Charlotte City Council

Transportation & Planning Committee

Meeting Summary for March 27, 2014

COMMITTEE AGENDA TOPICS

I. **Subject:** **Prosperity Hucks Area Plan Update**
Action: For information only

II. **Subject:** **FY2015 Transportation Focus Area Plan**
Action: Unanimous vote to recommend modifications to the draft FAP to the full Council.

III. **Subject:** **Metropolitan Transportation Plan**
Action: For information only

COMMITTEE INFORMATION

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

Time: 12:05 pm – 12:55 pm

ATTACHMENTS

Handouts
Agenda package

DISCUSSION HIGHLIGHTS

Committee Chair Lyles called the meeting to order at 12:05 and stated that the Committee will move forward with integrity and transparency. She then asked everyone in the room to introduce themselves.

I. FY2015 Focus Area Plan Discussion

Lyles: We are going to be asked to adopt this plan. I want to remind the Committee that we are still working on our vision statement and community information, and as we do this we need to look at the plan as something that will continue to evolve. We have reviewed it twice for vision, mission and initiatives, and I think we are comfortable to be able to move forward and take this to the full Council.

Campbell: Norm Steinman is going to give a very brief overview of the Focus Area Plan (FAP). This definitely is a work in progress.

Steinman: You are going to see the same information you saw at the February 27 meeting.

***It was discovered the incorrect copy of the FAP was attached so while new copies were made, the Committee heard item II (Prosperity Hucks Area Plan Update) on the agenda until the new copies were delivered.

II. <u>Prosperity Hucks Area Plan Update</u>

Lyles: We are skipping to the Prosperity Hucks Area Plan until the FAP copies are delivered.

Main: We are updating you on the citizens' review meeting and are asking for direction as to how we carry the Plan forward.

Mr. Main reviewed slides 4 & 5 (see attached presentation).

Lyles: It's best to give citizens the opportunity to be heard early in the process. Unless there are objections, I think we would like to see you proceed on April 14.

Main: That's all we need. Thank you.

***<u>**The Committee returned to the FY2015 Focus Area Plan Discussion**</u>

Mr. Steinman resumed the discussion with the vision statement (see FAP attachment).

Lyles: Any questions about the vision statement?

Phipps: I'm concerned about references to the 2030 plan. Is it really a 2030, or a 2040 plan? Do we need a date on it?

Campbell: That's what it is currently called. We can reflect any changes to the Plan. I guess instead of centers, corridors & wedges, we could say growth framework, transportation & transit planning.

Phipps: If it's as simple as modifying it at any time, then I don't want to make any changes to the name.

Steinman: It will be modified when it's officially updated.

Lyles: I think we all know the Plan is going to need some work. I think consistency is important. Any other questions about the vision or the mission?

Mr. Steinman continued the discussion with Initiatives (see FAP attachment).

Smith: Are the Initiatives listed in order of importance or is it arbitrary?

Steinman: They are organized the same and follow the same five goals as your Transportation Action Plan.

Smith: Thanks.

Lyles: Ms. Campbell, would you talk about the Key Indicators?

Campbell: There has been a lot of discussion about how to define an Indicator. It literally is about what things will be done to make sure we are measuring and accomplishing our initiatives. We are having the internal discussion about clearly defining Indicators while getting some level of consistency between all of the Committees. I would suggest that over time this portion of the FAP will have the most dramatic change in terms of its content. I don't think we are ready to make a recommendation as to what those changes will be.

Lyles: Ms. Kinsey, do you want to walk through them all since we know there is flexibility?

Kinsey: It is important to know it's flexible for staff, so no.

Smith: Do we want to reorder based on their importance?

Steinman: These are arranged to match the Initiatives.

Smith: Okay.

Lyles: You can reorder the Initiative column. I think you strengthen collaboration, then you should implement.

Campbell: That's fine. I think you are recommending moving the strengthen collaboration box to the top of the column.

Smith: That's my two cents again. This is massaging the document structure.

Phipps: Do you think area and region are synonymous since both are used? Would it be more appropriate to use the work region as opposed to area?

Steinman: The slight distinction is that region usually means twelve to fourteen counties, possibly with a bi-state group of counties. An area focuses more on the Charlotte regional transportation planning organizations.

Phipps: Okay, so the word was a deliberate choice?

Steinman: Yes, because these are the projects that would be at least partially in the City of Charlotte.

Campbell: This particular Indicator is related to the Centralina Council of Governments, and is much broader than what we have.

Steinman: The CONNECT is a regional sustainability effort. The one about working with partners to develop transportation projects is more focused.

Phipps: Thank you.

Kinsey: It seems to me that we might move the "engage the community" Initiative up.

Lyles: Any other comments on the Indicators or Initiatives? This is something the Committee needs to move forward with a recommendation.

Mr. Howard made a motion to recommend the modifications, and Mrs. Kinsey seconded the motion. The motion was unanimous.

III. Metropolitan Transportation Plan

Campbell: The Committee asked us to bring back the impacts of the revised state formula on the transportation projects that were listed in our 2035 Plan.

Pleasant: This is the Long Range Transportation Plan. The key here is there needs to be some level of financial feasibility around it. We're trying to balance what we believe the revenues will be against the projects that will constitute expenditures within the timeframe.

Campbell: Staff will be making dinner presentation at your April 14 meeting to the full Council. We're not asking for a directed vote. This is simply for information as the CRTPO will be taking final action on this Plan.

Mr. Steinman began the presentation with slide 2 (attached).

Phipps: Under the Division Tier of Projects row (see slide 6), do NC State Routes exclude farm to market roads?

Steinman: No, they are included, because many are on the state maintained system.

Lyles: I think we should do what Union County is doing and let the State take them over for maintenance and save our money.

Phipps: Based on these three tiers, the State tiers get first priority, then regional, and if there is anything left it goes to the division level, right?

Steinman: To some extent. It's possible that projects that are eligible for statewide funding could be programmed for actual implementation in such a way that most of the funding could come from the statewide category. If that's not enough, almost automatically they can seek

funding out of the regional category, then out of the division category. The other thing I need to mention is that the MPOs, or any other local entities, have no ability to directly influence the way the funding will be allocated for statewide projects. That will all be done based on a scoring or ranking prioritization system that is run out of Raleigh by NCDOT.

Howard: Does that include projects that are submitted?

Steinman: The first thing we had to do was to submit projects to them, and we did that.

Howard: So, we do have some say so in what projects are submitted?

Steinman: Yes. The one choice we can make is to decide not to submit a project, because once you submit a project for their evaluation, it's completely out of our hands.

Howard: Does moving it to that category stop you from considering parts of it in other categories?

Steinman: No, but from a strategic standpoint, we would advise against that.

Lyles: Technically, if the State doesn't approve a statewide tier project, it can compete in the regional category.

Steinman: It can, but then we would have to make a decision together with the division engineer as to whether or not we want that to happen, because it would displace other projects.

Lyles: It can technically happen, and that's the tough part.

Steinman: Yes.

Mr. Steinman continued the presentation with slide 7 (attached).

Howard: Have we seen the ones that fell out yet?

Steinman: There are three projects that were included in the 2035 Plan that are not included in this one. One is an overcrossing at Clanton Rd. and the Norfolk Southern Railroad grade separation project, and another is Hucks Rd. extension over I-77, and lastly the realignment of West Blvd. because there will be no Garden Parkway to connect to. We used similar criteria to what NCDOT uses: existing congestion, safety problems measured by crash rates, and access to employment. Last month I showed you that over 200 projects were nominated for possible review, and the criteria were used to filter the number to about 80 that have been included in the Plan for possible implementation.

Mr. Steinman concluded the presentation with slide 15 (see attached presentation).

Phipps: The projects that were once included in the Plan that were dropped, do those municipalities have an appeals process?

Steinman: We dropped them. Those projects did not make it based on the criteria that we used. What we can do as part of the update for the 2045 Plan is try again.

Lyles: Other municipalities may have different methodologies for doing that. I think the CRTPO vote really moved it forward as a regional plan request.

Campbell: We need to track things that are not being included or have dropped out for the next update because the criteria could change.

Steinman: There is a big inventory of projects that need funding.

Lyles: Our final action item is an update for our next meeting on April 14. We've taken care of the FAP. We would have had the business meeting so we won't be doing the Prosperity Hucks Area Plan, and I think we'll have a briefing on the City/County cooperative agreement permit process. Anything else?

Campbell: We may be able to update you on what happened at the meeting related to Prosperity Hucks and a path forward.

Lyles: Can you send it out to us in lieu of an update to save time?

Smith: That's fine with me as long as we get feedback.

Committee member Kinsey made a motion to adjourn, and Committee member Smith seconded the motion.

The meeting adjourned at 12:55.

DRAFT

Transportation & Planning 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 lifestyle, employment 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.
- Provide the necessary transportation infrastructure to increase Charlotte's presence as a global freight and logistics hub, particularly at Charlotte Douglas International Airport.
- Implement the foundational principles of the Centers Corridors and Wedges Growth Framework, the Transportation Action Plan and the 2030 Transit Systems Plan.

Initiatives	Key Indicators
Implement land use decisions and transportation investments that manage growth and focus high intensity development in areas where high-capacity infrastructure already exists or is planned.	Continue to implement Centers Corridors and Wedges Growth Framework, the 2030 Transit Systems Plan and Transportation Action Plan.
	Develop and implement area plans and other policies that help to guide growth and development.
	Update City's development regulations to better implement the City's land use, design, and transportation policies.
Implement land use decisions and transportation investments that increase safety, livability, transportation choices and enhance economic growth.	Coordinate transportation infrastructure needs to continue to position Charlotte as a global freight and logistics hub.
	Implement the projects and programs identified in the Community Investment Plan.
	Improve Charlotte's walkability and bicycle-friendliness.
	Monitor and seek to decrease intersection crash rates citywide.
	Improve Citywide pavement conditions.
Strengthen collaboration with public and private sector partners to achieve effective transportation and land use results which support economic development and livability.	Continue to coordinate and collaborate with all partners to advance transportation projects in the Charlotte area.
	Continue to collaborate with the Centralina Council of Governments on the regional CONNECT project to better prepare for the region's ongoing growth.
Engage the community to achieve the City's land use and transportation goals from the Centers Corridors and Wedges Growth Framework, the 2030 Transit Systems Plan and the Transportation Action Plan.	Expand community engagement opportunities and techniques to increase community dialogue and enhance community understanding of the City's transportation and land use goals.
Seek all types of financial resources and funding partnerships necessary to implement transportation programs and services.	Develop long-term funding strategy for transportation and community place-making projects.
	Collaborate with legislative partners and stakeholders to consider new revenue sources to fund transportation improvements.

Targets

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Transportation and Planning Committee Focus Area Plan Discussion

March 27, 2014

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Transportation & Planning Strategic Focus Area Plan

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Targets

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Examples of FY 15 Targets
(to be included by City Departments in FY 15 Business Plans)

Category of Target	Example Target
Achieve a Milestone	1) Apply for a FTA Core Capacity Grant to complete the Blue Line Capacity Expansion project (3-car platforms) 2) Initiate regional strategic freight plan 3) Initiate 5-year Transportation Action Plan Update

Examples of FY 15 Targets
(to be included by City Departments in FY 15 Business Plans)

Category of Target	Example Target
Compare against numerical quantities or conditions	1) Implement at least 15 pedestrian safety projects 2) Achieve pavement condition survey rating of 90 or higher

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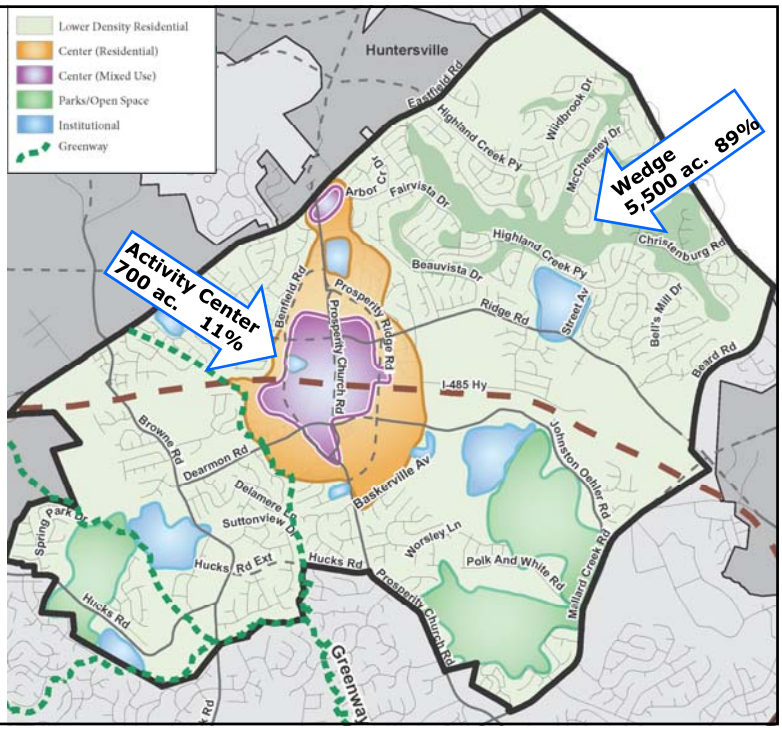
CHARLOTTE-MECKLENBURG PLANNING

Prosperity Hucks area plan

Transportation and Planning Committee

March 27, 2014

Concept Plan



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Purpose

- Provide update on meeting scheduled with citizens
- Receive direction from Committee on a date for rescheduled public comment

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Next Steps

✓ • Mon, Feb 24	City Council Public Comment deferred to allow staff to meet with citizens and for Committee to continue discussions
• Thu, Mar 27	Meeting with Neighborhood Group, 7pm Oehler's Barbeque Barn, 4503 Ridge Road
• TBD	City Council Public Comment Rescheduled
• TBD	Transportation & Planning Committee Recommendation
• TBD	City Council Action on Plan

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Possible Dates for Public Comment

April 14th: Council Business Meeting

- Staff recommends this option to avoid extended delay
- Next opportunity to brief Committee is on April 14th
- Plan could be adopted as early as May 12th

April 28th: Combined Citizen Forum / Council Business & Zoning Meeting

- Heavy meeting agenda
- Allows Committee more time for discussion

May 12th: Council Business Meeting

- Delay of nearly 3 months
- Plan would likely not be adopted until June

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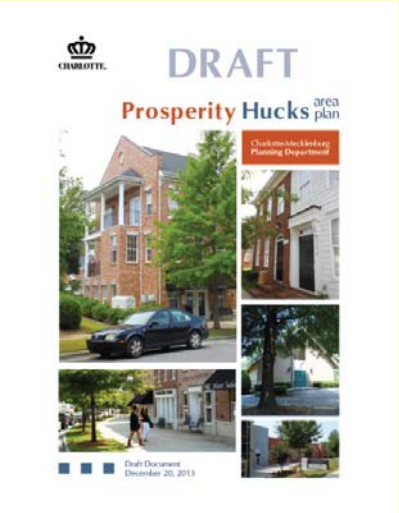
Questions?



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- slides in reserve from here on

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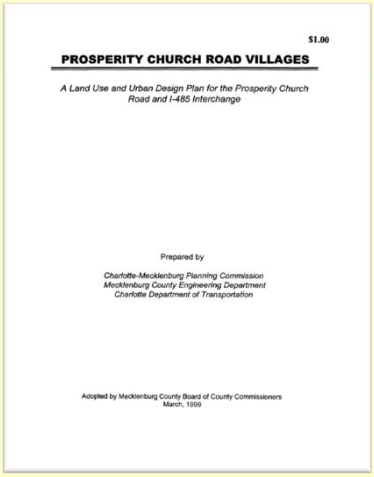
Prosperity Church Road Villages Plan 1999



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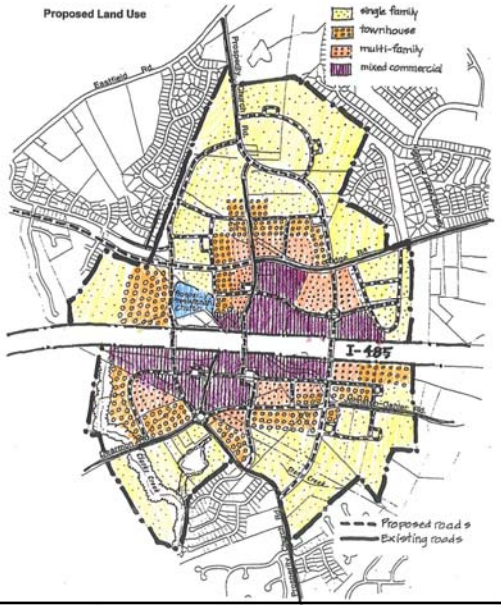
PROSPERITY CHURCH ROAD VILLAGES

A Land Use and Urban Design Plan for the Prosperity Church Road and I-485 Interchange

Prepared by

Charlotte-Mecklenburg Planning Commission
Mecklenburg County Engineering Department
Charlotte Department of Transportation

Adopted by Mecklenburg County Board of County Commissioners
March, 1999



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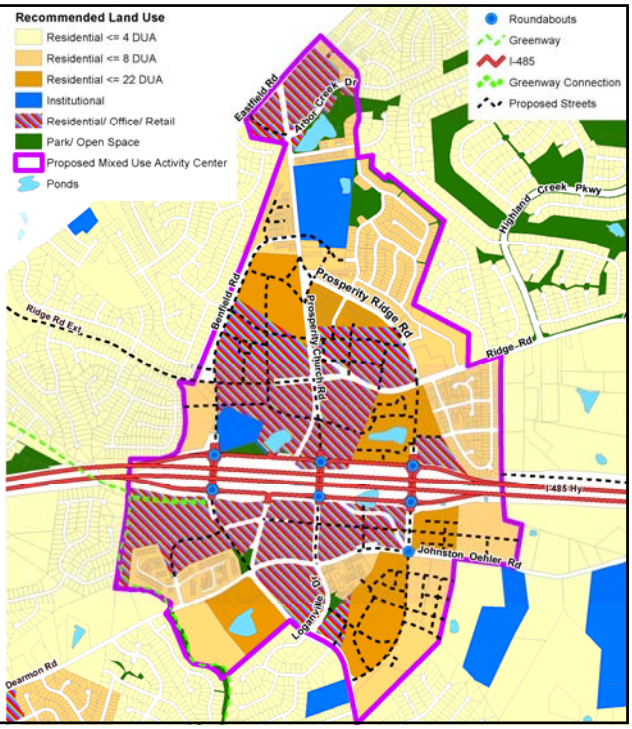
Village Center Recommended Land Use & Street Network

- Pedestrian oriented Mixed Use at core
- Residential density step down toward edge
- Connected street network, small blocks
- Sidewalks and bicycle facilities



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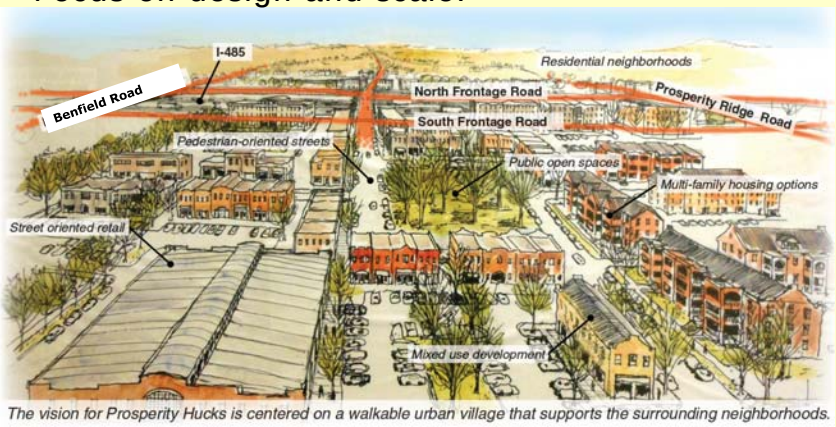
Vision for the Village Center

- Mixed Use Activity Center complementing and supporting the surrounding neighborhoods.
- Mix of retail, office, entertainment and residential.
- Focus on design and scale.



The vision for Prosperity Hucks is centered on a walkable urban village that supports the surrounding neighborhoods.

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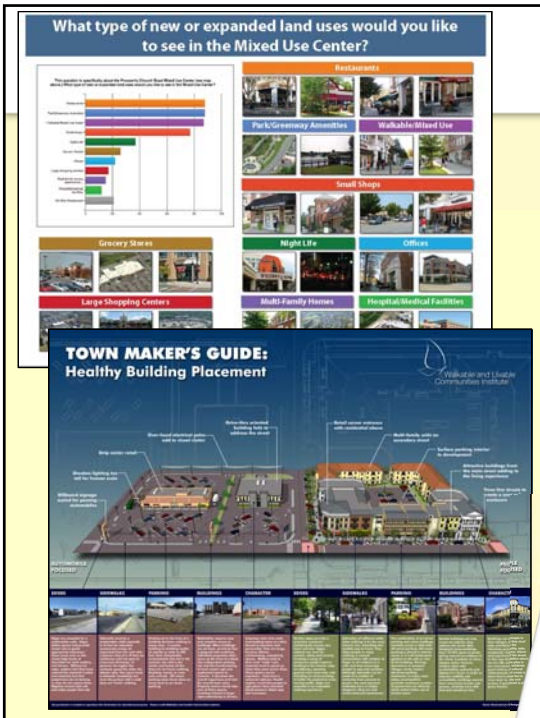

Affirmation of Public Preferences

Surveys and comments at community meetings indicate a preference for:

- Walkable, mixed use areas
- Small shops
- Restaurants
- Parks and greenways

more than:

- Large shopping centers
- Isolated multi-family

Urban Design Vision

- Building Orientation to Street
- New and Extended Streets
- Parking Location to Rear or Side
- Open Space Elements Throughout
- Transition at Residential Edges

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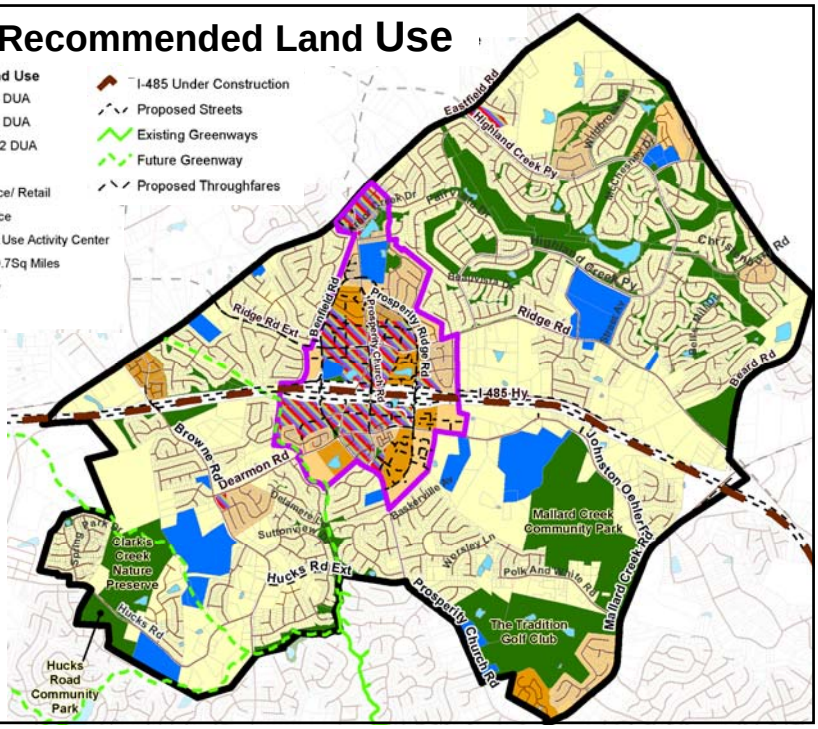
Wedge Recommended Land Use



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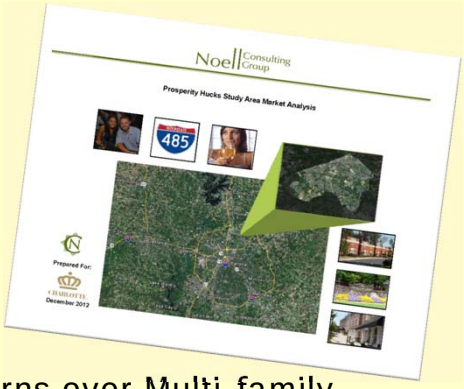
Public Comments

Responses to Issues & Concerns

- Traffic congestion and analysis of street connections
- Market demand for new retail and residential
- Crime statistics
- Street Name Changes
- Specific parcel land use



- Recently expressed concerns over Multi-family

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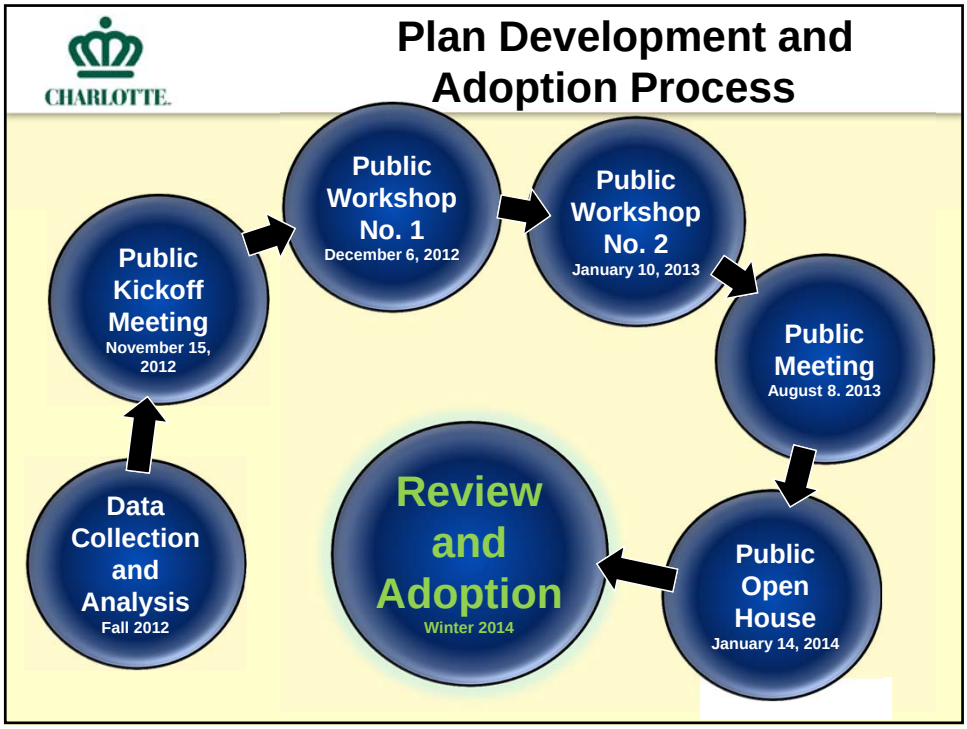
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Plan Development and Adoption Process
Public Kickoff Meeting
November 15, 2012
Public Workshop No. 1
December 6, 2012
Public Workshop No. 2
January 10, 2013
Public Meeting
August 8. 2013
Public Open House
January 14, 2014
Review and Adoption
Winter 2014
Data Collection and Analysis
Fall 2012

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TRANSPORTATION

2040 Metropolitan Transportation Plan (MTP) Adoption (Part 2)

Transportation and Planning Committee

March 27th, 2014

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Purposes of March 27th Presentation

- Explain vote in April by Charlotte Regional Transportation Planning Organization (CRTPO)
- Discuss potential effects of NC's new funding prioritization law on funding major roadway projects and other modes
- Describe major roadway projects nominated for federal or state funding in CRTPO's 2040 MTP

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Content of MTP

- **Required by federal planning regulations**
- **Defines policies, programs & projects to be implemented during next 20 years**
- **Must be financially feasible**
- **Must demonstrate air quality conformity**
- **Must be updated every four years**
  - 2035 LRTP approved by USDOT in May 2010
  - 2040 MTP must be adopted by CRTPO by April 2014

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Milestones for 2040 MTP

January 2013
- Received nominations of potential projects

May 2013
- Accepted first prioritization results

September 2013
- Approved fiscally-constrained list of roadway projects

October 2013
- Released fiscally-constrained list of roadway projects for public review

February 2014
- Released draft MTP for Public Review

April 2014
- Will approve 2040 MTP and conformity determination

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Effects of North Carolina's New Transportation Funding Formula

NC's Funding Categories for Modes

Statewide Tier of Projects	• Interstates (Freeways) • Some 2 & 3 digit US & NC Routes • Large commercial airports • Freight capacity on Class 1 railroads
Regional Tier of Projects	• Other US & NC Routes • Other commercial airports • Transit spanning two or more counties or cities • Rail lines spanning two or more counties
Division Tier of Projects	• NC State Routes (SR) • General aviation airports • Other transit lines and multimodal stations • Other rail lines • Bicycle/pedestrian projects

Effects of NC's New Funding Law on Proposed Projects

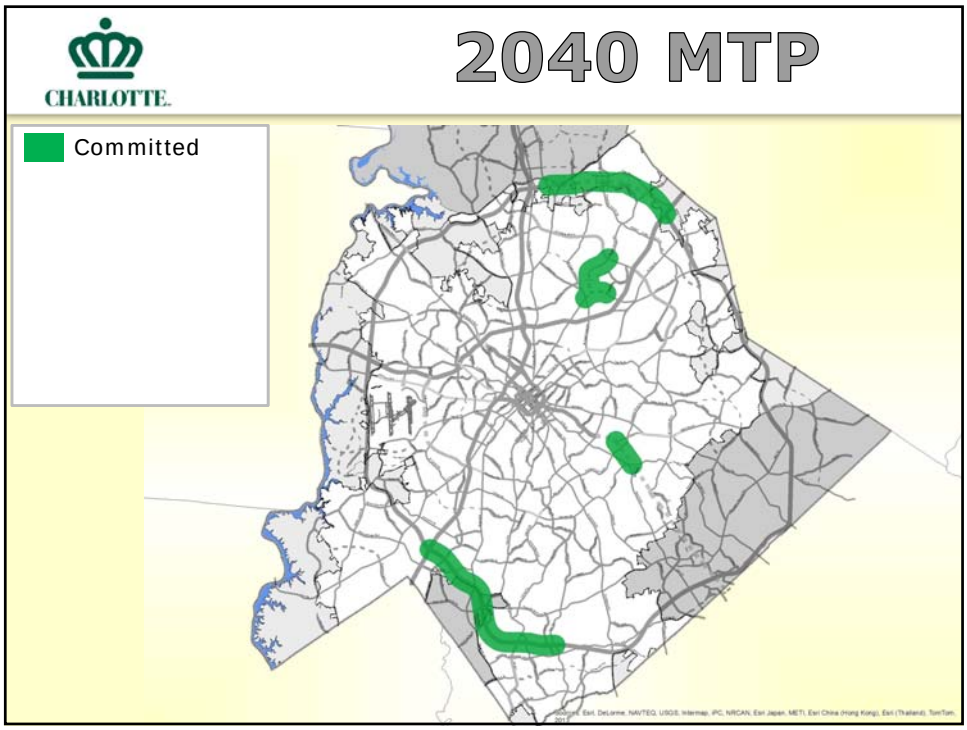
- Statewide Category
  - Funding likely for major highway projects
  - Could give priority to I-77, US 74, and I-485
  - Would give priority to managed lanes
  - Could benefit from local funding support
- Regional
  - More funding could be available than projected for subsequent years
- Division
  - Intense competition expected for funding these projects

Questions by Committee on February 27th

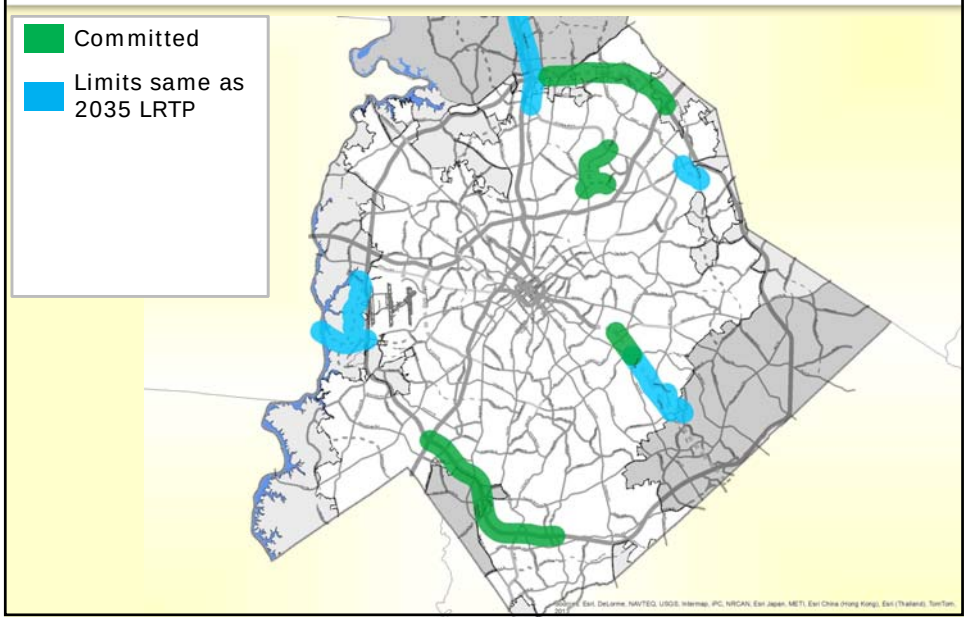
- Which roadway projects are in 2040 MTP but were not in 2035 LRTP?
- Which roadway projects were in 2035 LRTP but are not in 2040 MTP?

2040 MTP

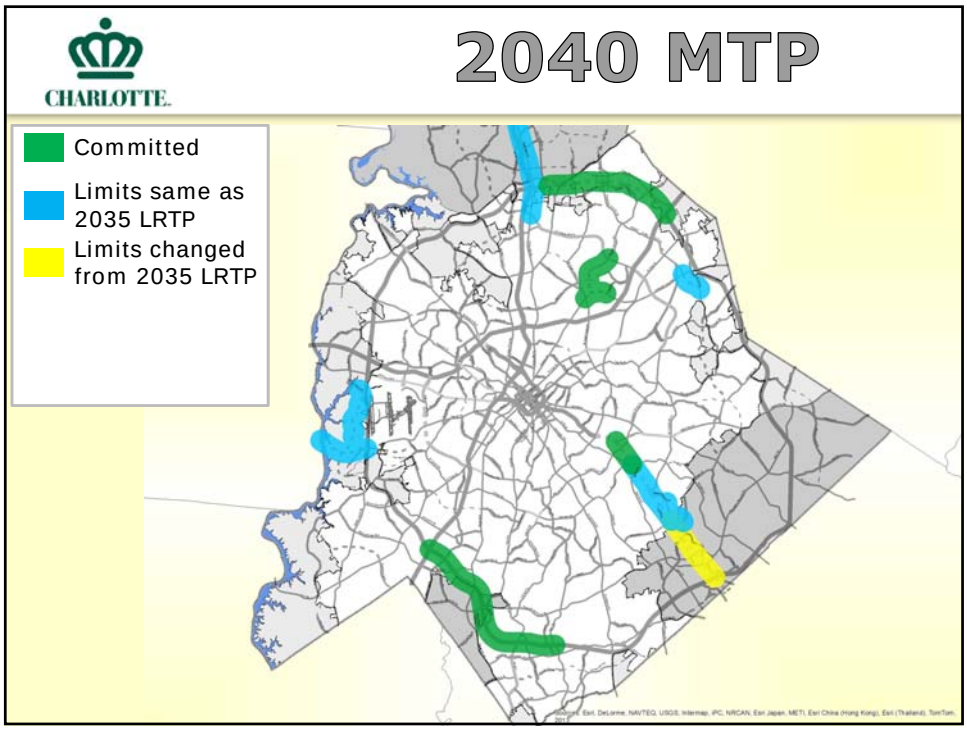
2040 MTP



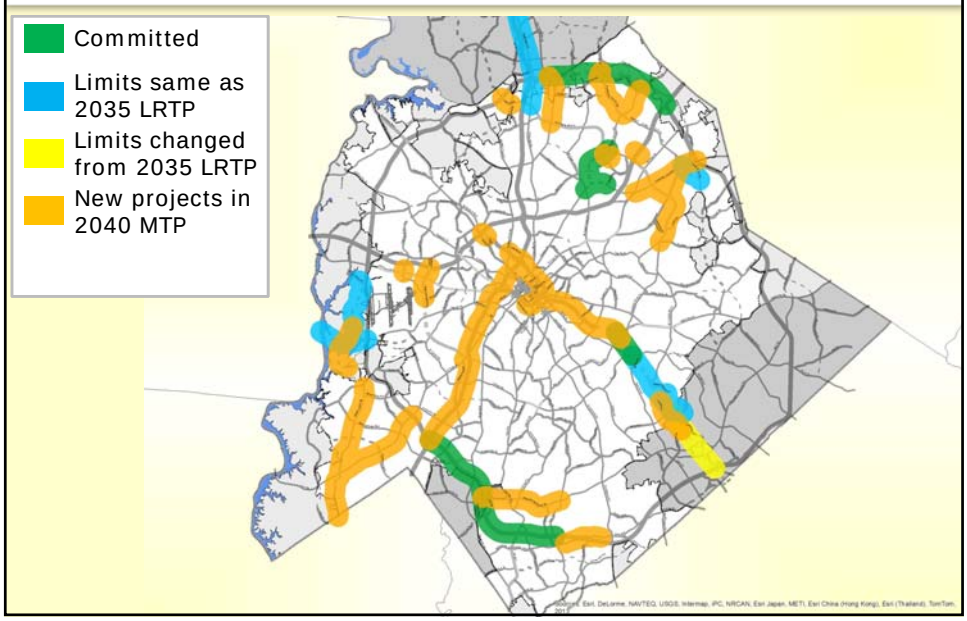
2040 MTP



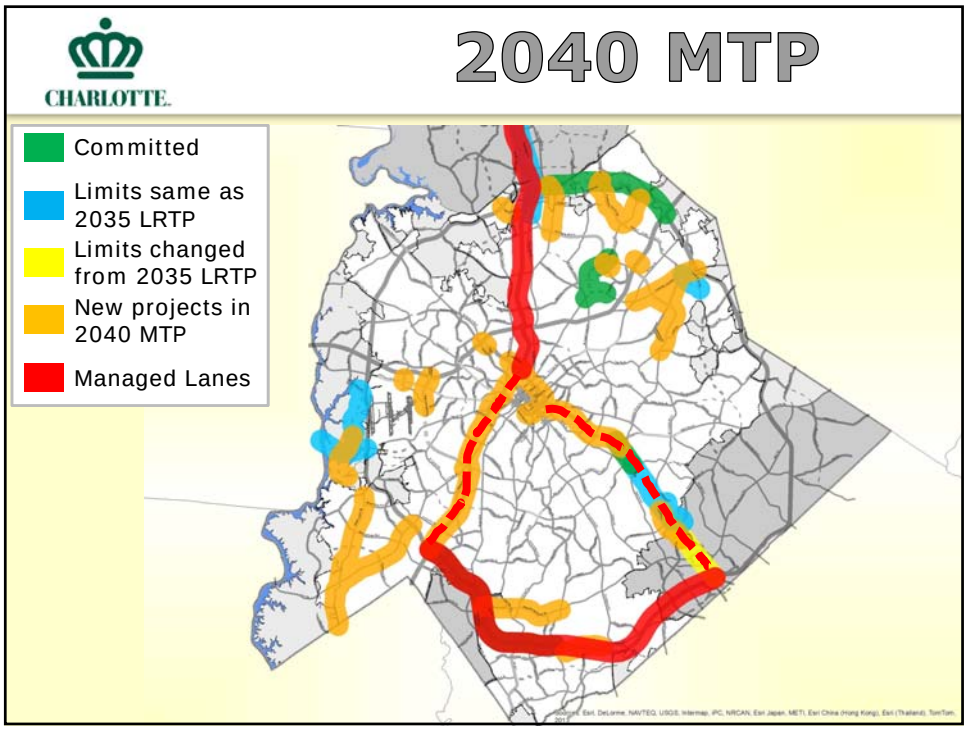
2040 MTP



2040 MTP



2040 MTP



Effects of NC's Funding Law on Roadway Projects

- Categories of Projects Likely to Receive Priority:
  - Congested highways with high crash rates
  - HOT Lanes
  - Supported with local funding
- Categories of Projects Not Likely To Receive Priority:
  - Incomplete Farm-to-Market Roads
  - Intersections
  - Minor (smaller) Roadway Projects
  - (Some) Major Thoroughfares

Upcoming Action by CRTPO

April 2014

- Adopt 2040 MTP and Air Quality Conformity

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Andy Grzymski
agrzymski@charlottencgov

http://charmeckorg

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NC's Strategic Transportation Investments Funding Formula

- Statewide – 100% allocated by formula
  potential criteria: congestion, economic competitiveness, & cost.
- Regional – 7 regions to receive funds per capita:
  70% "data driven"
  30% MPOs/RPOs/Divisions in Region
- Divisions – Equal shares to 14 divisions:
  50% "data driven"
  50% MPOs/RPOs/Division

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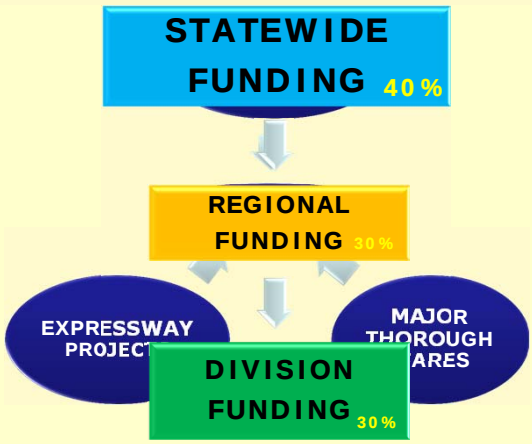
Strategic Mobility Formula
Equity Formula



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NC's "New" Transportation Law (Strategic Mobility Formula)

- Highway Fund
  - Maintenance & Operations for State routes
  - Powell Bill for Local Governments
- Highway Trust Fund
  - Funds for construction projects
    - Statewide
    - Regional
    - Divisions

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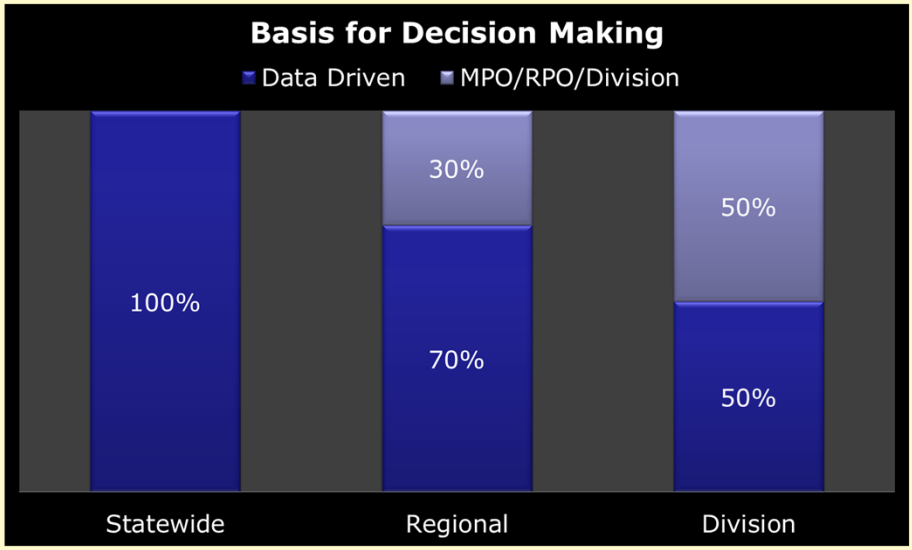
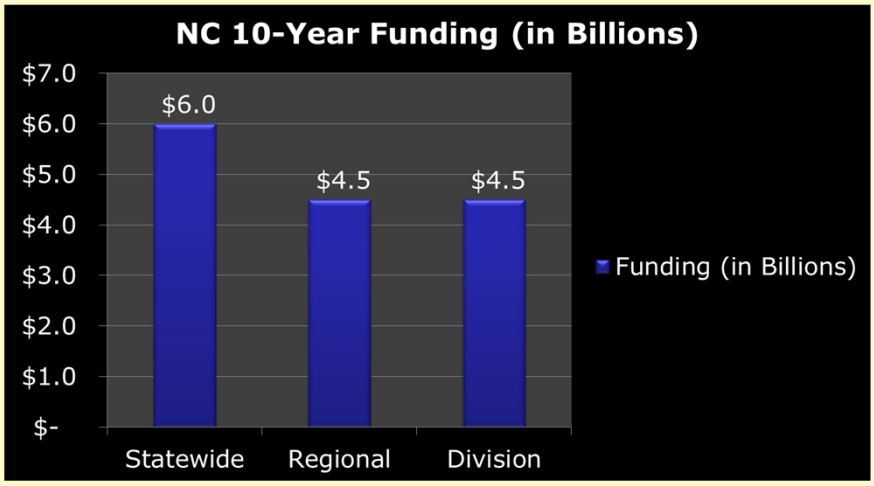
NC's Funding Categories and Allocation of Decision-Making



Projected NC Funding Allocations over 10 Years



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Bonus Allocations for Projects with Leveraged Financing

- Local Government Participation
  - Receive ½ back for other eligible projects in "donor" area
- Tolling
  - Receive ½ back from projected toll revenues to be used for construction, in area where toll project is to be located

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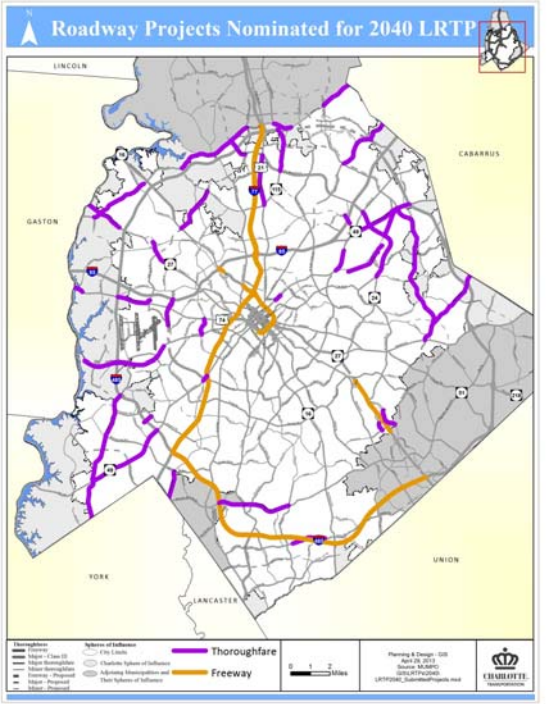

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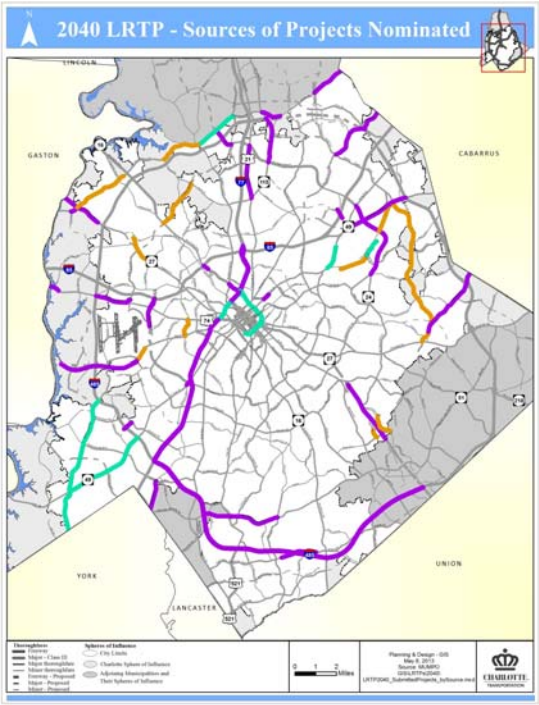
Project Source

- LRTP 2035 Unfunded
- TAP
- Area Plans and Loop Study



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- TAP
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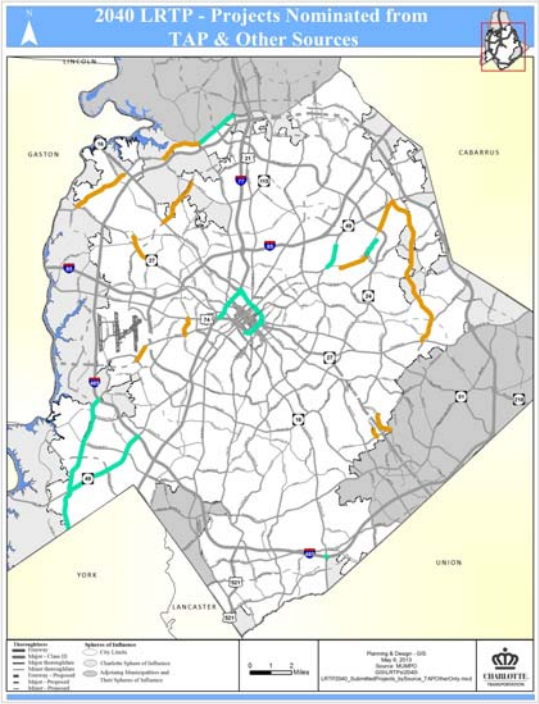

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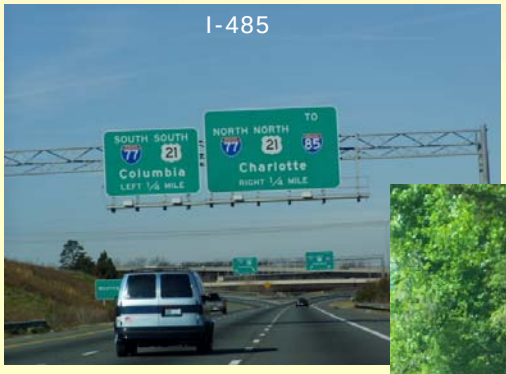
Information Presented on May 13th to T&P Committee



Types of Projects NOT Nominated for Roadways Component of MTP

- Intersections
- Road Conversions
- Farm-to-Market Roads
- Stand-alone Pedestrian & Bicycle Projects
- Transit

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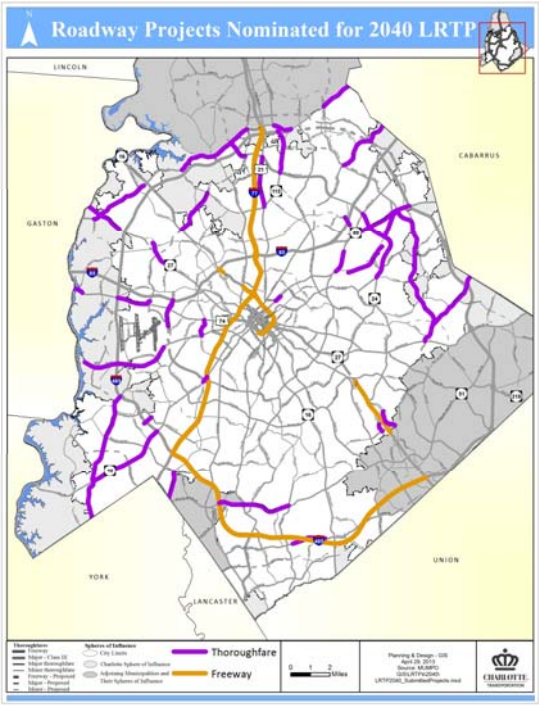
In Charlotte



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Roadway Projects Nominated for 2040 MTP

Projects in Tiers 1 & 2

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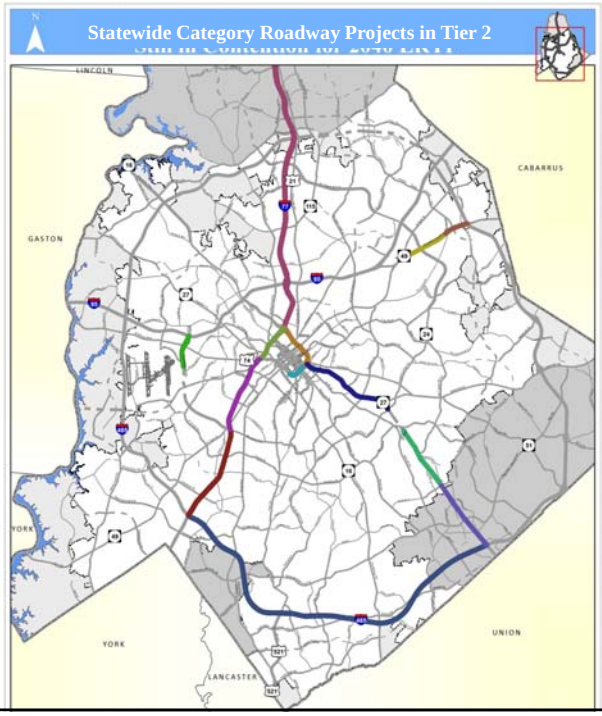
Statewide



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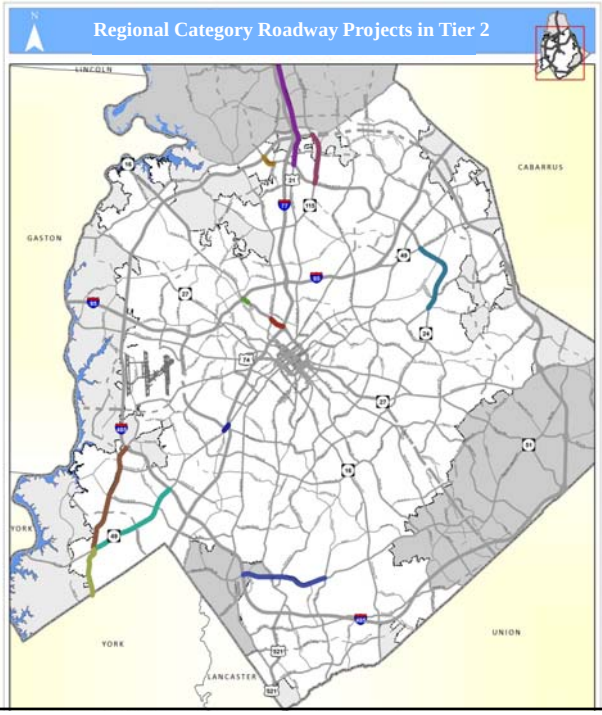
Regional



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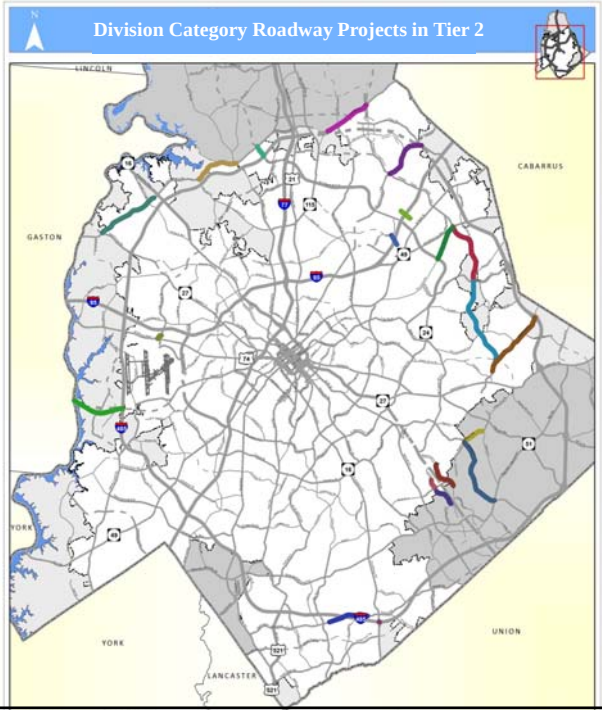
Division



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MTP's Goals & Objectives

- **Goals & Objectives endorsed by the MPO**
  - Provide a transportation system for all modes
  - Promote equitable transportation options
  - Encourage linkages between transportation and land use
  - Support economic competitiveness
  - Maximize movement of people and goods

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Next slides:

- Statewide, Regional, Division Map of MTP Projects (Animated to match Horizon Year Maps
- Transit map
  - Check with Anna (Connect- Red Line?)

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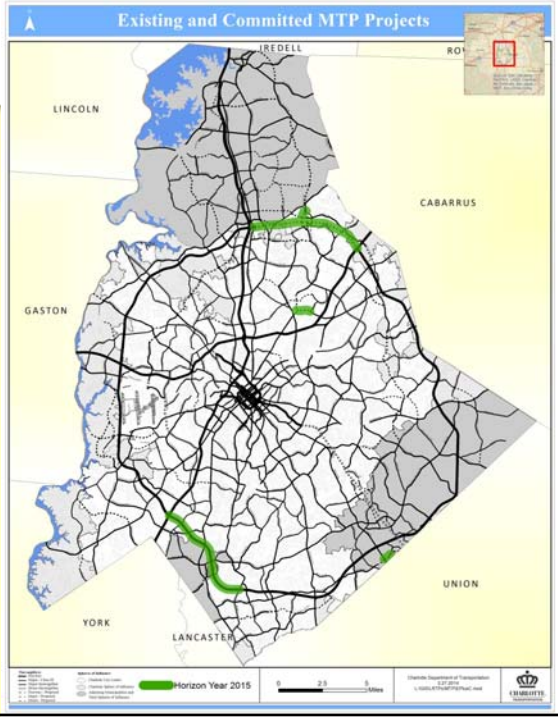
Roadway Projects Expected to be Completed by 2015



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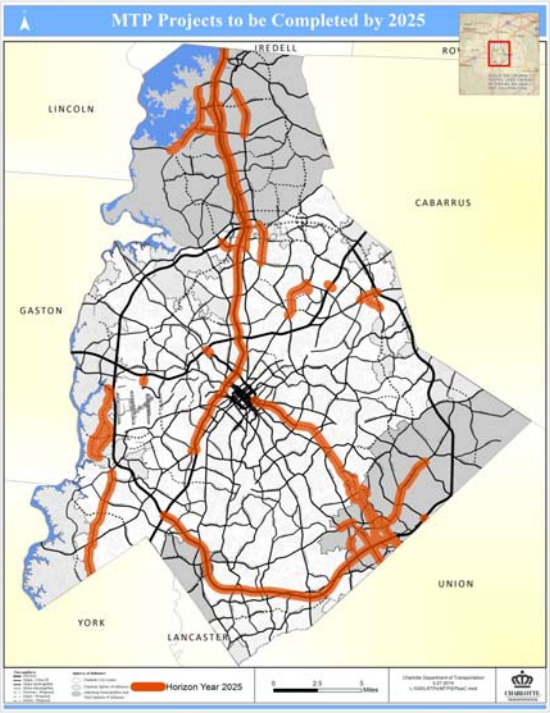
Additional Roadway Projects Expected to be Completed by 2025



CHARLOTTE.

Transportation & Planning Committee
Thursday, March 27, 2014
12:00 – 1:00 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, Planning Director and City Manager's Office

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AGENDA

I. FY2015 Transportation Focus Area Plan – 30 minutes
Staff Resources: Debra Campbell, Planning & City Manager's Office
At the February 27, 2014 meeting, the committee discussed the focus area plan and summary notes from the Council Retreat. The Committee is being asked to continue its discussion of the FY2015 Draft Transportation Focus Area Plan.
Action: Approve or modify the plan and forward to Council for action
Attachment: FY14 Transportation FAP.pdf

II. Prosperity Hucks Area Plan Update – 5 minutes
Staff Resource: Kent Main, Planning
Staff will provide an update on the community meeting scheduled for Thursday, March 27, and on a revised plan adoption schedule.
Action: For information only
Link to the Prosperity Hucks Area Plan:
http://charmeck.org/city/charlotte/planning/AreaPlanning/Plans/Pages/ProsperityHucks.aspx

III. Metropolitan Transportation Plan – 15 minutes
Staff Resource: Norm Steinman, Transportation
In April, the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled to adopt the 2040 Metropolitan Transportation Plan (MTP). The MTP is the federally required Long-Range Transportation Plan that prioritizes projects and programs to be implemented over the next 20 years. In February, when staff described the key content of the 2040 MTP, Committee members asked for more information about the roadway projects. Staff will be presenting that information at this meeting.
Action: For information only

IV. Upcoming Agenda Items and Referrals – 10 minutes

Next Scheduled Meeting: April 14, 2014 at 3:30 p.m.
Future Topics- Focus Area Plan, Prosperity Hucks Area Plan, Customer Friendly Permitting Process

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Distribution:
Mayor & City Council
Transportation Cabinet
Kent Main
Ron Carlee, City Manager
Debra Campbell
Norm Steinman
Executive Team
Danny Pleasant

Transportation
Strategic Focus Area Plan

"Charlotte will be the premier city in the country for integrating land use and transportation choices."

Safe, convenient, efficient, and sustainable transportation choices are critical to a viable community. The City of Charlotte takes a proactive approach to land use and transportation planning. This can be seen in the *Centers, Corridors and Wedges Growth Framework*, the *Transportation Action Plan* and the *2030 Transit Corridor System Plan* that provide the context for the Transportation Focus Area Plan.

The City's strategy focuses on integrating land use and transportation choices for motorists, transit users, bicyclists and pedestrians. A combination of sound land use planning and continued transportation investment will be necessary to accommodate Charlotte's growth, enhance quality of life and support the City's efforts to attract and retain businesses and jobs.

FY2014 Initiatives	Example Indicators
Enhance multi-modal mobility, environmental quality and long-term sustainability	Reduced annual hours of congestion per traveler, as measured by Texas Transportation Institute, for the Charlotte Urban Area compared to top 25 cities
	Reduce Vehicle Miles Travelled (VMT) per capita
	Decrease commute times
	Accelerate implementation of 2030 Transit Corridor System Plan as conditions allow: • Construction of LYNX Blue Line Extension • Construction of Gold Line Phase I Project • Increased Transit Ridership • Red Line Capacity Study
Promote transportation choices, land use objectives, and transportation investments that improve safety, promote sustainability and livability	Improve Charlotte's walkability and bicycle-friendliness
	Decrease vehicle accidents per mile traveled by monitoring crashes annually and identifying, analyzing and investigating hazardous locations and concentrating on patterns of correctable crashes
	Improve City Pavement Condition Survey Rating
	Increase percentage of transportation bond road projects completed or forecast to be completed on schedule
Communicate progress on achieving the land use and transportation goals in the Transportation Action Plan	Increase community awareness and understanding of City's work to integrate transportation and land use
Seek financial resources, external grants, and funding partnerships necessary to implement transportation programs and services	Work with legislative partners and stakeholders to consider new revenue sources to fund transportation improvements.
	Develop Community Investment Plan (CIP) funding strategy for transportation improvements