Charlotte City Council

Transportation & Planning Committee

Meeting Summary for January 27, 2011

COMMITTEE AGENDA TOPICS

I. **Subject:** **FY2012 Focus Area Plan**
Action: Motion made to forward amended FAP for Council's review at their Retreat (passed unanimously)

II. **Subject:** **Transportation Action Plan – 5-Year Update**
Action: None

III. **Subject:** **I-77 HOT Lanes Resolution**
Action: Motion made to forward resolution to Council for adoption (passed unanimously)

COMMITTEE INFORMATION

Present: David Howard, Nancy Carter, Warren Cooksey, Patsy Kinsey
Time: 2:00 pm – 3:10 pm

ATTACHMENTS

1. Agenda Package

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and asked everyone in the room to introduce themselves. He then turned it over to Assistant City Manager Jim Schumacher to review the first item on the agenda.

I. FY2012 Focus Area Plan

Mr. Schumacher stated that the Committee received the draft FY2012 Focus Area Plan (copy attached) in their packets. He pointed out that the new language is shown in green and language to be deleted is struck through with a black line. Mr. Schumacher read through the document calling out things that have changed and the reason they were changed. The Committee then discussed the changes and recommendations.

Kinsey: This is way too long.

Schumacher: Does that mean too many measures?

Kinsey: In my opinion, yes. There are other Plans that are as involved and they are somewhat shorter.

Howard: Any ideas where you would remove something?

Kinsey: No. I just don't feel like this is my Focus Area Plan. I feel like it's staff's Plan.

Cooksey: I'll probably end up being against the Plan, in general, because there is no way I have the votes to take the Streetcar elements out. I don't like Streetcar mentioned in this Plan. I think it's a policy mistake Council has made and will crowd out spending. It's a violation of the promises to voters that we made with maintaining the transit tax and it is not the correct move for the City of Charlotte to move forward with a transit program. We have an MTC that is supposed to be supervising transit programs. Also, there is no long term funding for the Streetcar. The dilemma I have with the reference in the 2030 Transit Corridor System Plan, at the bottom of page 1, is it is stating a fact, rather than making a policy recommendation. It is a fact that preliminary engineering is being advanced on the LYNX Blue Line, Red Line, and the cross-town Streetcar, in partnership with the City of Charlotte. This paragraph reads as a MTC item and not a City of Charlotte item. To Council member Kinsey's point about whose Focus Area Plan it is, why would we adopt a Focus Area Plan that references in partnership with City of Charlotte? We are the City of Charlotte.

Howard: Okay, I heard several things. I heard the whole Streetcar is factual, other than the part about partnering with the City of Charlotte. That can be addressed by rewording. It also sounds like you are saying there may be too much detail about the 2030 Transit Corridor System Plan and that our role in that is not clear in this write up.

Cooksey: I think we need to come up with better language. What exactly is the City of Charlotte's role, and Council's role, regarding the adjustments to a Plan that is not our Plan? It's the MTC's Plan and we are asked to sign off on it. We are not the leader of transit in this region; the MTC is. We are in a secondary position to them.

Howard: That is probably the vague part about the fact that CATS is a department of the City.

Schumacher: We'll try to reword that differently.

David McDonald: The partnership in that sentence recognizes the City's financial contribution to the Streetcar. We can try to break that apart and state that more clearly.

Cooksey: It would help if the wording reflected a bit more of the fact that the Streetcar was pulled out of the 2030 Plan that MTC was going to carry out so that the City could carry it out.

Howard: My thoughts on that is I want to be clear about the fact that there is a difference between the 2030 Transit Corridor System Plan and your feelings about what the City is doing to further the Streetcar. The fact is it is in the Plan.

Cooksey: In Trans. 1, why do we have adjectives on Centers and Corridors? Do we have non-activity Centers and non-growth Corridors?

Laura Harmon: Yes. There are Business Corridors.

Cooksey: How far along have we gotten publicly with the notion that we don't consider Business Corridors an area where growth will occur?

Harmon: The adopted Centers, Corridors, & Wedges Framework.

Cooksey: Maybe we should go back to that at some point because it seems like the term should be Transit Corridor if it's the big five Corridors.

Howard: It's not Transit Corridors. The five Corridors are where the infrastructure is and where the growth would make sense.

Cooksey: The reason it got identified as five is because that is where the transit lines were going to go.

Harmon: It's actually multiple, major transportation facilities like the interstates, highways and thoroughfares. That's not to imply that we don't expect growth outside of those areas. Some of the Business Corridors are within the Growth Corridors.

Cooksey: We may be getting a mixed message here. If our focus is on growth in Corridors that don't include certain portions of Business Corridors, then what does that do to our policies that are designed to spur development in our identified Business Corridors? What would an example of a non-activity Center be?

Harmon: It might be a smaller shopping center that is located in a wedge area.

Cooksey: Okay, I just wanted to clarify if there were differences between an Activity Center and a non-activity Center.

Cooksey: Under Tran. II, measure C, I think the wording is a little clunky. What other regional partners are we working with besides MUMPO and COG?

Schumacher: None, we will reword that.

Howard: Under Trans III, measure B, why did you eliminate the word "accelerate"?

Schumacher: The financial constraints present us with the situation that the 2030 System Plan, as adopted a few years ago, cannot be implemented on the schedule that was anticipated. A year ago, we talked about actually accelerating the Plan, but in November 2010, the MTC acknowledged that they can't accelerate it and are in fact putting aside two Corridors because of the inability to move them forward.

Howard: Yes, but with the creativity coming from CATS staff and opportunities for some grants, if the opportunity presents itself, we should try to make it go faster. We should always have a goal to accelerate any project. (Committee agreed to put "accelerate" back in)

(Council member Carter entered the meeting)

Cooksey: What's the estimate of when the Urban Circulator Grant funds might be awarded?

Schumacher: The last I heard, is July. They are requiring us to jump through some hoops to amend the LRTP and update the EIS. That schedule takes us to July.

Howard: Do you want to see any changes on that one?

Cooksey: Well, I don't have enough votes to get rid of it, so no.

Howard: I'd like to challenge you on that one. I hear you saying you disagree with it, but the fact is it's approved. Therefore, I assume you want it done as efficiently and cost effectively as possible. That is what this is talking about; keeping it on schedule.

Cooksey: I don't want to move it forward and I don't want to get it done.

Howard: Okay, but my point is it's still a project. It's just like having a road project that you don't agree with, but you still want it done correctly, on schedule, and according to what the body agreed to. For Trans III, measure C, target 1, to get the 3% ridership, will you have to scale back other areas where there may not be a chance for growth?

McDonald: The MTC's policy related to transit routes is to use a route performance monitoring system. Underperforming routes could see service reduced so that over performing routes will have added service, in order to make sure we are sufficiently serving the demand out there.

Howard: I'm not sure how we would frame a motion for this item because it's not as amended.

Schumacher: We will do what we can to redraft based on this discussion by Monday and at the Retreat we will talk to the changes made.

Kinsey: When it goes to Council, will you delete all the crossed out lines? It's confusing.

Schumacher: It will look like this at the Retreat. When it goes to Council in March, it will be clean versions.

A motion was made by Council member Carter and seconded by Council member Cooksey to forward the proposed Focus Area Plan, with changes discussed today, to the Council Retreat for consideration. *(Motion passed unanimously)*

II. Transportation Action Plan 5-Year Update – Challenges

Chairman Howard asked Mr. Schumacher if he had any comments about this item before he turned it over to Dan Gallagher. Mr. Schumacher said that he just wanted to point out that this is another presentation related to the update of the Transportation Action Plan (TAP). This is the fifth year and the year that the Plan gets reviewed for revisions and will, ultimately, come back as a revised and updated Plan for Council's approval. Council member Kinsey asked what the timetable on the update is and Mr. Gallagher said they hope to have Council adoption in early summer.

Ms. Liz Babson said the purpose of the presentation today is they are looking for some guidance from the Committee, specifically, as it relates to what funding level to assume in the updated TAP. In order to update the TAP, they have to make assumptions about what funding levels they need to make to set the projects and policies in motion. Five years ago, when the TAP was adopted, they assumed an aspirational funding level of $140 million per year. They haven't had a bond program that supported that level, but it gives them some indication of what is necessary to keep pace with the roads in Charlotte. She said today, the Committee will see information and a recommendation for a funding level at $100 million per year, which takes into account that the economy is different today. They don't believe that amount is aspirational, but more of a maintenance of effort, and believe it's necessary to continue to advance transportation projects.

Mr. Dan Gallagher then read through and reviewed the "Transportation Action Plan (TAP) 5-Year Update - Challenges" presentation (copy attached). He discussed the transportation bonds, funding gaps, and the impacts of reduced transportation projects. He talked about a typical project schedule and how many years it takes until construction begins. He also discussed a project schedule when there are delays in the bond cycles. He then reviewed the three different options (A, B, & C) for funding levels and showed maps of what each funding level would do for thoroughfares and farm-to-market roads. He reiterated that staff felt the appropriate option is Option B, which would be a funding level of $100 million. Chairman Howard then asked the Committee for any questions, comments, or concerns.

Howard: Regarding slide 7, where you talk about the Real Estate phase, I believe you are talking about the right-of-way acquisition and assuming you are talking about expansion. Since you have

gone to a Complete Streets Policy, which was not a ready tool when the TAP was developed, have you found situations where you can eliminate a year from the project by staying in the current right-of-way and not having to deal with acquisitions?

Gallagher: Yes. East Boulevard is a perfect example. When we embarked on that project we didn't know if we were going to need corner clips and we ended up not needing them. That pushed that project up an additional year.

Howard: On slide 17, which shows the effects on the thoroughfares, it looks like some of those projects fall in the Growth Corridors and I was wondering how much do you take that into account when you are planning? With transit solutions, you take some people off the roads and may not need as many projects. Is that an easy equation to figure out or do you kind of treat roads as roads and transit as transit?

Gallagher: We definitely try to figure out how they work together. All of our modeling includes and assumes the transit improvements are in place, based off of CATS' plans. Their timeframes are meshed up with ours. So, we do account for that. If you go back into the TAP, you'll see from a non-transit transportation approach, we rely heavily on transit and heavily on the Centers, Corridors & Wedges Growth Framework.

Carter: Do you look at the state and federal funding for HOT/HOV or improvements along the interstates and the facilitation flow on those?

(Council member Kinsey left the meeting)

Gallagher: In all our analysis, we include all the transit improvements. This is all coordinated. It's the financially feasible projects that make it into our model. We are very conservative on this.

Carter: I don't see Lawyers Road on the farm-to-market map. That's a farm-to-market road that will be involved with the Monroe Bypass. I can't stress too much to you my anxiety over that road. If they start dumping traffic onto a farm-to-market road from that bypass, we will be in trouble.

Gallagher: I'll take a look at that and see where it fits on the project list.

Howard: Can you create a map that puts the farm-to-market roads and the thoroughfares on one map?

Gallagher: Yes, we can create that and send that to you.

Cooksey: The copy of the presentation only shows Option A bonds. The slides for Options B & C don't show up on the printed copy, so if you could send us those copies, that would be great.

Gallagher: I'll provide you all with that as well.

Howard: When you said aspirational earlier, what does that really mean? I would choose the $180 million if we were looking for an aspirational number. When you choose the $100 million option, that seems you are choosing the more realistic number.

Schumacher: I think the $100 million is what we think is reasonable if we get some decisions that support that.

Gallagher: We want something within reach.

Carter: When you present to the public, will you include the various levels of funding that are not showing on the Committee of 21 slide? That indicates the financial challenges and lets them know we have options.

Gallagher: I think those are all things we will touch upon in the public workshops. The first round of workshops will be to reeducate folks on what the TAP is all about and what the transportation challenges are. We also want to know what's working for them and what's not, what's on our list that doesn't make sense to them, or what's not on our list.

Howard: I would like to know what funding sources you will be suggesting, if they are outside of the Committee of 21's suggestions, before you tell the public. I'd like to know any sources first and be able to react.

Schumacher: A summary point I would make is that this funding of future bond referendums for November 2012 doesn't have to be dealt with in the upcoming budget process and likely won't be included in the budget discussion by the City Manager. A year from now is when a decision would have to be made.

Howard: Okay, great. Thank you for all the information. Let's move onto the next agenda item.

III. <u>I-77 HOT Lanes Resolution</u>

Chairman Howard asked the Committee if they had any questions on the Resolution in support of I-77 HOT Lanes. None were mentioned. Council member Cooksey made a motion, which was seconded by Council member Carter, to recommend the Resolution for approval to the full Council. *(Motion passed unanimously – Howard, Cooksey, Carter)*

Mr. Schumacher said he anticipates that being on the next Council meeting agenda, which is February 14.

Chairman Howard adjourned the meeting at 3:10 p.m.

Transportation & Planning Committee
Thursday, January 27; 2:00 – 3:30 PM
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
Nancy Carter
Warren Cooksey
Patsy Kinsey

Staff Resource: Jim Schumacher

AGENDA

I. FY2012 Focus Area Plan – 30 minutes
Staff Resource: Jim Schumacher
The Committee is asked to review the draft FY2012 Transportation Focus Area Plan. The draft will be reviewed by the full Council at the Council Retreat on January 31 and February 1.
Action: Approve for review by the City Council.
Attachment: 1. FY12 Draft FAP.doc

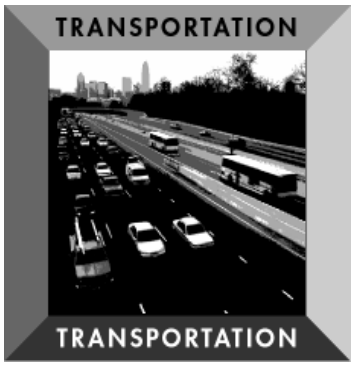
II. Transportation Action Plan – 5-Year Update – 30 minutes
Staff Resource: Dan Gallagher
Previously, staff presented information to the Committee detailing the 5-year update to the Transportation Action Plan (TAP) and provided information regarding the City's transportation-related achievements since the TAP was adopted in 2006. This presentation will focus on transportation project delivery, transportation challenges and funding considerations that will be considered as part of the TAP update.
Action: For information only at this time.
Attachment: 2. TAP 5-Year Update.ppt

III. I-77 HOT Lanes Resolution – 15 minutes
Staff Resource: Tim Gibbs
The North Carolina Department of Transportation (NCDOT) is considering a project along I-77 between Uptown and Lake Norman that would allow for the conversion of the existing High Occupancy Vehicles (HOV) lanes to High Occupancy Toll (HOT) lanes and to then extend the lanes to Lake Norman.
Action: The Committee is asked to consider a recommendation to the City Council that it adopt a Resolution of support for the project.
Attachment: 3. Resolution.doc

Attachment: Bicycle Advisory Committee Annual Report – Information Only
Transit Services Advisory Committee Annual Report – Information Only

Next Scheduled Meeting: Monday, February 14; 3:30 – 5:00 pm in Room 280

Distribution: Mayor & City Council, Transportation Cabinet, Curt Walton, City Manager, Tim Gibbs, Leadership Team, Dan Gallagher



FY2012 Strategic Focus Area Plan –DRAFT

"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. ~~To that end, the City Council has identified Transportation as a priority~~. ~~The City of Charlotte takes a proactive approach to transportation planning and management. Success is measured through five key strategic initiatives and the action steps necessary to achieve the City's overall goal of becoming the premier city in the country for integrating land use and transportation choices.~~ The City of Charlotte takes a proactive approach to land use and transportation planning, and the three major documents that provide the context for the Transportation Focus Area Plan are the *Centers, Corridors and Wedges Growth Framework*, the *Transportation Action Plan* and the *2030 Transit Corridor System Plan.*

The ***Centers, Corridors and Wedges Growth Framework (CCW)*** establishes a vision for future growth and development for Charlotte by: 1) identifying three geographic types used to categorize land in Charlotte and its "sphere of influence" - Activity Centers, Growth Corridors and Wedges; and 2) outlining the desired characteristics of each of these geographies. Much of Charlotte's future moderate to higher intensity development is targeted within Growth Corridors and in Activity Centers. Lower to medium density residential and services supporting neighborhoods is targeted for the areas between the Growth Corridors, referred to as Wedges. This will help maximize existing infrastructure and services, particularly those related to transportation. While the *Centers, Corridors and Wedges Growth Framework* provides an overall vision for future growth and development, more specific direction, especially for integrating land use and transportation at the neighborhood level, continues to be provided in area plans and other policy documents.

The ***Transportation Action Plan (TAP)*** details the City's transportation strategies and programs that are necessary to accommodate the City's future growth. The TAP is a comprehensive document that includes and addresses Charlotte's transportation mission statement and vision, transportation goals, objectives, and policies, existing and future conditions impacting transportation, and financial resources and constraints.

~~Since the TAP's adoption, the City has moved forward with key strategic initiatives, such as:~~

- ~~Implementation and dissemination of the TAP annual status report~~
- ~~Implementation of the 2006, 2008, and 2010 transportation bond projects~~
- ~~Creation of the Committee of 21's Transportation Task Force which studied City and Regional transportation funding shortfalls and recommended solutions for advancing transportation projects~~
- ~~Adoption of the Urban Street Design Guidelines to create complete streets.~~
- ~~Ensuring land use and transportation decisions are consistent with the overall goal of maintaining the City's livability and long-term growth~~

The ***2030 Transit Corridor System Plan*** is another cornerstone of integrating transportation and land use. ~~is continued investment in and implementation of Rapid Transit.~~ The LYNX Blue line ~~continues to exceed~~ ~~the original ridership projections~~ exceeded opening year ridership projections with over 16,000 trips per weekday. Building on this success, preliminary engineering is being advanced on the LYNX Blue Line Extension (BLE), the LYNX Red line (North Corridor Commuter Rail) and the cross-town Streetcar in partnership with the City of Charlotte. Although

the LYNX BLE and the LYNX Red line remain the top two priorities in the MTC adopted 2030 Corridor System Plan; the economic recession has significantly reduced the revenue anticipated for the implementation of the plan. The result is that the 2030 Corridor System Plan adopted in 2006 is no longer financially achievable under the current schedule and that new funding schedules and options must be explored by the Metropolitan Transit Commission and CATS staff.

Charlotte and the surrounding region will continue to grow rapidly, making the implementation of new transportation strategies even more imperative. These strategies are particularly important now, given the State's transportation revenue shortfalls and backlog of important transportation projects. The City is committed to identifying and prioritizing transportation strategies that ensure the City's long-term viability and to seek ways to secure adequate funding to implement improvements along state and local transportation corridors. These include 1) taking steps to improve the equity share formula used for state transportation funding and pursuing federal transportation reauthorization opportunities to enhance federal funding directly to urban areas, 2) finding ways to reach and maintain air quality attainment, thereby preserving valuable federal funding for necessary transportation improvements, and 3) consider the goals and recommendations of the Committee of 21.

Transportation

Develop Collaborative Solutions

I. TRAN. Focus Area Initiative: ~~**Continue implementing Centers, Corridors, and Wedges Growth Framework**~~
Continue to track the location of development relative to the Centers, Corridors, and Wedges Growth Framework to help ensure that higher intensity development occurs where it can best be supported with high capacity transportation facilities.

A. FY12 Measure: % of residential and office developments located within Activity Centers and Growth Corridors

1. FY12 Target: ~~Minimum of 40% of new housing unit permits and~~ Minimum of 70% of new multi-family unit permits in the city located within the Activity Centers and Growth Corridors consistent with Area Plans.
   FY10 Target: 70%
   FY10 Actual: New multi-family – 68.9% (16.6% Centers, 52.3% Corridors)

2. FY12 Target: Minimum of 75% of new office development square footage and 75% of new employment occurring in the Activity Centers and Growth Corridors
   FY10 Target: 75% and 75% respectively
   FY10 Actual: New Office – 98.3% (70.0% Centers, 28.3% Corridors)
   New Employment – 97.0% (61.8% Centers, 35.2% Corridors)

II. TRAN.Focus Area Initiative: **In order to enhance multi-modal mobility, environmental quality and long-term sustainability, collaborate with local and regional partners on land use, transportation and air quality strategies and projects.** ~~**To enhance environmental quality and promote long-term regional sustainability**~~

A. FY12 Measure: Annual hours of congestion per traveler, as measured by Texas Transportation Institute, for the Charlotte Urban Area compared to top 25 cities

1. FY12 Target*: Percentage change in annual hours of delay per traveler in Charlotte will be less than the 5-year average percent change for the top 25 cities in the nation

FY10 Actual: Charlotte's 5-year average delay per peak traveler decreased 2.1% while top 25 congested urban areas delay per peak traveler increased .5%

B. FY12 Measure: Increase the % of City population within ¼ mile of parks, schools, shopping, and transit greater than the 2004 baseline

1. FY12 Target: Increase the % of population within ¼ mile of parks above 16.9%

FY10 Target: 16.9%
FY 10 Actual: 16.0%

2. FY12 Target: Increase the % of population within ¼ mile of schools above 13%

FY10 Target: 13%
FY 10 Actual: 12.7%

3. FY12 Target: Increase the % of population within ¼ mile of shopping above 45.6%

FY10 Target: 45.6%
FY 10 Actual: 52.2%

4. FY12 Target: Increase the % of population within ¼ mile of transit above 63.5%

FY10 Target: 63.5%
FY 10 Actual: 55.1%

C. FY12 Measure: Working with MUMPO and the Centralina Council of Governments, the City ~~will conduct a study to evaluate the strengths and weaknesses of various Metropolitan Planning Organization structures used across the country~~ will work with its regional partners to evaluate the Regional Transportation Planning Study to assess its recommendations and to determine how, or if, they should be implemented.

1. FY12 Target: Complete work by June 2012

* The City will track congestion levels/annual hours of delay per traveler for the top 25 cities in the United States as reported by the Texas Transportation Institute and annually compare them against Charlotte congestion levels.

Provide Transportation Choices

III. TRAN. Focus Area Initiative: Prioritize, design, construct, and maintain convenient and efficient transportation facilities to improve safety, neighborhood livability, promote transportation choices, and meet land use objectives, and make

progress on a plan to reach a pavement survey rating of 90 over 5 years

A. FY12 Measure: Improve the pavement condition survey rating over the previous survey

1. FY12 Target: Prior year data expected in March 2011
   FY10 Target: 82.0
   FY10 Actual: Data expected in March 2011

B. FY12 Measure: ~~Accelerate and~~ Implement the 2030 Transit Corridor System Plan as conditions allow

1. FY12 Target: Advance key tasks of the LYNX Red Line (North Corridor) Work Plan by June 30, 2012 ~~2011~~ (CATS)

2. FY12 Target: ~~Advance Streetcar preliminary engineering to 30% for key elements by December 31, 2010~~. Complete Project Design and begin Construction of the 1 ½ mile Streetcar Starter Project within 18 months of receipt of the FTA Urban Circulator Grant funds (Engineering) (CATS)

3. FY12 Target: Streetcar service within 3 ½ years of receipt of the FTA Urban Circulator Grant funds (Engineering) (CATS)

4. FY12 Target: Complete the Final Environmental Impact Statement for the LYNX BLE by June 30, 2012 ~~2011~~ (CATS)

C. FY12 Measure: Achieve 5 of 6 targets supporting this initiative

1. FY12 Target: In light of the current economic environment, ~~grow or maintain current transit ridership~~ restructure current transit service levels to achieve a 3% ridership increase.
   ~~FY12 Target: 4% increase~~
   FY10 Target: 4% increase
   FY10 Actual: 6.5% decrease

2. FY12 Target: Complete a minimum of 10 miles each of new sidewalk and new bikeways annually
   FY10 Target: 10 miles of new sidewalk and bikeways
   FY10 Actual: 14.6 miles of sidewalk and 22 miles of bikeways completed

3. FY12 Target: 90% of transportation bond road projects completed or forecast to be completed on schedule
   FY10 Target: 90% of bond projects completed on schedule
   FY10 Actual: 90% of bond projects completed on schedule

4. FY12 Target: ~~Decrease in vehicular accidents per miles traveled and by December 2010 establish baseline accident data to formulate approaches and measures to continue to improve bicycle and pedestrian safety. Targets for these new measures will be incorporated into the FY2012 Focus Area Plan, replacing those reported below for FY2009.~~ Monitor crashes annually and identify, analyze and investigate hazardous locations

concentrating on patterns of correctable crashes. In addition, seek to decrease vehicle accidents per mile traveled below prior year.

FY10 Target: Decrease vehicular accidents below previous year
FY10 Actual: Vehicular accidents per mile (14.6% decrease)

5. FY12 Target: Maintain a citywide annual average intersection crash rate less than 2 crashes per million entering vehicles
FY10 Target: Maintain a citywide annual average intersection crash rate less than 2 crashes per million entering vehicles
FY10 Actual: .82 crashes per million entering vehicles.

6. FY12 Target: Track increase in bicycle usage over previous year
FY10 Target: Not available, this was a new target for FY11
FY 10 Actual: Not available, this was a new target for FY11

~~7. FY11 Measure: Continue to implement the Urban Street Design Guidelines (USDG)~~
~~FY11 Target: Continue to apply the USDG to 100% of Area Plan and CIP projects~~
~~FY11 Target: Staff to recommend for Council's consideration a set of amendments to the City Code based on the USDG by December 2010~~

Enhance Customer Service

IV. TRAN. Focus Area Initiative: Communicate land use and transportation objectives as outlined in the Transportation Action Plan (TAP)

~~FY11 Measure: Complete and present annual TAP Status Report to the City Council~~ *[note: this Measure has been changed to a Target below]*
~~FY11 Target: January 2011~~

~~FY11 Measure: The City will continue to implement a multifaceted and multi-departmental communication and public outreach plan that explains the City's transportation plans and growth strategy. The communication plan will include specific tools and measurable outputs to determine the community's understanding of the City's transportation plans, priorities and growth strategy.~~
~~FY11 Target: Include updated information on the City's web-site and Charlottefuture.com to reflect the City's land use and transportation strategy by December 2009~~

A. FY12 Measure: The City will continue to convey transportation and land use information through a variety of methods.

1. FY12 Target: Complete and present TAP Annual Report to the City Council by January 2012

2. FY12 Target: The City will conduct a bi-annual survey, to benchmark existing community awareness of the City's transportation plans and growth ~~strategy~~ framework by

	December 2011
FY10 Target:	December 2009
FY10 Actual:	December 2009
3. FY12 Target:	The City will work with its regional partners to produce a work plan, schedule and initiate the update of the MUMPO 2035 Long Range Transportation Plan by July 2012
FY10 Target:	Update MUMPO 2035 Long Range Transportation Plan by March 2010
FY10 Actual:	The Long Range Transportation Plan was approved by MUMPO and found to be conforming to air quality standards on March 24, 2010.

Expand Tax Base & Revenues

V. TRAN. Focus Area Initiative: Seek financial resources, external grants, and funding partnerships necessary to implement transportation programs and services

A. FY12 Measure:	Prepare a legislative agenda to fund the Transportation Action Plan by seeking additional revenue sources and by ensuring that Charlotte receives increased funding for planning, constructing, operating, and maintaining multi-modal transportation facilities and services
1. FY12 Target:	December 2011
FY10 Target:	December 2009
FY10 Actual:	December 2009
B. FY12 Measure:	City Council, in partnership with the County and the Charlotte Chamber of Commerce, will continue to consider the Transportation Task Force Committee of 21's funding and process recommendations to the legislature as needed for implementation.
1. FY12 Target:	December 2011
FY10 Target:	December 2009
FY10 Actual:	December 2009
C. FY12 Measure:	Monitor federal transportation reauthorization legislation and identify opportunities to increase and steer federal transportation funding directly to urban areas
1. FY12 Target:	December 2011
FY10 Target:	December 2009
FY10 Actual:	December 2009

CHARLOTTE

TRANSPORTATION

Transportation Action Plan (TAP) 5-Year Update – Challenges

Dan Gallagher, AICP

CDOT

January 27, 2011

CHARMECK.ORG

CITY OF CHARLOTTE

5 TAP goals - Challenges

Goal 1 – Centers, Corridors & Wedges

Goal 2 – Quality design of projects

Goal 3 – Collaboration with local/regional partners

Goal 4 – Communicate with our residents

Goal 5 - Funding

- Funding challenge recap
- What to assume for TAP update

CHARLOTTE

CITY OF CHARLOTTE

Committee of 21

"Our job is big and has long-term impact. We're charged with identifying strategies and funding solutions to deal with congestion with an emphasis on roads to improve our quality of life."

Ned Curran
Chair of the Committee of 21
The Bissell Companies

Committee of 21
Road Solutions for Now and the Future

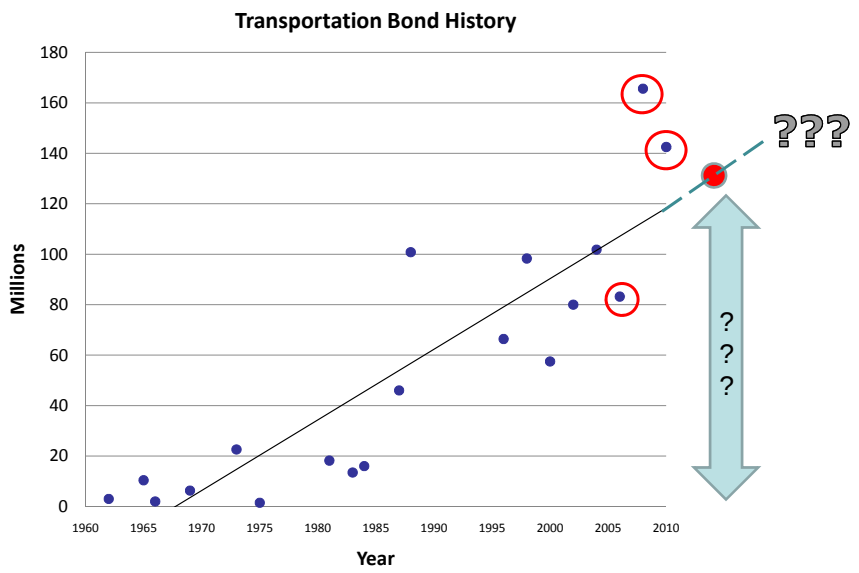
Transportation Revenue Sources Recommended by the Committee of 21

Funding Source	Annual Revenues	Requires Legislative Approval	Used For
Vehicle Registration Fee	$18M	State	Maintenance
1/2 Cent Sales Tax	$81M	State	Construction
Toll Interstates	TBD	State & Federal	Construction & Maintenance
Vehicle Miles of Travel Fee	TBD	State & Federal	Construction & Maintenance

CHARMECK.ORG

CITY OF CHARLOTTE

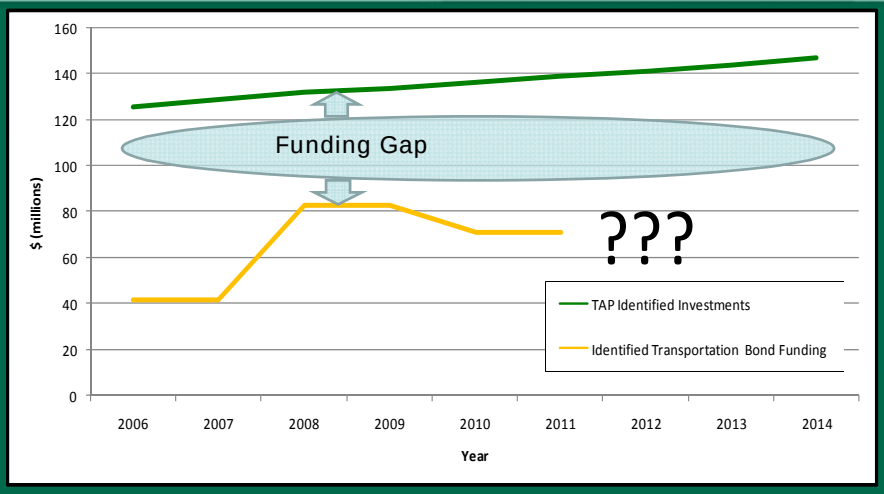
Future transportation bonds?



CHARLOTTE.

CITY OF CHARLOTTE

TAP Funding Gap



CHARMECK.ORG

CITY OF CHARLOTTE

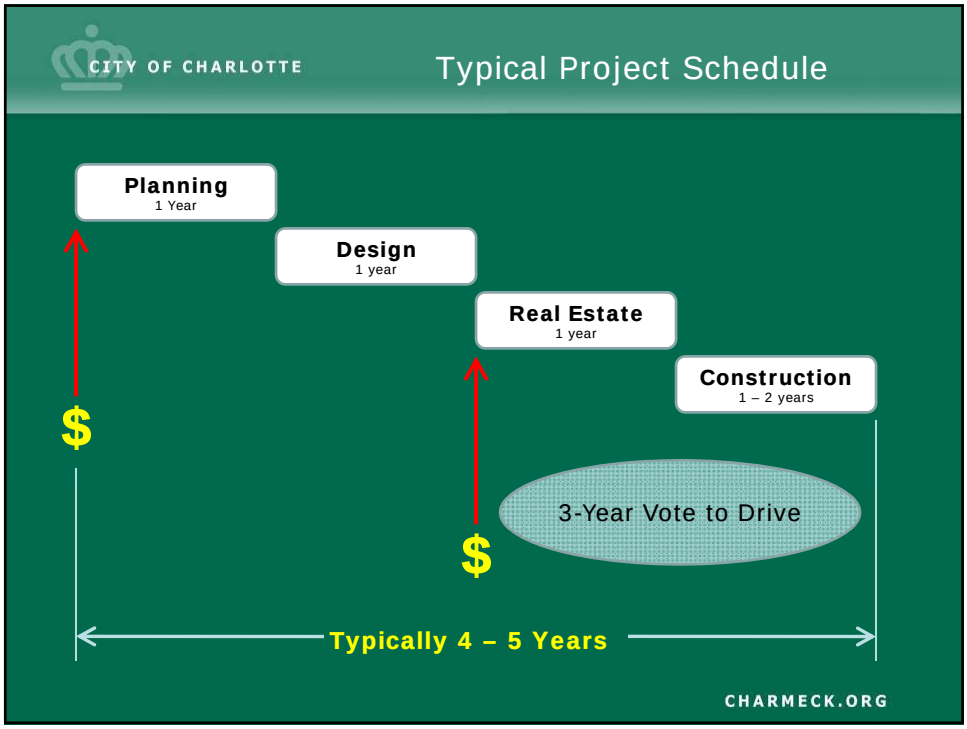
How does reduced transportation funding impact Charlotte?

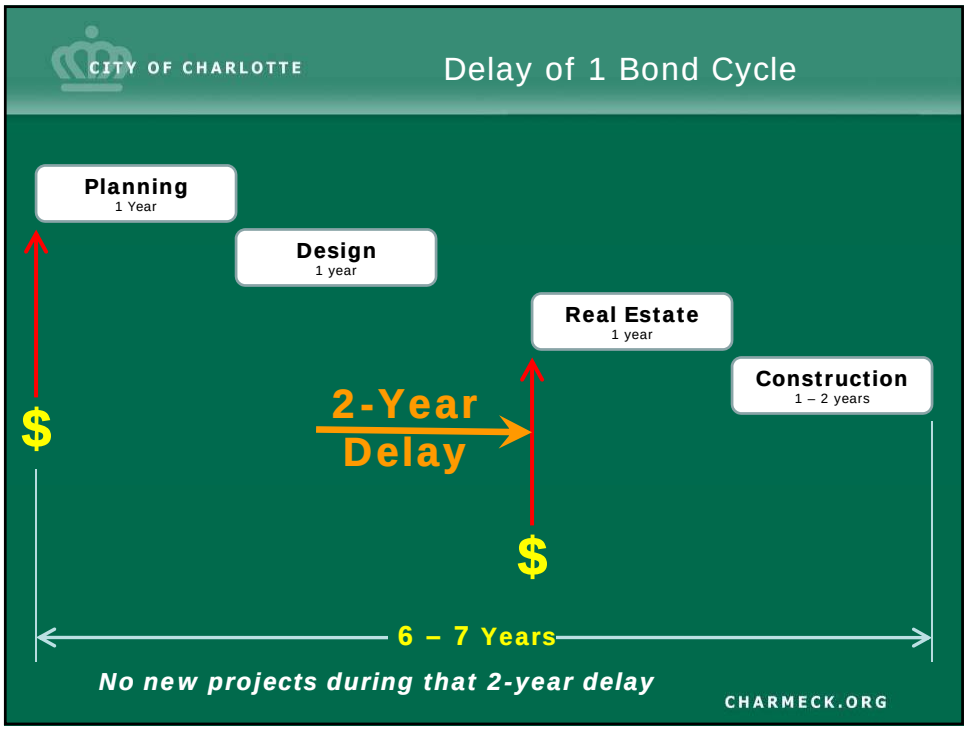
Impacts:

- Pace of projects
- Cost of our projects
- Increased congestion
- Delivery of goods services
- Economic competiveness
- Transit operations
- Our ability to keep pace with growth
- Quality of life (loss of time)

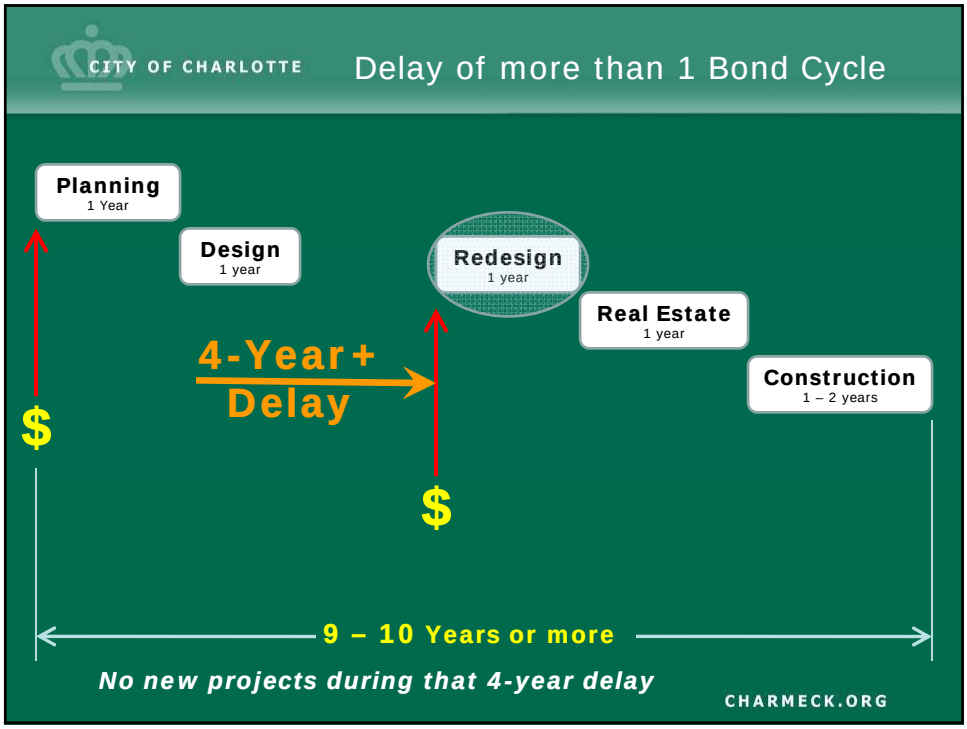
CHARMECK.ORG

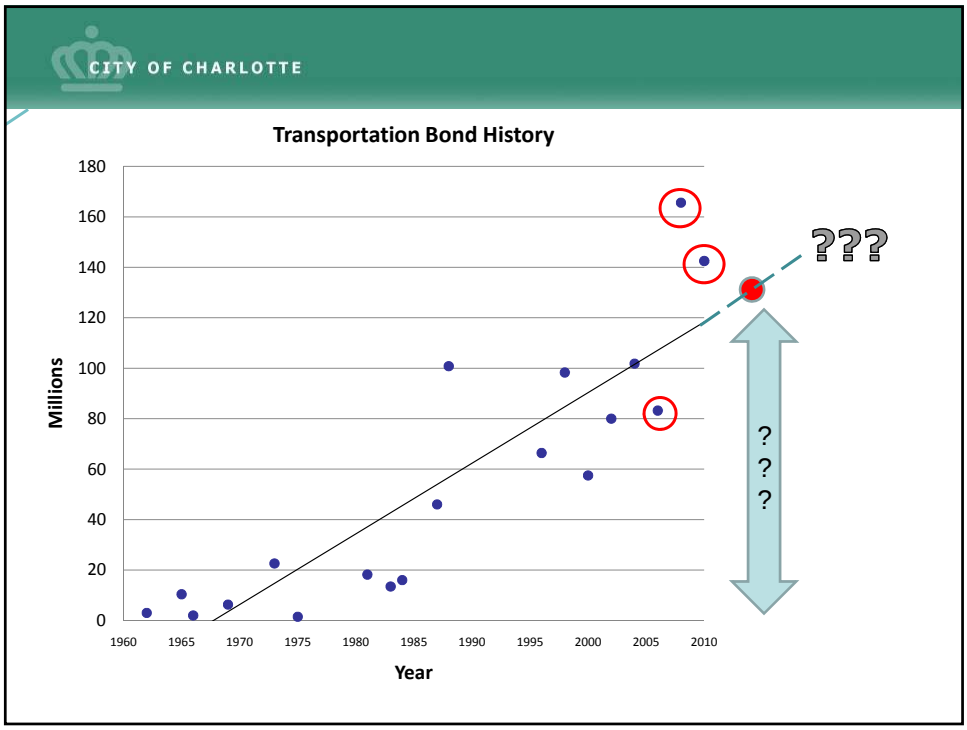
CHARLOTTE.


CITY OF CHARLOTTE
Typical Project Schedule
Planning
1 Year
Design
1 year
Real Estate
1 year
Construction
1 – 2 years
$
$
3-Year Vote to Drive
Typically 4 – 5 Years
CHARMECK.ORG


CITY OF CHARLOTTE
Delay of 1 Bond Cycle
Planning
1 Year
Design
1 year
Real Estate
1 year
Construction
1 – 2 years
$
2-Year
Delay
$
6 – 7 Years
No new projects during that 2-year delay
CHARMECK.ORG

CHARLOTTE.


CITY OF CHARLOTTE
Delay of more than 1 Bond Cycle
Planning
1 Year
Design
1 year
Redesign
1 year
Real Estate
1 year
Construction
1 – 2 years
4-Year+
Delay
$
$
9 – 10 Years or more
No new projects during that 4-year delay
CHARMECK.ORG


CITY OF CHARLOTTE
Transportation Bond History
Millions
180
160
140
120
100
80
60
40
20
0
1960
1965
1970
1975
1980
1985
1990
1995
2000
2005
2010
Year
???
???

CHARLOTTE.

CITY OF CHARLOTTE

TAP 5-Year Update – what funding level do we assume for the TAP update?

- Option A – No new bond funding
- Option B –$100M per year – Maintenance of effort
- Option C - $180M per year – Fully funded 2006 TAP

CHARMECK.ORG

CITY OF CHARLOTTE

Two Biggest TAP Categories

Over 70% of funding for the adopted TAP is for roadway and traffic flow improvements

Thoroughfare Improvements

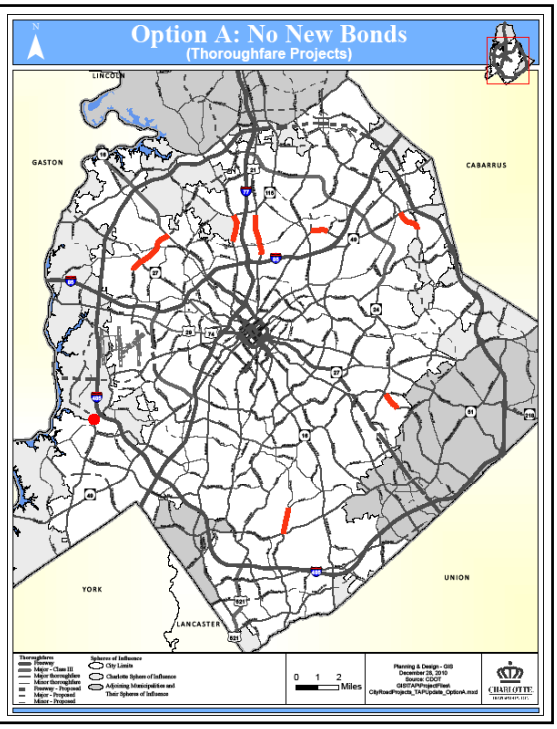
Farm to Market Upgrades

CHARMECK.ORG

CHARLOTTE.

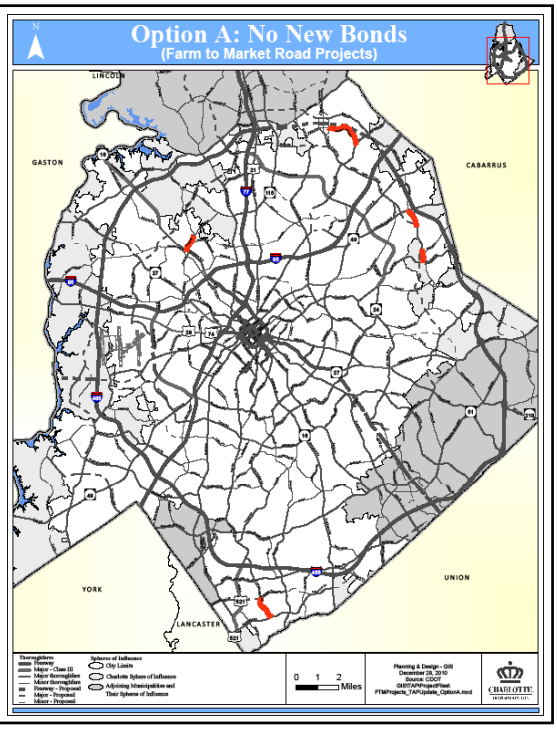
CITY OF CHARLOTTE

Thoroughfares
- Option A – No new bonds
- Option B - $100M per year
- Option C - $180M per year



CITY OF CHARLOTTE

Farm to Market Roads
- Option A – No new bonds
- Option B - $100M per year
- Option C - $180M per year



CHARLOTTE.

CITY OF CHARLOTTE

TAP 5-Year Update – what funding level do we assume for the TAP update?

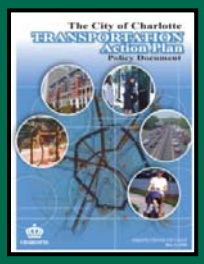
- Option A – No new bond funding
- Option B –$100M per year – Maintenance of effort
- Option C - $180M per year – Fully funded 2006 TAP

CHARMECK.ORG

CITY OF CHARLOTTE

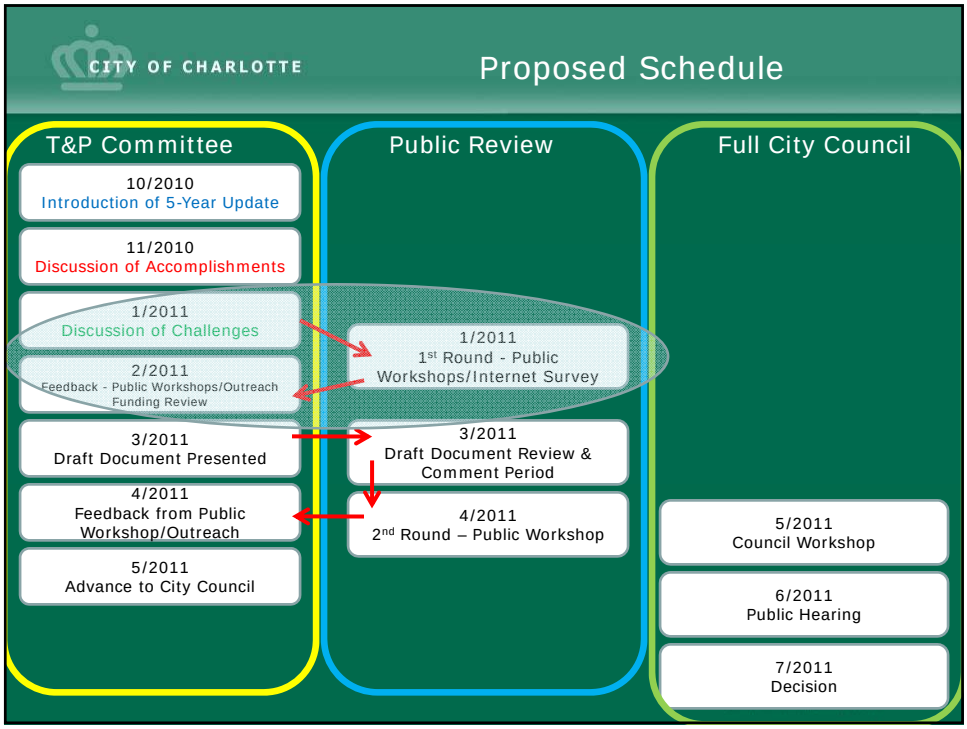
Next Steps for TAP Update

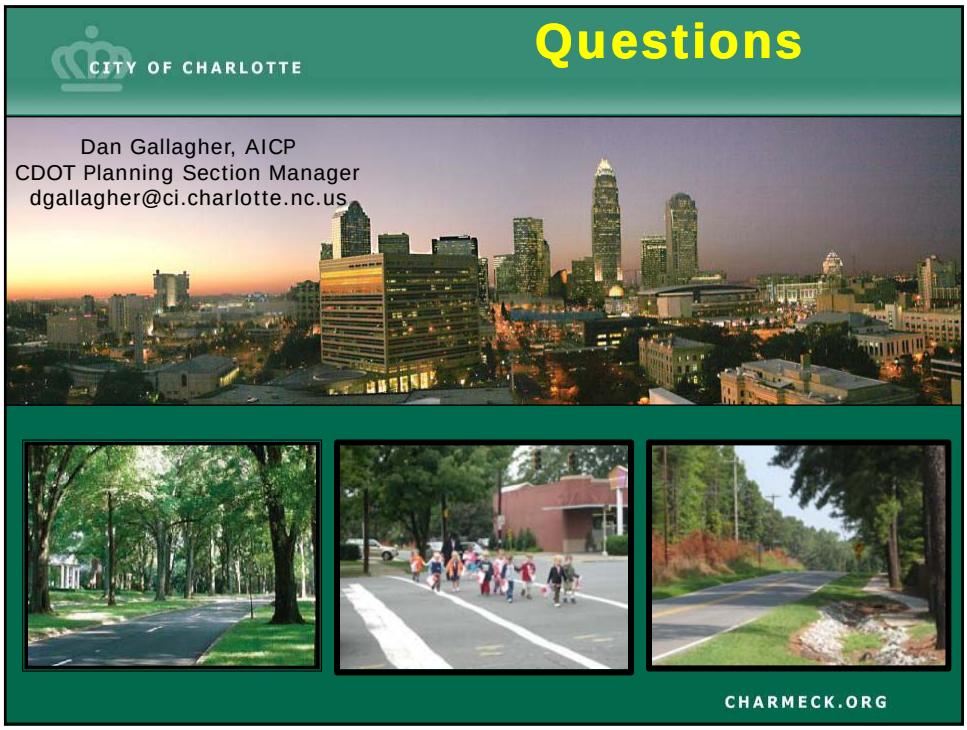
- *Updating information in TAP/Tech Document*
- *Finalize project lists based on funding assumptions*
- *Preparing for late January public workshops*



CHARMECK.ORG

CHARLOTTE.


CITY OF CHARLOTTE
Proposed Schedule
T&P Committee
Public Review
Full City Council
10/2010
Introduction of 5-Year Update
11/2010
Discussion of Accomplishments
1/2011
Discussion of Challenges
2/2011
Feedback - Public Workshops/Outreach
Funding Review
3/2011
Draft Document Presented
4/2011
Feedback from Public Workshop/Outreach
5/2011
Advance to City Council
1/2011
1st Round - Public Workshops/Internet Survey
3/2011
Draft Document Review & Comment Period
4/2011
2nd Round – Public Workshop
5/2011
Council Workshop
6/2011
Public Hearing
7/2011
Decision


CITY OF CHARLOTTE
Questions
Dan Gallagher, AICP
CDOT Planning Section Manager
dgallagher@ci.charlotte.nc.us
CHARMECK.ORG

CHARLOTTE.

RESOLUTION

SUPPORTING I-77 HIGH OCCUPANCY TOLL (HOT) LANES

A motion was made by _____ and seconded by _____ for the adoption of the following Resolution and upon being put to a vote was duly adopted:

Whereas, transportation planning agencies within North Carolina and South Carolina conducted the *Charlotte Region Fast Lanes Study* to evaluated the feasibility of managed lanes on freeways and arterials region-wide; and

Whereas, the Study's recommendations included a high priority for implementing managed lanes along I-77 in northern Mecklenburg County; and

Whereas, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has previously endorsed the recommendations of the *Charlotte Region Fast Lanes Study* and the implementation of HOT Lanes on I-77 between Uptown Charlotte and Lake Norman; and

Whereas, building or widening of major highways has become more complicated due to environmental, financial and physical constraints; and

Whereas, the need to provide additional travel capacity for motorists, persons sharing rides and express bus riders through the use of innovative methods has become more compelling; and

Whereas, managed lanes provide a choice for users to pay for bypassing congested roadway segments.

NOW, THEREFORE, BE IT RESOLVED, that the Charlotte City Council endorses the concept of implementing HOT Lanes on I-77 from I-485 North to Lake Norman and converting the existing High Occupancy Vehicle (HOV) Lanes to HOT lanes from I-485 North to I-277 near Uptown Charlotte.

I, _____, _____, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the _____ duly held on the _____day of _____.

CHARLOTTE.

M E M O R A N D U M
FROM THE
OFFICE OF THE CITY CLERK

DATE: January 4, 2011
TO: Transportation and Planning Committee Members
FROM: Stephanie C. Kelly, CMC, City Clerk
SUBJECT: **Bicycle Advisory Committee and Transit Services Advisory Committee Annual Reports**

The attached reports of the Bicycle Advisory Committee and the Transit Services Advisory Committee are being sent to you pursuant to the Resolution related to Boards and Commissions adopted by City Council at the November 23, 2009 meeting. This resolution requires annual reports from City Council Boards and Commissions to be distributed by the City Clerk to both City Council and to the appropriate Committee for review.

If you have questions or comments for these committees, please convey those to staff support for a response and/or follow-up.

Section 6. **REPORTS OF BOARDS, COMMITTEES, AND COMMISSIONS**

The City Council finds it appropriate to periodically review each standing board, committee, and commission to which they make appointments for the purpose of assessing whether said board, committee, or commission should be renewed, dismantled, expanded or its charge redefined. To this end, each board, committee, and commission that is part of the City, or that was established by the City Council, whether acting alone or in conjunction with one or more other local governments, is required to submit annual written reports that must contain in depth reviews of the body's activities, including goals, objectives, successes, problems, and/or the need for City Council assistance. These reports shall be submitted to the City Clerk and will be staggered through the year according to a schedule established by the City Clerk. The City Clerk shall then provide the Mayor and City Council with copies of the reports and refer the reports to the appropriate Council Committee for the Committee's information.

Boards, committees, and commissions that are not part of the City shall submit reports in accordance with the reporting requirements set forth in their contract, if any, with the City.

In addition to required written reports, the City Council may request on a case-by-case basis that an oral report be made to the Council.

Bicycle Advisory Committee
December 2010

To: Mayor and City Council

From: Dick Winters, Chair, Bicycle Advisory Committee

Subject: Report of Committee Activity for Calendar Year 2010

As required by the Charlotte City Council's current policy for boards and commissions, the Bicycle Advisory Committee (BAC) is submitting this report of committee activity for the period of January 2010 through December 2010.

The BAC serves in an advisory capacity. This includes:

- Making recommendations to the City Council and County Commission on policies and issues related to bicycle transportation.
- Seeking the implementation of bicycle-related transportation plans and policies within the jurisdiction of the City of Charlotte or Mecklenburg County.
- Participating in the development and update of those plans and policies.
- Making recommendations on actions that are appropriate and necessary to improve the efficiency and safety of bicycle transportation.
- Discussing and advocating issues and opportunities to create a more bicycle-friendly Charlotte.

The BAC is composed of eleven (11) members. Six (6) of these members are appointed by the Charlotte City Council, three (3) by the Mayor of Charlotte and two (2) by the Mecklenburg County Commissioners. Committee members serve without compensation.

The current BAC members are:
Dick Winters, Chair
Jane Cacchione, Vice Chair
Hal Bouton
Eric Banks
Frank Burns
Ann Gabrielson
Jonathan Harding
Scott Kusel
D.C. Lucchesi
Andrew Pike
Jane Wasilewski

All members met the annual attendance requirements. One member resigned due to an out-of-state relocation and has since been replaced by a new appointee.

Regularly scheduled meetings of the committee are held at 6:00pm on the fourth Tuesday of the month at the Charlotte-Mecklenburg Government Center.

During calendar year 2010, the BAC members regularly met and addressed such agenda items that included, but were not limited to, the following:

- The formation of a Silver Subcommittee. The Silver Subcommittee of the BAC is charged with identifying strategies to improve the City's standing as a bronze level Bicycle Friendly Community (BFC) to a level of silver or higher. This subcommittee will continue to meet until the City's next BFC assessment in 2012.
- Implementation of Shared Lane Markings, a new bicycle symbol approved by the Manual of Uniform Traffic Control Devices (MUTCD) for use on streets insufficient or inappropriate for bicycle lanes.
- Improved bicycle markings for bicycle access on LYNX light rail.
- Review of bicycle lane projects including Mint Street, Selwyn Avenue, Rea Road, redesign of the NC 49/29 "weave," East Boulevard, Statesville Avenue, among others.
- Offering bicycle related webinars as education tools for engineering and planning staff.
- Development of the new bicycle safety video instructing cyclists and motorists on correct and safer riding behavior.
- Development of the second edition of the Charlotte Cycling Guide. The guide includes a map of all bicycle lanes, signed bicycle routes and greenways in the city and includes recommended routes and safety information.
- The 2010 BIKE!Charlotte series of cycling events intended to raise awareness of bicycle transportation and safety. Among the events was a public ride on one of the signed bike routes guided by members of the BAC.
- The development of the Mecklenburg-Union Metropolitan Planning Organization Long Range Transportation Plan as it related to bicycle transportation.
- Participation in Earth Day activities sponsored by Bank of America and others.
- Recommendation of the redesign of a street barricade to an option that provides a safer route for cyclists.
- Review and recommendations for amendments, that were recently adopted, to the bicycle parking requirements of the City zoning code.
- Review and recommendations regarding bicycle related legislation in the North Carolina General Assembly.
- Participation in the Northeast Corridor Infrastructure study to identify a continuous bicycle route from Uptown to I-485 within the corridor.
- Resolution in support of the Carolina Thread Trail.

- Continuing support of a past resolution (March 2006) to City Council on the Urban Street Design Guidelines by speaking before Council and recommending adoption of proposed ordinance text changes. Council adopted those 12/20/10.
- Improving detection of bicycles as signalized intersections with a goal of decreasing red light violations by cyclists uncertain if their bicycle was able to trigger a signal change.
- Support for the county greenway program, including participation in greenway openings, an annual joint tour with the Greenway Advisory Committee and support for grants to be used for greenway development.
- Meeting with the Mayor of Charlotte to provide an update of committee activities and solicit feedback.
- Review of the 2010 bond package as it related to continued area bicycle improvements. Discussions with the Charlotte Area Bicycle Alliance (CABA), the local bicycle advocacy group, on ideas for opportunities this funding provides.
- Request for possible solutions or alternatives to drop-offs near drainage grates following street resurfacings.

The BAC also wishes to express its appreciation to City Council for its continued support of projects and policies furthering bicycle transportation, safety of cyclists and creating a more bicycle friendly Charlotte.

CHARLOTTE℠

Date: December 15, 2010

To: Mayor and City Council

From: Rick Sanderson, Chairman
Terry Lansdell, Co-Chair
Transit Services Advisory Committee

Subject: 2010 Annual Report

The 15-member Transit Services Advisory Committee (TSAC) operates under the Metropolitan Transit Commission (MTC) Transit Governance Interlocal agreement. No publicly elected office holder may serve on TSAC. TSAC reviews, makes recommendations and provides input into short-range transit operations. The TSAC focuses on day-to-day operations of the transit service to ensure that it meets the needs of the community. It makes recommendations to the MTC on issues within its sphere of interest, and acts as a vehicle to promote public involvement in short-term transit planning. TSAC members are riders of the CATS system (i.e. Local Buses, Express Buses, Van Pools, Special Transit Services, and the Lynx Blue Line light rail system). The committee members provide valuable input and insight of the transit system operations, policies, fare structure, and customer service from a "User/Rider" perspective. Members are appointed by the governing bodies of the City of Charlotte, Mecklenburg County and the six towns in Mecklenburg County for three-year terms as follows:

- One appointed by the Charlotte City Council (Suburban Employer served by CATS);
- Four appointed by the Charlotte City Council;
- One appointed by the Charlotte City Council (Van Pool CATS rider);
- One appointed by the Mayor of Charlotte (Riders with Disability);
- One appointed by the Mayor of Charlotte;
- One appointed by the Mecklenburg County Board of Commissioners;
- One appointed by the Town of Huntersville;
- One appointed by the Mayor of Cornelius;
- One appointed by the Town of Matthews;
- One appointed by the City of Davidson;
- One appointed by the Town of Pineville; and,
- One appointed by the Town of Mint Hill.

All members are required to attend at least 65% of the regular and special meetings held in any one calendar year with no excused absences. In order to be eligible for reappointment, the member must have attended at least 75% of the regular and special meetings of the committee during the concluding term. Any member who fails to attend any three consecutive regular committee meetings shall be removed from the committee.

CATS
CHARLOTTE AREA TRANSIT SYSTEM

www.ridetransit.org
600 East Fourth Street
Charlotte, NC 28202
PH: 704-336-6917
FAX: 704-353-0797

Current Members

Members are appointed to three-year terms. Per the 11-23-09 Charlotte City Council Resolution, Resolution of the Charlotte City Council Establishing its policies and procedures for public notification, nomination, and appointment of persons to boards, committees, and commissions, and stating City policies for consecutive terms, oaths of office, residency, and attendance, and for the submittal of review reports of boards and commissions. , "No member of any board, committee, or commission may serve more than two full consecutive terms. An exception to this rule may be made on a case by case basis (i.e., a need for continuity or experience)." The current members of TSAC (as of December 9, 2010) are:

Members	Appointed by	Term Expires
Rick Sanderson, Chairman	City of Charlotte (Suburban Employer served by CATS)	1/31/2012
Terry Lansdell, Co-Chair	City of Charlotte	1/31/2011
Christine Bryant	Town of Huntersville	10/4/2013
Donald Carnahan	Mayor of Cornelius	3/31/2012
D. Evans	Mayor of Charlotte (Riders w/Disability)	1/31/2011
Walter Horstman	Town of Matthews	1/31/2011
Rob Cornwell	City of Davidson	5/1/2012
George Schaeffer	City of Charlotte	1/31/2011
Anthony Wesley	City of Charlotte	1/31/2013
Scott Jernigan	Mecklenburg County	2/3/2013
Kevin Spitzmiller	City of Charlotte	1/31/2012
Marvis Holliday	City of Charlotte (CATS Van Pool Rider)	1/31/2013
Vacant	Mayor of Charlotte	
Vacant	Town of Pineville	
Vacant	Town of Mint Hill	

TSAC is an advisory board to the MTC. The MTC members are Mayors and managers from the municipal and county elected bodies that are party to the Transit Governance Interlocal Agreement. The committee's responsibilities include: comment and make recommendations with respect to the Transit Program operations and budge; Review, comment and make recommendations on proposed transit rules and policies presented to the MTC for approval; Engage in proactive efforts to seek and provide insights on the community attitudes towards the transit system operations, efficiencies, and service issues; Annual review and comment on market research results; and working with CATS staff to improve the rider's transit experience on the CATS system (i.e. park n' ride lots, route scheduling, stop amenities, driver interactions, etc.).

In 2010, TSAC met with the new CATS CEO, Carolyn Flowers and received updates on the Blue Line Extension project, the TOP Program, the Travel Market evaluation, Route Performance Monitoring, Secret Shopper's Program, the Streetcar project, Transit Community, and the City Wide Transportation Service Plan. TSAC was also provided information by CATS staff on the quarterly Service Changes; the proposed fare increase; Collaboration with CMS; Transit Rules & Regulations; Grants applied for and received by CATS; the new Vehicle Advertising policy; Service Standards; and the CATS Complaints and Requests procedures. We also received an overview of the proposed FY2011 Transit Operating Budget and the FY2011-2015 Capital Investment Plan and toured the BOD facility.

TSAC along with CATS staff is developing a list of important topics to review and discuss in 2011. We will be reviewing TSAC's mission and updating the newer committee members on the policies of TSAC and CATS in early 2011.