



CHARLOTTE

**Review of
Urban Land Institute - Rose Fellowship Recommendations**

**METROPOLITAN TRANSIT COMMISSION MEETING
March 23, 2011**

Purpose:

To provide an overview of the Urban Land Institute – Rose Fellowship Panel recommendation in the context of the Independence Boulevard Area Plan

1. ULI Background

- Mission and Purpose
- Charlotte Problem Statement

2. Study Area Overview

- Policy Context
- Transportation Context

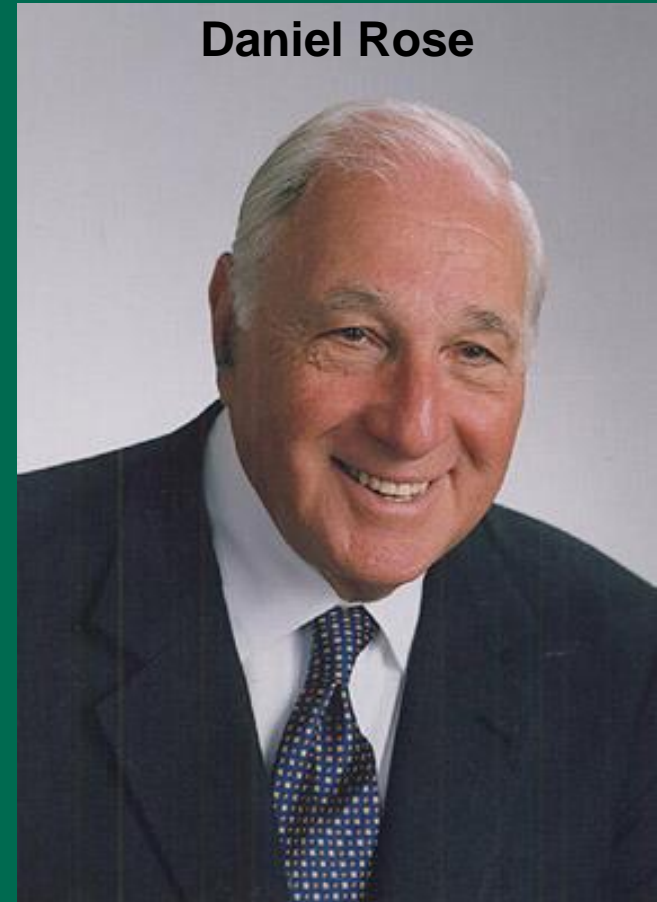
3. Recommendations and Reactions

4. Next Steps



Mission: To encourage and support excellence in land use decision making. By providing public officials with access to information, best practices, peer networks and other resources, the Rose Center seeks to foster creative, efficient, practical, and sustainable land use policies.

Daniel Rose



- Four cities selected by ULI for yearlong program of professional development, leadership training, assistance with a local land use challenge
- Each Mayor selects 3 fellows and team coordinator
- 2010-2011 class: Charlotte, Detroit, Houston, Sacramento

ULI - ROSE FELLOWSHIP BACKGROUND



Charlotte Problem Statement

What are the implementation steps to re-energize, reposition, and ensure the long-term viability of development in the Independence Boulevard study area?



- Panel briefed by Charlotte's Daniel Rose Fellows
- Toured the Independence Boulevard corridor, Central Avenue, Monroe Road and Lynx Blue Line
- Interviewed stakeholders



STUDY AREA OVERVIEW



- Regional Highway
- Rapid Transit Corridor
- Managed Lane Corridor
- Turnpike Connector





Transportation Context

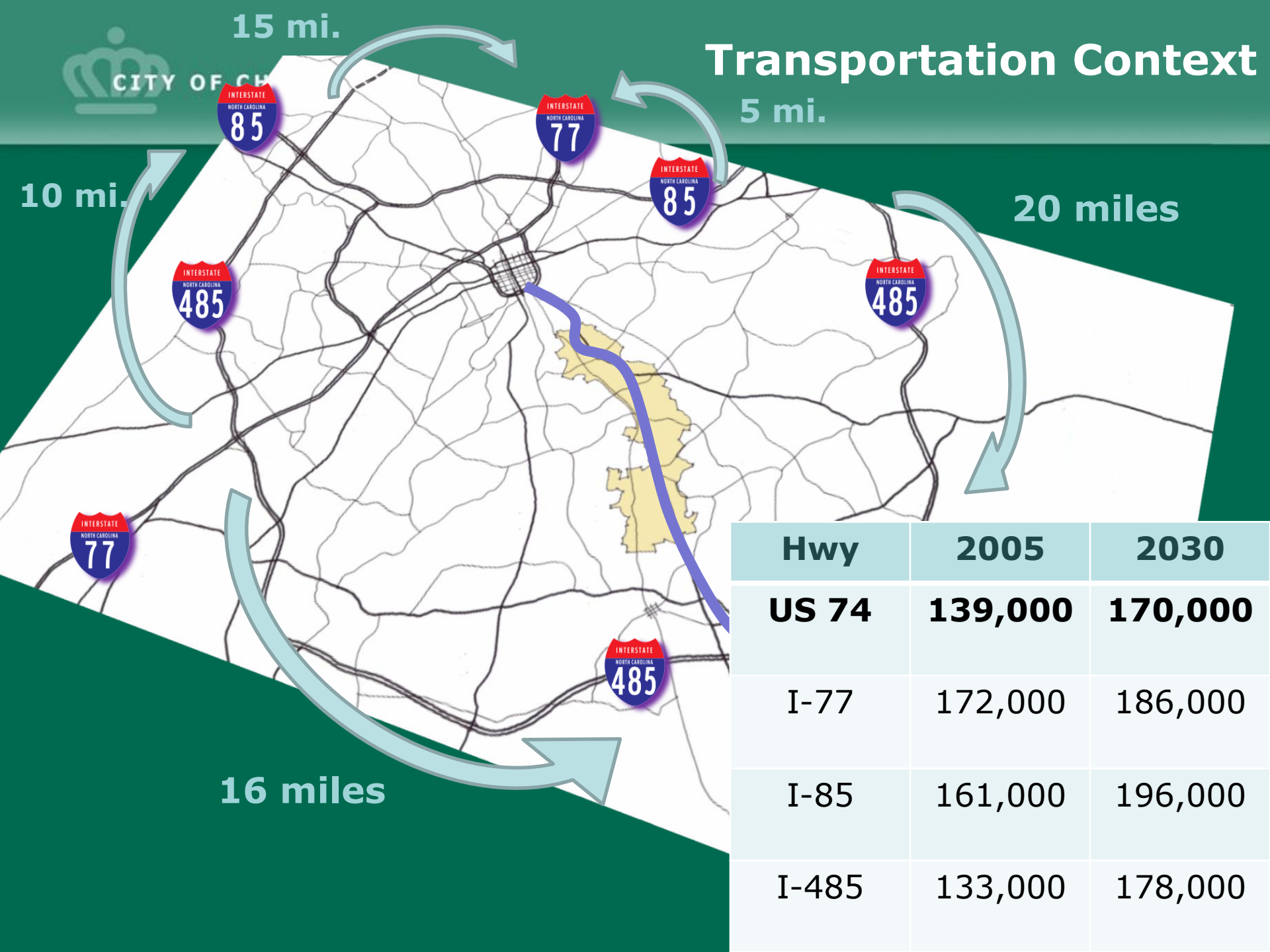
15 mi.

5 mi.

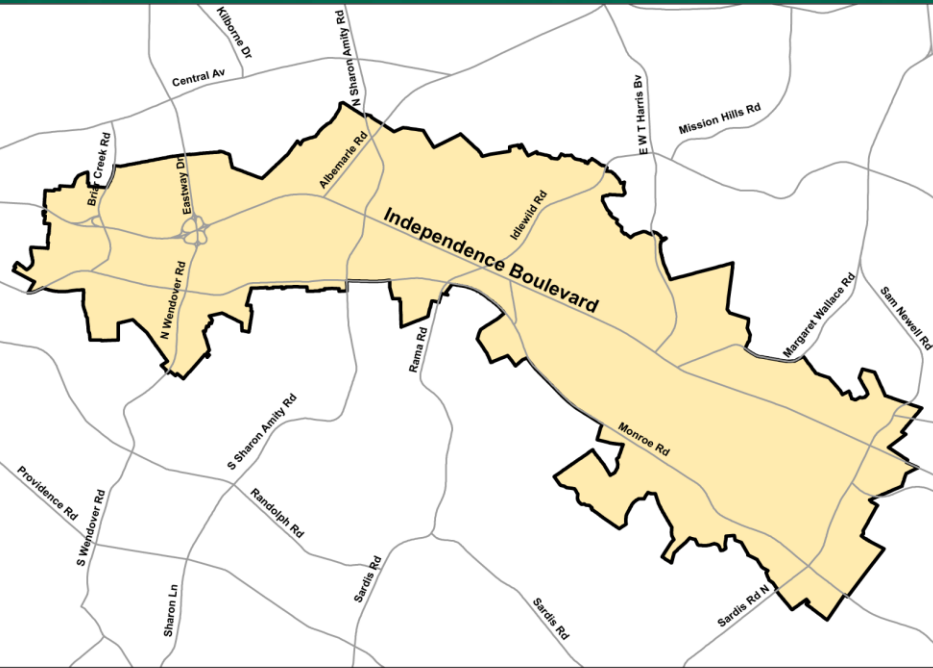
10 mi.



20 miles

16 miles



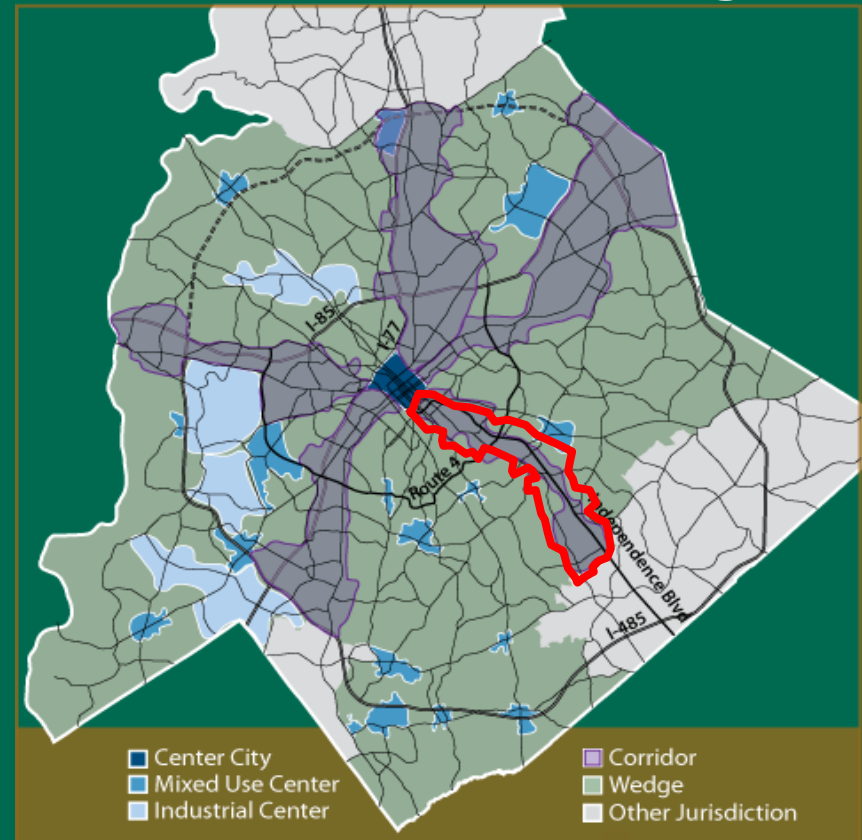
Hwy	2005	2030
US 74	139,000	170,000
I-77	172,000	186,000
I-85	161,000	196,000
I-485	133,000	178,000



Independence Boulevard Area Plan Boundary   Area Plan Boundary

Area Plan Boundary

City's Growth Framework Centers, Corridors & Wedges



Policy Context

Area Plan

May 2008

- Plan Kick-off Stakeholder Interviews

June/July 2008

- Plan Process Begins Public Kick-off meeting Begin CAG Workshops

April 2009

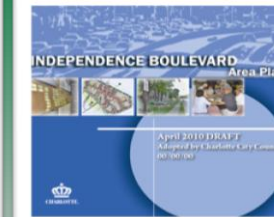
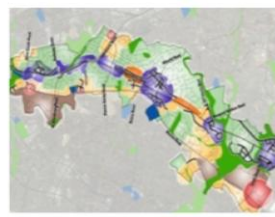
- Conclude CAG workshops (5 total) Begin Refining Draft Concepts/Document CAG Updates: May, Sept. & Nov., 2009, Jan. & March, 2010, March 2010

May 2010

- Final Public Meeting Began Planning Commission City Council Review

Spring 2011

- Council and Planning Committee Review March 2011. Adoption by City Council scheduled May 2011.



Other Policies

November 2006

- 2030 Transit Corridor System Plan adopted. For the Southeast Corridor, the Commission selected Bus Rapid Transit, but delayed implementation for a minimum of five years to allow a reconsideration for light rail.

April 2010

- City Council reduces transitional setback along Independence Boulevard. This zoning regulation was adopted by Council in 1989.

June 2010

- NCDOT - U209-B upgrade/widening of Independence - Albemarle Road to Conference Drive scheduled for construction in 2012.

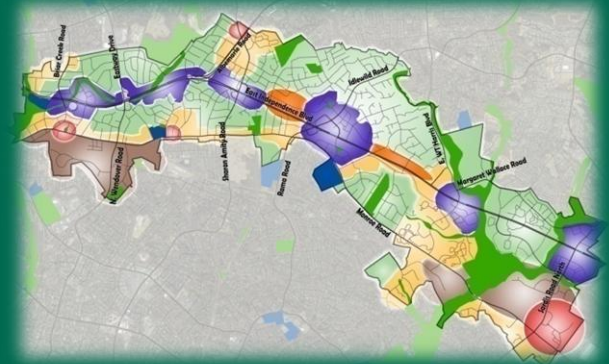
March 2011

- Council voted to eliminate transitional setback along Independence where road project is complete and where property acquisition will be completed in the next phases.

Independence Boulevard Area Plan

Key Land Use and Transportation Principles

1. Strengthen and Build Neighborhoods
2. Create Nodes
3. Reclaim/Showcase Natural Systems
4. Orient Toward Monroe and Central
5. Leverage Opportunities
6. Provide Transportation Choices
7. Balance Neighborhood, Community, and Regional Needs
8. Define U.S. 74/Transportation Vision



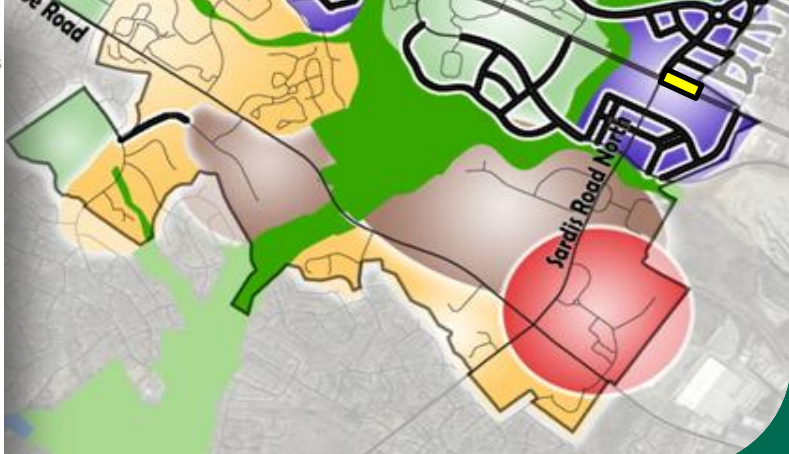
**KEY PLAN ASSUMPTION:
Area Plan DOES NOT reconsider
transportation planning decisions!**



Independence Concept Plan



 Green Connections	 Employment District	 Independence Business District	<p>--- Future Street Connections</p> <p>— Existing Streets</p> <p>0 600' 1200' 2400'</p> 
			
 Neighborhood General	 Neighborhood Core	 Neighborhood Node	 Transit Node
			



ULI PANEL OBSERVATIONS



- A lot of good work has been done by the City
- **Unusual** cooperative spirit between Charlotte and NC DOT
- Project **uncertainty** is harming local market



Draft area plan captures consensus about needs:

- start implementing, stop just planning
- need more highway capacity
- need more transit
- need local economic development

But lack of agreement on details of key issues is creating uncertainty, slowing progress and funding:

- BRT vs LRT
- Roadway planning and design trying to preserve options:
 - Transit
 - Managed lanes

General Observations

Transportation

- Needs identified locally are valid
- Functional long distance connection to Uptown
- Important regional connection – nearby counties as well as the coast
- Freight activity higher than other connectors in the region
- Adjacent parallel “spokes” and connecting roadway network create multiple options





Los Angeles, California



Portland, Oregon

Highway LRT



CITY OF CHARLOTTE

Transit Options



Kansas City, Missouri



Cleveland, Ohio



Las Vegas, Nevada

BRT/Express Bus

Streetcar



Portland, Oregon



Little Rock, Arkansas



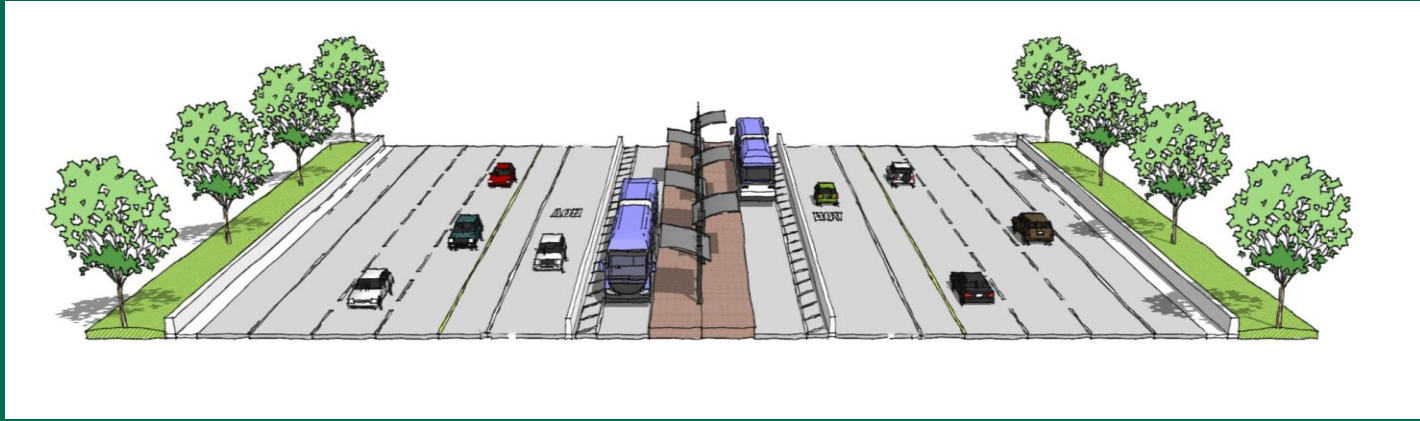
Seattle, Washington

ULI PANEL RECOMMENDATIONS

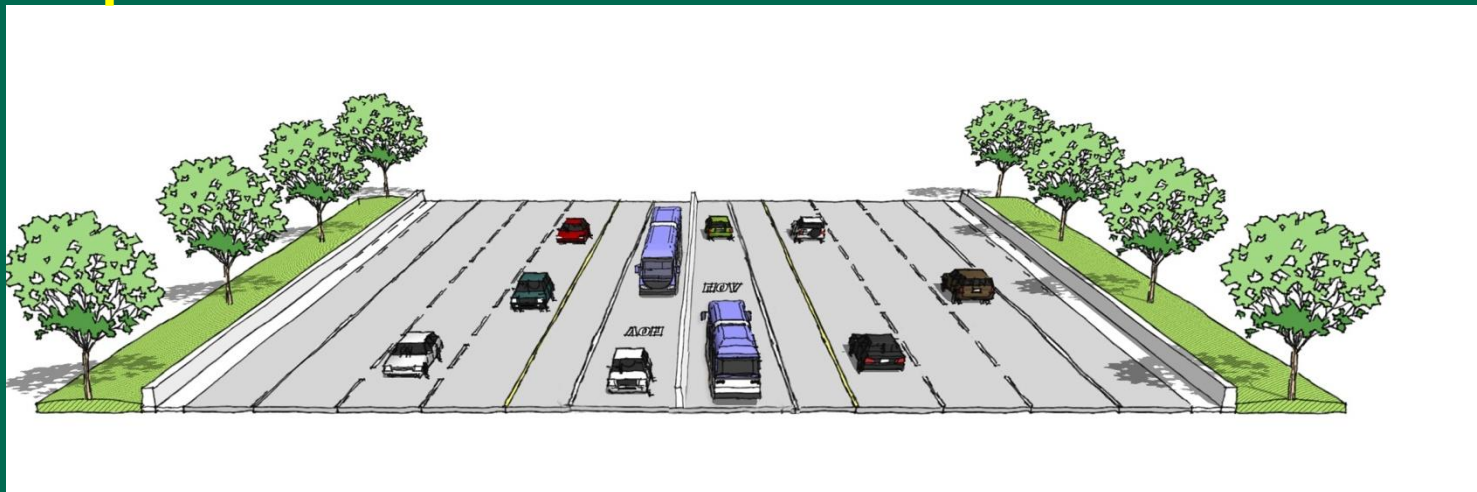


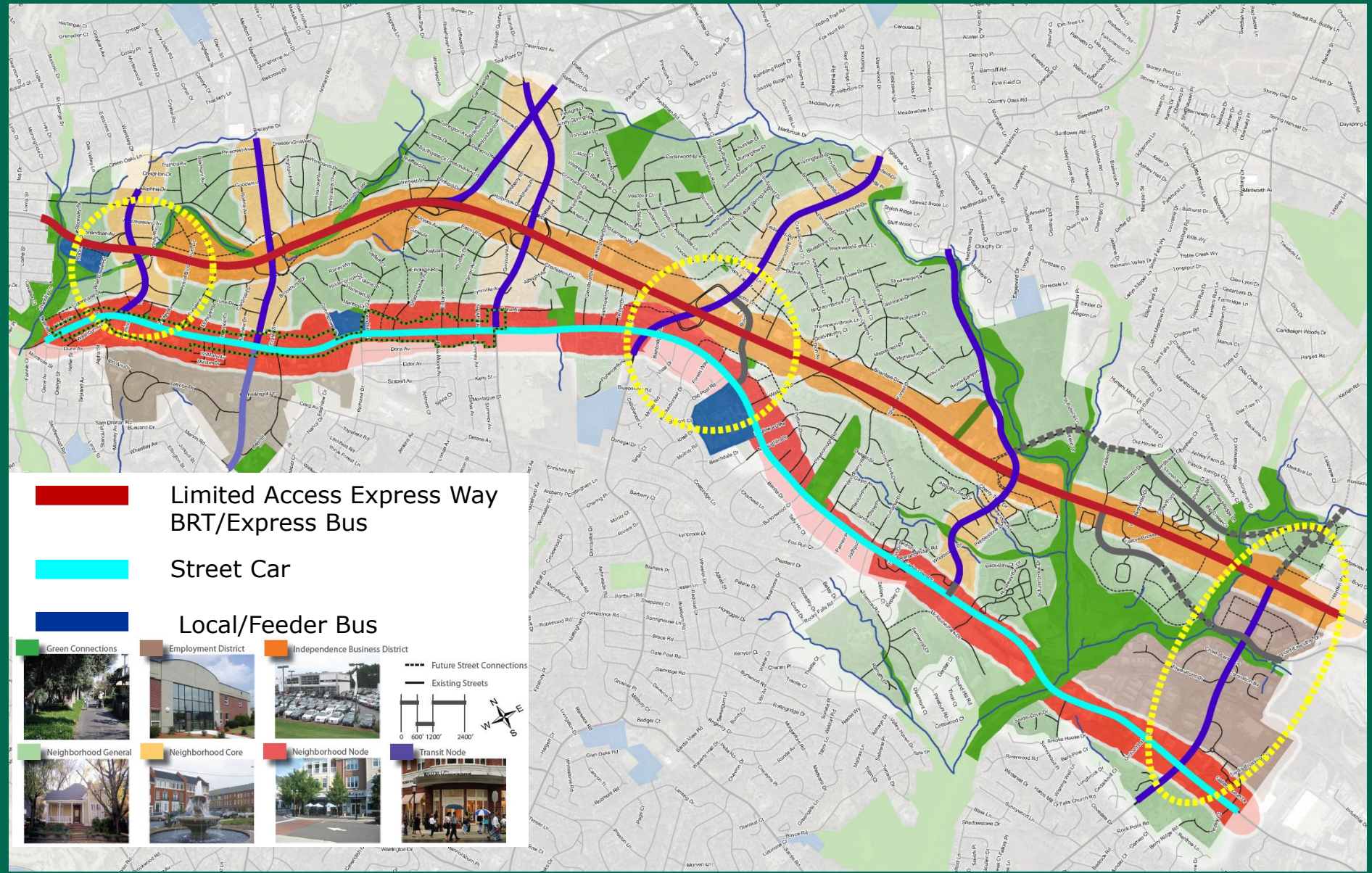
- Be clear about difference between solutions for regional challenges vs local challenges
- Build on what you know has worked
- Three main ideas (or refinements to the current plans)
 1. BRT/Express bus on Independence in HOT lanes
 2. Streetcars on Central and Monroe
 3. Promote auto-oriented retail on Independence and neighborhood serving, mixed-use development on streetcar lines


Independence Boulevard with Exclusive Busway



ULI Recommendations Independence Boulevard with Combined BRT and HOT





 Limited Access Express Way
BRT/Express Bus

 Street Car

 Local/Feeder Bus

 0 600' 1200' 2400'


Area Plan

- BRT (or LRT) in the freeway
- Neighborhood scale development on parallel thoroughfares
- Allow auto oriented development on Independence
- Community amenities

Rose Fellow Panel

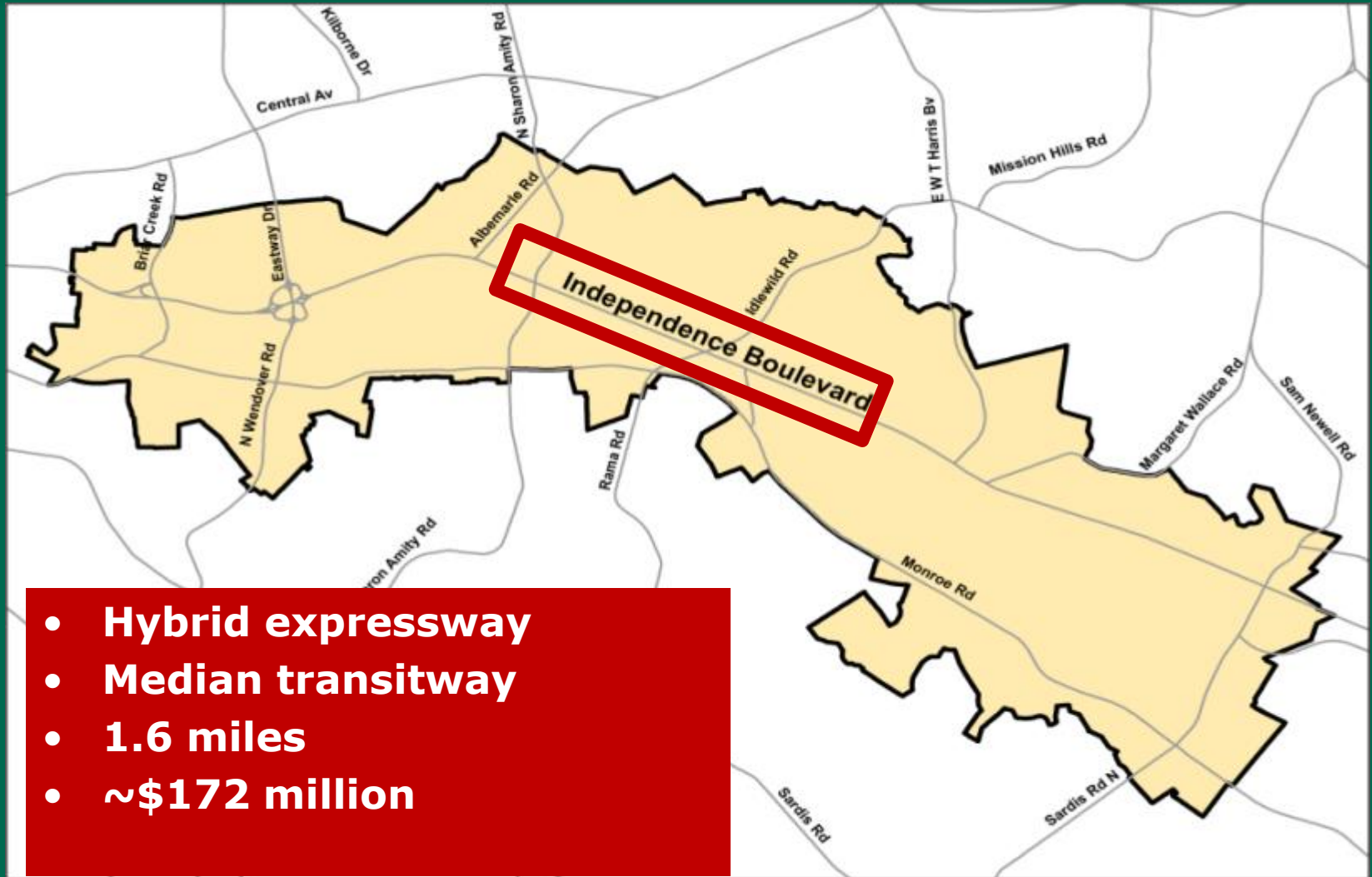
- BRT on HOT lanes in the freeway
- Neighborhood scale development on parallel thoroughfares
- Retain and promote auto oriented development on Independence
- Community amenities

NCDOT ROADWAY STATUS



STIP U209-B Overview

(Sharon Amity to Conference Drive)



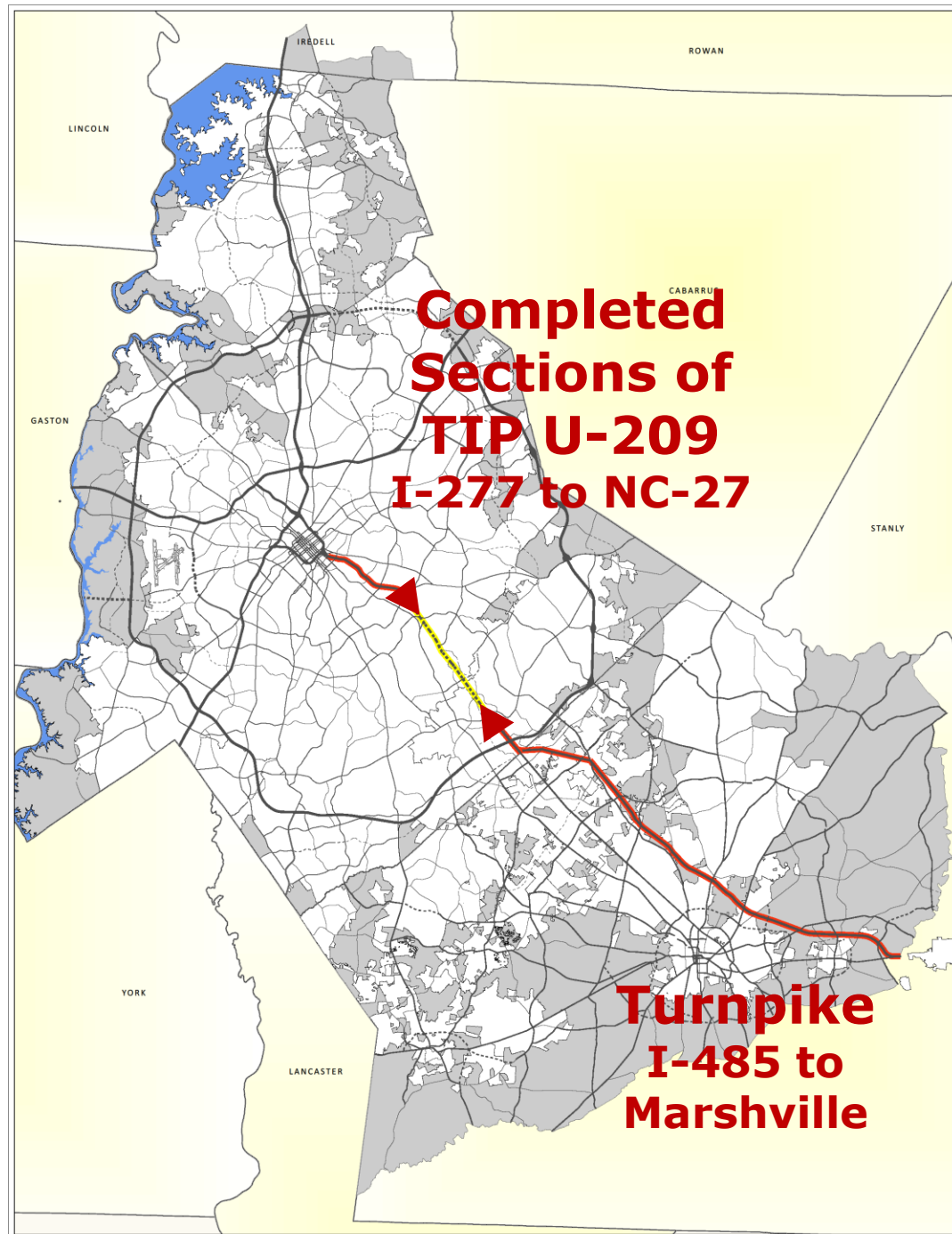
- Hybrid expressway
- Median transitway
- 1.6 miles
- ~\$172 million

Independence Boulevard Area Plan Boundary

  Area Plan Boundary



- 21-mile "Monroe Bypass" from I-485 to Marshville
- Expected to be complete by 2013
- Estimated cost of \$756 million



Goal Mobility					Tier Statewide			Submode Highway	
RANK	SCORE	SPOT ID	TIP #	DIV	COUNTY(S)	ROUTE	FROM / CROSS STREET	TO	DESCRIPTION
1	120	45797	I-2304	09	DAVIDSON	I- 85	NC 150	I- BUS 85, US 29, US 52, US 70	NORTH OF NC 150 TO I-85 BUS./US 29-52-70. ADD ADDITIONAL LANES.
2	106.19	43468	U-2509	10	MECKLENBURG	US 74 (INDEPENDENCE BOULEVARD)	I- 485	IDLEWILD ROAD	US 74 (INDEPENDENCE BOULEVARD), CHARLOTTE OUTER LOOP TO IDLEWILD ROAD. UPGRADE CORRIDOR TO PROVIDE ADDITIONAL CAPACITY AND SAFETY. FEASIBILITY STUDY UNDERWAY.
3	100.16	42717	I-3311C	10	MECKLENBURG	I- 77	5TH STREET IN CHARLOTTE	I- 85	5TH STREET IN CHARLOTTE TO NC 73 (SAM FURR ROAD). ADDITIONAL LANES - 5TH STREET TO I-85. HIGH OCCUPANCY VEHICLE (HOV) LANES.
4	100.14	42716	I-3311B	10	MECKLENBURG	I- 77	I- 485 (CHARLOTTE OUTER LOOP)	NC 73 (SAM FURR ROAD)	5TH STREET IN CHARLOTTE TO NC 73 (SAM FURR ROAD). ADDITIONAL LANES - I-485 (CHARLOTTE OUTER LOOP) TO NC 73 (SAM FURR ROAD).
5	95.26	42726	I-3802	10, 09	CABARRUS, ROWAN	I- 85	NC 73 (IN CABARRUS COUNTY)	US 29-601 CONNECTOR IN ROWAN COUNTY	NC 73 IN CABARRUS COUNTY TO US 29-601 CONNECTOR IN ROWAN COUNTY. ADD ADDITIONAL LANES.
6	93.18	45806	I-4750A	12, 10	IREDELL, MECKLENBURG	I- 77	NC 73 (IN MECKLENBURG COUNTY)	US 21 (EXIT 33 IN IREDELL COUNTY)	NC 73 IN MECKLENBURG COUNTY TO US 21 IN IREDELL COUNTY (EXIT 33). WIDEN AND RECONSTRUCT ROADWAY.
7	87.7	44024		05	WAKE	I- 40	US 1 (US 1/64)	LAKE WHEELER RD	REHABILITATE EXISTING LANES (REMOVE AND REPLACE ASR CONCRETE) AND WIDEN 6-LANE FREEWAY TO 8 LANES.
8	87.19	42735	I-4700	13	BUNCOMBE	I- 26	NC 280	I- 40 (AT ASHEVILLE)	NC 280 TO I-40 AT ASHEVILLE. ADD ADDITIONAL LANES.
9	83.28	44050		10	CABARRUS	I- 85	CONCORD MILLS BLVD	NC 73	I-3803B - WIDEN I-85 FROM 4 LANES TO 8 LANES FROM CONCORD MILLS BLVD TO NC 73.

NCDOT's Strategic Planning Office of Transportation (SPOT) recently ranked completing US-74 to I-485 behind only the I-85 Yadkin River Bridge in terms of statewide mobility goals.



Project U2509

- 6 miles remain to be improved (Conference Dr to I-485)
- Pre-construction activities started by NCDOT (PDEA)
- NCDOT's Strategic Planning Office of Transportation (SPOT) ranked U2509 second only to the Yadkin River Bridge
- New Mobility Fund projects to be ranked this year



NEXT STEPS



- Area Plan Adoption – **March – May 2011**
 - City Council Public Comment – **March 28**
 - Planning Commission Recommendation – **April 19**
 - Council ED Committee Recommendation – **April 28**
 - Council Action – **May/June 2011**
- Southeast Corridor Discussions - **Ongoing**
 - Collaborate and participate in the roadway planning with the NCDOT and the City during 2011
 - Evaluate the need for further analysis of transit options in 2012 based on the outcomes of the NCDOT studies
- Rose Fellowship – continuing study through **October 2011**