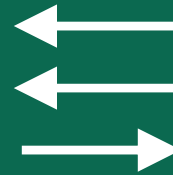
Kimley-Horn
and Associates, Inc.



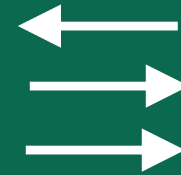
AM and PM Peak Hour
Laneage




AM Peak Hour
Laneage




PM Peak Hour
Laneage







LEGEND



 AM Peak Hour

 PM Peak Hour

 Three-Lane
Conversion Limits

 A  D

 B  E

 C  F



Existing Laneage

LEGEND

- AM Peak Hour
- PM Peak Hour
- Three-Lane Conversion Limits
- A (Green circle)
- B (Green circle)
- C (Green circle)
- D (Blue circle)
- E (Yellow circle)
- F (Red circle)

- ☒ AM Peak Hour
- ☒ PM Peak Hour
- ☐ Three-Lane Conversion Limits



Breakout Exercise

- **Base template of existing dimensions**
 - 38' back-of-curb roadway
 - 60' right-of-way
 - 20' predominant setback
 - 4' utility/planting strip
 - 5' sidewalks

Blocks of potential elements

Travel lanes

Center-turn lane

Pedestrian refuge

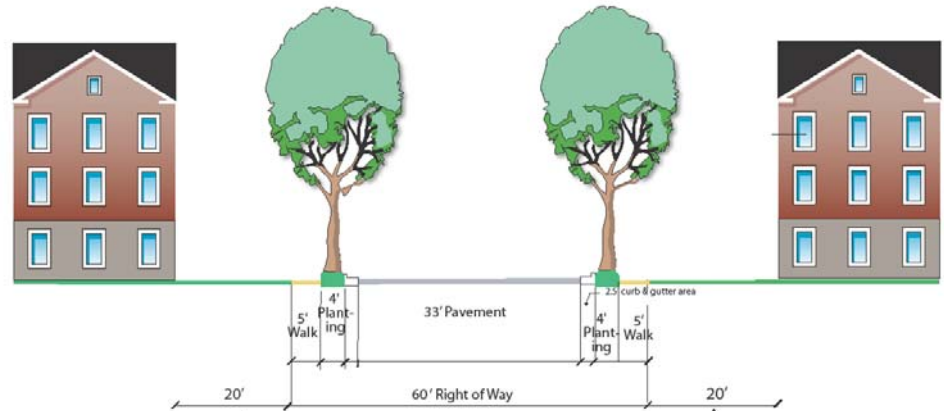
Bike lanes

Recessed parking

Planting strip

Sidewalk

Create a new street section



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Reversible travel lanes	31%
On-street parking	18%
Fewer driveway entrances	13%
Additional travel lanes	5%



Key Dates for Public Involvement

- Transportation Issues – Citizen Advisory Group
 - October 2009
 - Survey results, preliminary analysis & street section elements
- Transportation Concepts – Citizen Advisory Group
 - March 2010
 - Refined traffic analysis & typical street sections
- Plan Concepts – Public Workshop
 - April 2010
 - Draft community design policies & typical street sections
- Draft Plan & Recommendations – Open House
 - May 2010
 - Draft recommended land use & recommended street sections