Charlotte City Council

Transportation & Planning Committee

Meeting Summary for December 3, 2012

COMMITTEE AGENDA TOPICS

I. Subject: **MPO Planning Area Boundary Expansion Update**
Action: For information only

II. Subject: **Parking and Housing Issues Near Colleges and Universities**
Action: For information only

III. Subject: **Review 2013 Committee Meeting Schedule and Future Topics**
Action: Motion to adopt the 2013 Committee meeting schedule (passed unanimously)

COMMITTEE INFORMATION

Present:	David Howard, John Autry, Michael Barnes, Warren Cooksey, Patsy Kinsey
Time:	12:00 pm – 1:30 pm

ATTACHMENTS

Attachment and Handouts
Agenda Package

DISCUSSION HIGHLIGHTS

Mr. Howard called the meeting to order at 12:15 and asked everyone in the room to introduce themselves.

I. MPO Planning Area Boundary Expansion Update

Howard: I have the pleasure of representing Council on the MPO, and we set up a sub-committee that is looking at the memorandum of understanding. There are a number of issues that we've been negotiating, but one of the biggest issues is the weighted vote, especially as it relates to Charlotte. That's not something that I plan to deal with without a directed vote from Council, so Bob Cook will run through where we are today. I need this Committee's input regarding how to handle the weighted vote and some smaller issues we have to deal with.

Mr. Cook began the presentation with slide 2.

Barnes: Would you explain the local match piece and the fees (see slide 5)?

Cook: The City of Charlotte receives federal funds to help support the MPO process. Planning funds and funds from Federal Transit Administration (FTA), and the City pays a local match on all of those funds.

Barnes: Out of our general fund?

Cook: Yes.

Barnes: How much is it?

Cook: I think in terms of the planning fund it's about $400,000, and this year we're on track to get about $1.6 M from the federal government.

Barnes: And the only part we match is the $400,000?

Cook: That is the 20% local match for those funds. The funds we get from the FTA requires a 10% local match.

Barnes: What is the total that Charlotte pays?

Cook: Roughly about $400,000.

Barnes: I that inclusive of matched and unmatched funds?

Cook: The $400,000 is the 20% match that we get from the Federal Highway Administration and the FTA.

Howard: The fees that support the MPO efforts are fees that we all pay in to.

Cook: Those are all locally derived funds, so there is no local match on those as they are raised from the member jurisdictions.

Howard: What is our membership fee?

Cook: The City paid about $20,000 last year. I can verify that number for you.

Kinsey: What is our total output, and what do the other municipalities put in?

Cook: The fees are based on the number of votes you have on the MPO, and it's initially calculated on the basis of the dollar value of the TIP projects that are currently funded, and then broken down by the number of votes in the MPO. Charlotte has 16 votes on the MPO, so

obviously it pays more than some of the smaller towns. I believe we paid about $20,000 last year in addition to the match.

Autry: What do we spend that money on?

Cook: You spend it on implementing the Metropolitan Planning Process within the region. You help support all the activities associated with the MPO, putting together the Transportation Improvement Program, and the Long Range Transportation Plan. It is staff time to complete these tasks. We have three people from the Planning Department working on these, and we get quite a bit of support from CDOT as well on the transportation demand modeling side as well as other areas.

Norm Steinman (CDOT): In the mid-1980s, the leadership of CDOT determined that Charlotte and the region would keep growing, that it was necessary to support much more of a regional planning and modeling function that had existed previously. Somebody has to provide the local match. and the issue here is whether the City of Charlotte should be the only entity paying the entire local match.

Howard: I want to be sure we understand the membership fee is separate from the local match. For the sake of this conversation, we need to figure out the fees and how we fit into the membership.

Mr. Cook continued the presentation with slide 5.

Howard: Does anyone have an issue with the two-tier system of how we delegate (see slide 7)?

Cooksey: I don't have a problem with the idea that this group cannot meet if Charlotte cannot be present. I think based on the distribution of population that a weighted voted system is the better system for this organization.

Howard: We aren’t going away from a weighted voting system. Any member of MUMPO can ask for a weighted vote. Mr. Cook, tell me what the TCC said about the hybrid system?

Cook: They recommended that it be implemented.

Howard: Any reasons other than what I’ve given?

Cook: They thought it was a method with a balanced approach because recognizing the fact that most of our votes are unanimous and there’s very little contention on the issues. It provides the opportunity, if there is some contention on an issue, for the community to say let’s vote via weighted vote.

Cooksey: I don't hear a compelling reason to change. If the organization is voting nearly unanimously anyway, it doesn’t sound as though the weighted vote is getting in the way of something. My concern from a simple human relations perspective would be if we go to the default option (see slide 7) where one representative one vote and weighted voting has to be

specially called for, that adds a layer of politics and relationship issues that ramps up the controversy.

Barnes: If we are to shift from the current voting structure to the two-tier system, I want to talk about fees; particularly the local match. You indicated that $40,000 comes out of our general fund to pay the local match. Let's divide that up evenly as well.

Cook: That is under consideration.

Barnes: How many municipalities are involved? You indicate a lot of voting entities.

Cook: Fourteen municipalities, two counties and the Board of Transportation will expand to Iredell with three additional municipalities, and two additional counties: Lincoln and Iredell. The number of actual voting members in Union county will increase by one. The town of Marvin exceeds the current 5000 population minimum. Marshville, which was brought into the urbanized area, does not exceed that population minimum; but it may, depending on how that vote method plays out. If the 5000 minimum is eliminated, then Marshville will get a vote and some of the other municipalities will get a vote. There will ultimately be about 28.

Howard: Smaller towns are concerned about being left out of the process. We want to make sure we they are involved, so we told them they have to pay the fee at the beginning of the year to be included because we don't want them showing up at a meeting with a check just to sway a vote.

Kinsey: Does Charlotte get more votes?

Howard: The votes were structured so that Charlotte and Mecklenburg could never carry the vote, they would always need two other votes.

Kinsey: Is that what's going to happen?

Howard: We have to know who is at the table first. The weighted vote is the next piece of this. The first issue is, do we have a problem letting towns in that are under 5000 in population.

Cooksey: I'm fine with letting them in as long as the weighted vote will take their membership into account as it goes forward.

Kinsey: That's the only way I would support it.

Steinman: The basic principle is that Charlotte cannot get the representation; it would be based on population because then it would not be necessary for anyone else to show up. It has to be less than 50%.

Howard: We have 53% of the population in the urbanized area.

Cooksey: I'm fine with the philosophy that there should be a weighted voting system and it should take Charlotte plus two other voting members to constitute a majority.

Howard: It was suggested that the percentage, which is 41% right now would stay the same for Charlotte. If we stay at 41% but add to the population, that means we could potentially need more than two votes.

Cooksey: That directly contradicts the premise of deciding who is at the table before we talk about the weighted vote. It sounds like the weighted voting recommendation will be in place before you add more votes, then the premise that it was based on before goes out the window.

Howard: I think what I'm hearing is this Committee would recommend to Council that we do what the technical committee suggests; keep the same proportion.

Cooksey: I'm comfortable with saying the spirit of regionalism is maintained with any number that Charlotte has below 50%, so Charlotte plus two other members is a sufficient compromise for me.

Autry: Why doesn't the state put any money into this?

Cook: The money we get is federal money that's funneled through NCDOT.

Barnes: We currently have 38 total votes on the body and 16 have been allocated to Charlotte. What would be the proposed total number of votes?

Cook: There was quite a bit about that at the sub-committee meeting last month, but no clear direction was provided, so we have been charged with going back and looking at alternate solutions.

Autry: Would the membership be established at the beginning of the year when everyone paid their fees?

Cook: It is best if it happens at the beginning of the process when we're about to adopt the MOU. It doesn't say that someone who opts out of the process can't decide to opt-in at a later date. For example, Unionville opted out of the process after the 2000 census. They were at a population to give them voting privileges, but opted out anyway. They could opt back in if they want to pay the fee.

Howard: We should define the opt-in period. In the past, the membership period lasted 10 years, regardless of growth. We talked about whether or not we should look at the votes every two years, and I think it was decided to reassess every five years.

Cook: The consensus seemed to be to stick with the census numbers with the possibility of looking at the population arrangement at the five year mark. I don't think we decided to do it that way. Most people were focused on sticking with the census as the base numbers.
Barnes: Is the fee of $20,000 per voting member?

Cook: It is per voting member, but it's based on the number of votes. Where Charlotte's number is rather high, a town like Pineville with only one vote pays a much lower amount.

Barnes: What does Pineville pay?

Cook: I believe they paid in the range of $3,000 this year for one vote.

Steinman: The fee is based on a decision made about six or seven years ago as to MUMPO's staffing level. That fee is going to completely change based on potential anticipated new staffing levels.

Cook: It's capped at $150,000 right now.

Howard: I'm waiting on TCC to give us a recommendation. Has TCC thought about the staffing resource?

Hall: The next step will be a Committee recommendation. I believe this will be coming back to this Committee in January.

Howard: Now that I think about it, the issue of doing a directed vote was not referred to this Committee, so we probably need to say at next Council meeting that we would like to defer a recommendation on a directed vote for the MOU.

Cook: The key issues were addressed today.

Hall: We're dropping the I-277 Loop Study from today's agenda. We can certainly have this presented at the January 7 Workshop to the full Council.

II. Parking and Housing Issues Near Colleges and Universities

Ms. Jones began the presentation with slide 2.

Jones: We see this issue as being two-fold; one being the text amendment to the zoning ordinance to either allow or disallow the use as well as an action plan for student housing for other associated parties (e.g. police, CDOT, CATS, and other City department that may not be incorporated into the zoning ordinance.)

Howard: When you say allow or disallow, are you talking about parking or apartments being used as dormitories?

Jones: I'm talking about apartments as dormitories.

Howard: That's not currently allowed, right?

Jones: It's not currently allowed, but through the Citizen Advisory Group process we gave them the charge to decide whether they felt it should be allowed or not allowed in the zoning

ordinance. Either one of those would have to be written into the zoning ordinance because right now, it's not really addressed.

Laura Harmon (Planning): Specifically the rent by the room use.

Howard: I thought you told us last time it was addressed in the ordinance.

Harmon: It's not mentioned in the ordinance at all and the interpretation has been that it means rent by the room is not allowed. The only place we mention renting by the room is with boarding houses, and because it's not mentioned with multi-family, we think it's not allowed.

Howard: The part that's bothering me is that we should ask the stakeholders whether or not it should be allowed. I don't want to ask whether or not it's allowed, I just want to say it's not allowed. Our intent should be clear.

Barnes: This issue arose for me as both a zoning issue and a public safety issue. The parking issues arose with respect to the McAlpine and Crescent rezonings, where they were going to park 600-750 cars on very small sites introducing much more traffic into the area. It also arose as a public safety issue with respect to apartment complexes that are renting by the room. My hope is that the Council would take action considering what the stakeholders said but not giving our decision making authority over to the stakeholder group. I don't think it's okay to rent by the room, and if we allow it, it should be done within extremely defined parameters and regulations.

Howard: I don't think these two go together. I think that parking and the number of spaces that go with a building where the majority of activities are within walking distance is a very different conversation than renting by the room. If you want to have stakeholders help figure out the right ratio of parking, I'm good with that. I think we should say that renting by the room is not allowed and strengthen the rules around that.

Barnes: I don't think the ordinance addresses it.

Harmon: I think we have been pretty clear with the stakeholders that it's not currently allowed. Our question to the stakeholders is, should we do a text amendment that would allow renting by the room, and what kind of contentions should we have with that text amendment. Should we have prescribed conditions, and should we have additional strategies that go along with it?

Howard: We include stakeholders when we are trying to shape policy around something that we are not clear on. If we are clear that it doesn't make sense to allow renting by the room, we should say no.

Barnes: The problem we have is that complexes that we approved a couple of years ago are functioning this way, and because of the nature of the management of those complexs, it's working. I agree that we need to be able to come up with a set of rigorous conditions to follow the ordinance in order to allow it. From what I'm hearing is happening on the stakeholders group, we need to decide today to say it's not allowed, but if you want to present some options with respect to conditions to allow it, then we'll hear it.

Is UNCC providing data about their growth expectations and their impact on the surrounding community?

Jones: They have. What we've heard is they don't intend to accommodate the growth on campus.

Barnes: Now, we have to try to pass a local ordinance to deal with an issue that they are creating because of their own success, which is great. But we're going to have to do something about it.

Howard: Where do we draw the line?

Kinsey: Who is on the stakeholder group? Would you please send that list to me?

Jones: We do have representatives from all of the large colleges.

Harmon: We are not handing the recommendation over to the Citizen Advisory Group. We are getting feedback from them and we'll come back to this Committee with a Planning Department technical recommendation that is going to be working with the Police Department. We are trying to look at all aspects of this and see what's best for our community.

Cooksey: Was the sounding board the stakeholder process that you picked, and were they informed of that from the beginning?

Harmon: Yes.

Cooksey: Housing is an issue we deal with on a regular basis. The direction I think we generally try to head into is to make housing more available to people. If there is a need in the market for renting by the room, then I'm fine with finding a way to accommodate it, especially if we can find a way to accommodate it within fair housing laws. Count me in as being in favor of seeing something that accommodates renting by the room in order to provide broader housing options in Charlotte.

Barnes: I have checked in with at least one official from CMPD, and their concerns are addressed if the policy is restricted to students only. I disagree with that because it's hard to keep up with who is enrolled or not. I prefer to give the direction to say this is not allowed and here is why, unless there are some compelling conditions and reasons why it should be allowed.

Howard: How is this enforceable? What kind of lease do you sign to rent by the room and how do you get evicted?

Harmon: We are looking at rent by the room for multi-family. We already have regulations for single-family and boarding houses, but if they are offering rent by the room in those units, the police could help us identify that because everyone in each room would have different lease.

Howard: Would you ask the City Attorney?

Hall: I think this conversation has been very helpful as it relates to providing Committee feedback as we go through the process as a check-in. It sounds like we need to go back and keep working on it before we come back with recommendations.

Howard: I don't want rent by the room, and we have reservations from two others.

Hall: That's instructive and that’s why we check in.

Howard: Anything else?

Hall: We provided some follow up information on Independence Boulevard.

Howard: I am working with Ruffin and Dana to set up a meeting with Senators Clodfelter and Rucho in January to see if there is any way to make sure that as the new year starts, we can be on the lookout to finish Independence Boulevard.

Autry: Regarding the Independence update, how much has the City not been able to collect from commercial properties that cease to exist in the area? Exploring funding for aesthetic walls along certain ramps adjacent to neighborhoods is imperative.

Hall: We’ve had some conversation about that.

Autry: Thank you.

III. Review 2013 Committee Meeting Schedule and Future Topics

Howard: Is there a motion on the calendar?

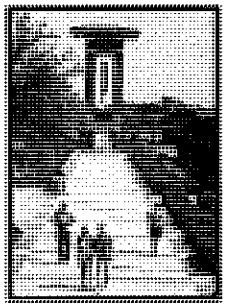
There were no objections to the 2013 schedule.

The meeting adjourned at 1:26.

Parking and Housing Issues Near Colleges and Universities

December 3, 2012

Background

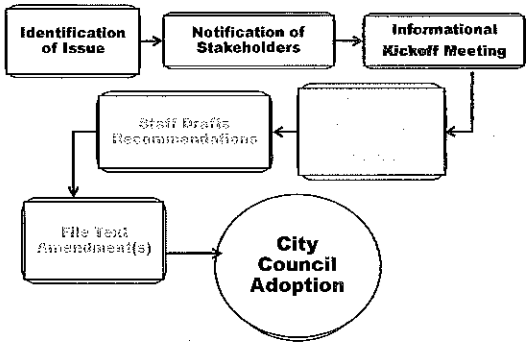


March 2012
City Council requested a study of parking issues related to multifamily apartments near Universities

August 2012
City Council requested a study of apartment complexes functioning as dormitories

October 2012
Project kickoff and formation of Citizen Advisory Group

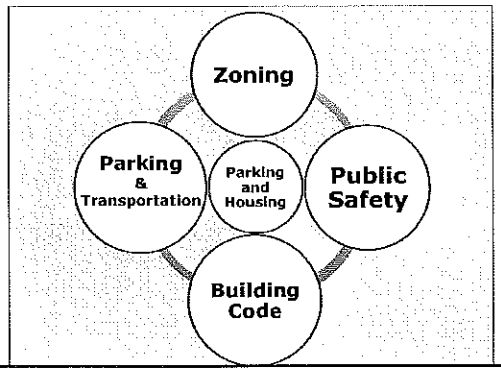
Text Amendment Process



Citizen Advisory Group

- **Citizen Advisory Group Meetings**
  - **November 15th – CAG Workshop #1 – What are the issues?**
  - **November 27th – CAG Workshop #2 – Transportation and Public Safety**
  - December 13th – CAG Workshop #3 – Parking, Zoning and Land Use
  - January 10th – Discuss Draft Recommendations
  - January 30th – Finalize Draft Recommendations and Wrap Up
- **Composition**
  - Developers
  - Residents
  - Universities
  - Property Managers
  - Students
  - CMPD

Identifying the Issues



What We Have Heard

Zoning
- Rent-by- the room is a desirable use when properly managed
- Fair Housing Law may impact the ability to limit tenants
- Gentrification of older units and conversion to rent by bedroom vs. purpose built student housing complexes
- Not all issues surrounding the use can be solved through zoning ordinance

Public Safety
- Students being housed with non-students
- Relationships between universities and property managers should be strengthened
- Concentration of crime in older developments because of building standards
- Further tightening of rental ordinance may help

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What We Have Heard

Building Code

- Building Code administered and amended by the State of North Carolina

Transportation and Public Safety

- Most students come to school with a vehicle
- Concerns over Blue Line park and ride lots being used as car storage by students
- Pedestrian and bike network in and around campuses is vital
- Transit timing and availability should be increased
- Distance from campus could determine parking ratios
- Concentration of crime in older developments
- Importance of relationships between property managers, police and the universities

Case Studies

National

- Austin, TX
- Charlottesville, VA
- Houston, TX
- Philadelphia, PA
- Portland, OR
- San Diego, CA
- St Paul, MN
- Chicago, IL

Regional

- Chapel Hill, NC
- Durham, NC
- Greenville, NC
- Raleigh, NC
- Charleston, SC
- Clemson, SC
- Columbia, SC

Case Studies

Student Housing Zoning Restrictions

- Rent by the bedroom is not typically defined in ordinances
- Regulated by number of unrelated persons
- University overlay districts or distance requirements
- Fraternity houses, sorority houses and student dormitories
- Private dormitory, Public dormitory, Commercial dormitory
- Operation and management plans
- Density calculated by bedroom count
- Special/Conditional use permits

Other Regulations

- Educational District (requires universities , landlords and students to work together)
- 24 hour on-site management required

Case Studies

Parking Requirements

- Parking calculated by bedroom count
- Parking Overlay District
- Fraternity Houses, Sorority Houses and Student Dormitories
  - Off-campus parking is 1 space per resident or through agreement with college or university
- Dormitory
  - .75 spaces per bed
- Private Dormitory, Public Dormitory
  - 1 space per bedroom
- Commercial Dormitory
  - 1 space per rental unit

Next Steps

December

- ❑ Planning Commission Overview – Dec. 3rd
- ❑ December 13th CAG meeting – Zoning and Parking Issues

January

- ❑ Draft proposed recommendations
- ❑ January 10th CAG Meeting – Provide draft staff recommendations
- ❑ January 30th Final CAG – Final staff recommendations

Adoption Process

- ❑ Transportation and Planning Committee update on draft recommendations in January and Feb/March support to file text amendment(s)
- ❑ Public hearing (Spring/Summer 2013)
- ❑ Decision (Spring/Summer 2013)

Questions?

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Transportation & Planning Committee
Monday, December 3, 2012
12:00 – 1:30 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
John Autry
Warren Cooksey
Patsy Kinsey

Staff Resource: Ruffin Hall, Assistant City Manager

AGENDA

I. MPO Planning Area Boundary Expansion Update– 30 minutes
Staff Resource: Bob Cook, Planning
The MPO's planning area boundary will expand due to growth of the Charlotte urbanized area. The presentation will provide an update on staff efforts to finalize the boundary, along with concurrent efforts to revise the MPO's Memorandum of Understanding.
Action: For information only
Attachment: 1.MUMPO Planning Area Boundary Expansion and MOU Revisions Status.pdf

II. I-277 Loop Study – 20 minutes
Staff Resource: Vivian Coleman, Transportation
The purpose of the I-277/I-77 Loop Study is to evaluate the current and future capacity, operational, and safety conditions of the Loop, freeways, and interchanges in order to nominate projects for the 2040 Long Range Transportation Plan (LRTP) that is scheduled to be adopted by the Mecklenburg-Union Metropolitan Planning Organization in spring 2014. In this presentation, staff will provide an overview of the study, including overall conclusions and recommendations.
Action: For information only
Attachment: 2. I-277/I-77 Loop Study Overview and Recommendations.pdf

III. Parking and Housing Issues Near Colleges and Universities– 20 minutes
Staff Resource: Michelle Jones and Barry Mosley, Planning
Staff will provide an update of the Student Housing and Parking near Colleges and Universities process.
Action: For information only

IV. Review 2013 Committee meeting schedule and future topics– 20 minutes
Action: Approve the proposed 2013 meeting schedule
Attachments: 3. Proposed 2013 Meeting Schedule.doc
4. 2012 Projected T&P Committee Agenda Items.doc

Attachment:	Independence Boulevard Corridor Status Summary – Information Only
Attachment:	Citizens' Transit Advisory Group Annual Report – Information Only

Next Scheduled Meeting: Monday, January 14, 2012 – 2:30 p.m.
Future Topics –Managed Lanes Phase 3, Population and Employment Projections, Prosperity/Hucks Area Plan

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Distribution: Mayor & City Council, Transportation Cabinet, Michelle Jones, Curt Walton, City Manager, Bob Cook, Barry Mosley, Leadership Team, Vivian Coleman

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MUMPO Planning Area Boundary Expansion & Memorandum of Understanding Revision Status

TAP Committee
December 3, 2012

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Presentation Overview

- Planning area boundary expansion status
- Memorandum of Understanding (MOU) revisions
  - Process
  - Status of Key Issues

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Planning Area Boundary

- Status
  - Boundary approved by Lincoln & Union BOCs
  - Iredell County endorsement pending
    - Awaiting information on fees
    - Working boundary: S. Yadkin River
  - Endorsed by MPO

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Memorandum of Understanding

Memorandum of Understanding
- MPO governing document
- Sets forth roles & responsibilities; membership, etc.
- Must be updated to reflect new members, changing circumstances

MOU Subcommittee
- 8 MPO members
- Lincoln & Iredell commissioners
- Representative of three Iredell municipalities

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MOU Key Issues

Determined by Subcommittee

- High Priority
  - Vote distribution
  - Voting privileges
  - Fees/Local match
  - Staff resources
- Medium Priority
  - New name
  - Transit
  - Thoroughfare Plan/CTP amendments

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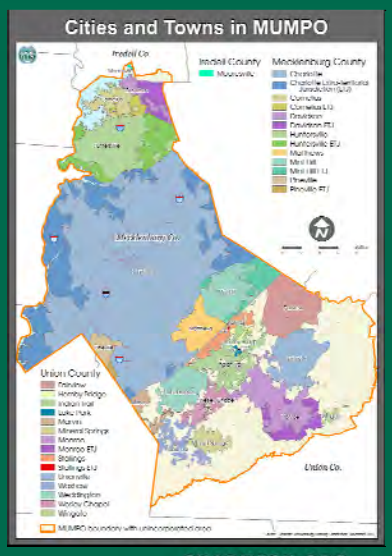
Current Voting Structure

- Weighted system
- Vote total: 38

Allocation

- Charlotte: 16
- Mecklenburg & Union BOC: 2
- Municipalities ≥ 20,000: 2
- Municipalities ≤ 19,999: 1
- Municipalities < 5,000: 0
- NC Board of Transportation: 1



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MOU Key Issues-Voting

Emerging Consensus

- Voting distribution
  - Institute two-tier system
    - Default: one jurisdiction-one vote
    - Option: weighted vote
- Voting privileges
  - Eliminate 5,000 population threshold
  - Retain land use plan requirement
- Other
  - Transit will have vote on MPO
  - Both NCDOT division BOT members will have vote

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Next Steps

- December-March 2013
  - MOU Subcommittee meetings
- January 2013
  - Potential action on regional agreements
- February 2013
  - Draft final MOU presented to MPO
- March 2013
  - Final action on MOU

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CHARLOTTE DEPARTMENT OF TRANSPORTATION

I-277/I-77 Loop Study
Overview and Recommendations

Transportation and Planning Committee
December 3, 2012

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Overview

- Background
- Study Purposes
- Policy and Vision
- Study Process
- Recommendations
  - Overall Conclusions
  - Potential Projects
- Next Steps

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Why a Loop Study?

- *2020 Center City Vision Plan (adopted in 2011)* recommended a comprehensive study of the I-277/I-77 Loop.
- Federal Highway Administration requires comprehensive study prior to additional freeway modifications.
- This is the first comprehensive analysis of the Loop in over 50 years.

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Background

- Belk and Brookshire Freeways, together with portion of I-77, form the Loop.

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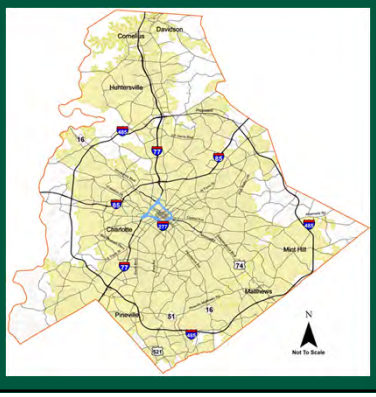
Background

- The Loop is a very unique collector-distributor of traffic.
- The Loop is effectively one large extended interchange connecting US 74, NC 16, I-77 and multiple surface streets.



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Study Purposes

- Define current and future functions of I-277/I-77 Loop
- Evaluate current and future operational, capacity and safety conditions
- Nominate projects for 2040 MUMPO Long Range Transportation Plan (LRTP)

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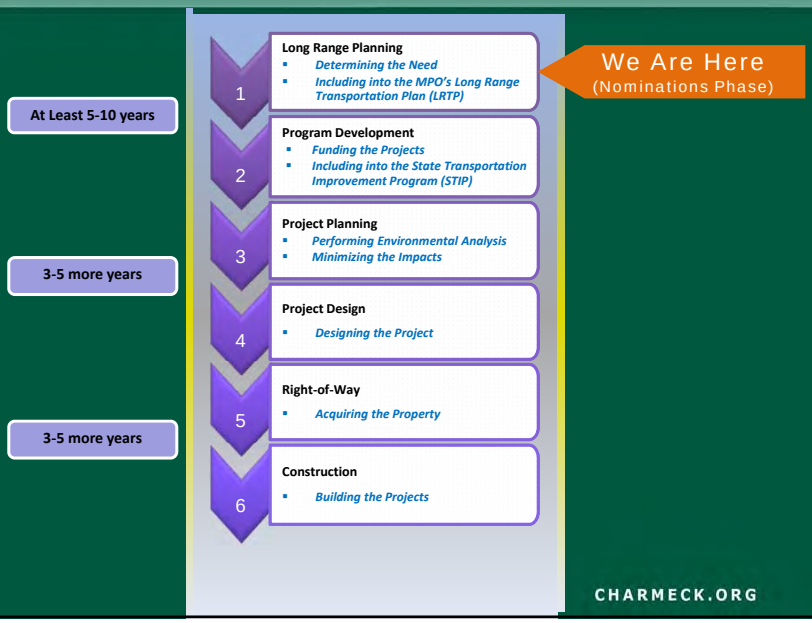
NCDOT's Timeline for Projects



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Policy and Vision

2020 Center City Vision Plan (Adopted in 2011)

- Prepare comprehensive study of the Loop.
- Calm Center City streets to better facilitate walking and bicycling.

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Policy and Vision

Center City Transportation Plan Guiding Principles (Adopted in 2006)

- Center City is a destination and I-77/I-277 is the primary thoroughfare and distributor of traffic flow
- High-speed traffic flow is inconsistent with the vision for Center City Streets

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Overall Conclusions

- No existing or projected capacity problems along Belk Freeway, except approaching US 74.
- I-77 portion of the Loop has some capacity and operational issues.
- Main deficiencies of Brookshire Freeway are due to weaving at or approaching interchanges with US 74 and I-77.

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Overall Conclusions

- Recommendations for potential projects:
  - Freeway-to-freeway interchanges
  - Freeway mainline segments
  - Some freeway-to-street interchanges

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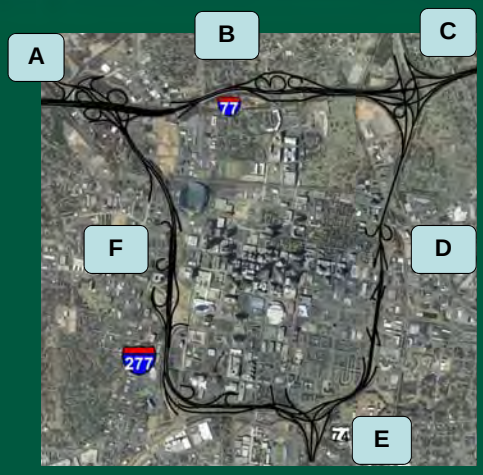
Potential Project Locations



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A: Belk/I-77 Interchange

Major Issues:

- Weaving, congestion, safety problems (highest crash rates on Loop)

Proposed Recommendations:

- Reconstruct interchange

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B: I-77 between Belk and Brookshire

Major Issues:

- Weaving and congestion (moderate crash rates)

Proposed Recommendations:

- Eliminate rural-style loops
- Construct collector-distributor roadways

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C: Brookshire/I-77 Interchange

Major Issues:

- Congestion and safety problems (significantly high crash rates)

Proposed Recommendations:

- Add lane to freeway-to-freeway NB ramp
- Reconstruct SB to EB ramp to add capacity
- Incorporate managed lanes

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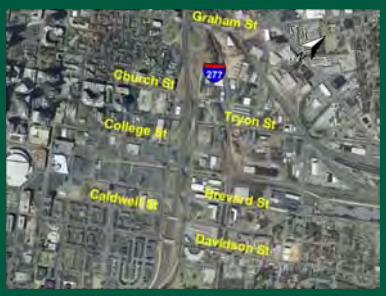
D: Brookshire between I-77 and US 74



Major Issues:

- Weaving and safety problems (lowest crash rates along Loop)

Proposed Recommendations:

- Replace short congested ramps with fewer, but higher-capacity ramps.
- Modify and expand street network to enhance economic development opportunities.

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E: Brookshire/US 74 Interchange

Major Issues:

- Weaving, congestion, safety problems (significantly high crash rates)

Proposed Recommendations:

- Construct collector-distributor roadways with direct connections to general purpose lanes or managed lanes on US 74.

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F: Belk between US 74 and I-77

Major Issues:

- None

Proposed Recommendations:

- None

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Gateways around the Loop

S. Tryon overpass

S. McDowell underpass

Major Issue:

- Better, safer pedestrian/ bicycle components are missing at some gateways

Proposed Recommendations:

- Continue to widen sidewalks, create bike lanes, or extend trails/greenways at underpasses or overpasses

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I-277 Cap Proposal

Key Points:

- Construction would be feasible
- High cost ($330M for Belk Cap)
- Economic development opportunity, not for transportation benefits
- Reviewed Belk cap and Brookshire cap and tunnel

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Next Steps

- Nominate projects for 2040 MUMPO Long Range Transportation Plan.
  - Nominations due by January 2013
  - Ranking of nominations by Summer 2013
  - Adoption of LRTP in Spring of 2014
- In 2013, refine "projects" as necessary to increase likelihood for inclusion in the LRTP.
- Develop implementation strategy incorporating managed lanes.

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Questions?

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Transportation & Planning Committee
2013 Meeting Schedule

2nd Monday of each month – 3:30 pm*
4th Thursday of each month – 12:00 pm
Room 280
(*unless otherwise noted*)

January 14 at 3:30 pm
January 24 at 12:00 pm

February 11 at 3:30 pm
February 28 at 12:00 pm

March 18 at 1:30 pm (*Meeting date changed from March 11 due to NLC Congressional City Conference in DC, and time changed due to conflict with the 3:00 Environment Committee meeting*)
March 28 at 12:00 pm

April 08 at 3:30 pm
April 25 at 12:00 pm

May 13 at 3:30 pm
May 23 at 12:00 pm

June 10 at 3:30 pm
June 27 at 12:00 pm

July 25 at 12:00 pm
(*one meeting / summer schedule*)

August 22 at 12:00 pm
(*one meeting / summer schedule*)

September 9 at 3:30 pm
September 26 at 12:00 pm (*Conflicts with Chamber Retreat in Pinehurst*)

October 21 at 1:30 pm (*Meeting date changed from October 14 due to the NCLM Annual Conference in Hickory, and time changed due to conflict with the 3:00 Environment Committee meeting*)
October 31 at 12:00 pm (*5th Thursday*) (*Meeting date changed from October 24 due to the Mallard Creek BBQ*)

November 11 at 3:30 pm
(*one meeting / Thanksgiving holiday*)

December 9 at 3:30 pm (*No December meeting due to pending Committee assignments*)

***Note: Council changed the dinner briefing start time from 4:00 pm to 5:00 pm.**

11/30/2012 10:28:32 AM

2013 Projected T&P Committee Agenda Items

January 14 at 2:30

- Managed Lanes Phase 3
- Population and Employment Projections
- Prosperity/Hucks Area Plan (Introduction)

<u>Future topics</u>

- Red line
- Park/Woodlawn Area Plan
- Zoning ordinance policy assessment
- Parking and Housing Issues Near Colleges and Universities
- Comprehensive Transportation Plan
- Charlotte Urbanized Area Expansion update

Independence Boulevard Corridor Status Summary

December 3, 2012

Defining the Vision ("Clarity")

- *The corridor had been expected to be all things to all people, but is already failing to meet competing goals.*
    - "Independence Boulevard alone cannot meet all the needs for regional travel, local trips, access to commercial properties, and stimulus for new, transit-oriented development." -ULI
- *Though called a boulevard, US 74 will continue to function as a regional highway.*
    - 2010's traffic volumes within expressway project (U-209B) = 60,000 to 70,000 vehicles per day.
    - Design-year (2035) projected volumes = 80,000 to 90,000 vehicles per day.
- *Construction of the expressway project has been a slow transformation.*
    - First planned as an expressway in 1960s; Environmental document from 1980s.
    - First segment opened in 1990; Latest segment to open in 2015.
- *The hybrid design has contributed to lack of investment along the corridor.*
    - Higher-speed, right-in/out turns to access shallow and/or narrow parcels.
    - 27% decline (1991-2003) in tax value in residential properties adjacent to vacant and underutilized commercial parcels.
- *Land development requires a new integrated land use and transportation vision.*
    - Adopted (2011) Area Plan recommends activity nodes and re-orientation of land uses in strategic locations instead of linear strips.
    - ULI's recommendations reinforced the Area Plan, recommending pedestrian-oriented development away from the highway or along parallel streets, while still retaining regional, more auto-oriented development along the highway (US 74).

Realizing the Vision ("Certainty")

- *Combine managed lanes and transit.*
    - MTC amended (Oct. 2011) the Southeast Corridor to no longer preserve the median.
    - CATS budgeted $300,000 in FY-2013 towards re-visiting rapid transit alternatives.
    - NCDOT re-designed U-209B from a barrier-separated median to buffer-separated lanes.
- *Expedite design and construction of the expressway to I-485.*
    - NCDOT is supportive of Mobility Fund, especially if leveraging toll revenue.
    - NCDOT will prepare a traffic and revenue study for a starter Express Toll Lanes (ETL) project (reversible-lane conversion: I-277 to Albemarle Road; tolling equipment: Albemarle Road to Conference Drive), plus the inclusion of ETL/HOT lanes on U-2509 (Conference Drive to I-485).
- *Improve the edge conditions along the highway.*
    - Explore funding for aesthetic walls along certain ramps adjacent to neighborhoods.
    - NCDOT will evaluate a Freeway (sealed edges) alternative for U-2509 (Conf. Dr. to I-485).
    - City's proposed CIP included $25 million for strategic land acquisitions ($10 million) and prioritized street connections ($15 million).
- *Incent and catalyze re-investment along the corridor.*
    - City funded a stubbed frontage-road re-design at Pierson Drive Wal-Mart.

- Proposed CIP also included $25 million for redeveloping Bojangles into an amateur sports complex.
- U-209B may include development concept of a fourth leg to the Idlewild Road ramp.
- Proposed CIP also included $20 million towards public-private partnerships.

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

DATE: November 19, 2012
TO: Transportation and Planning Committee Members
FROM: Stephanie C. Kelly, CMC, City Clerk
SUBJECT: **Citizens' Transit Advisory Group Annual Report**

The attached report of the Citizens' Transit Advisory Group is 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 the board, 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.

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

M E M O R A N D U M

OFFICE OF THE CITY CLERK

DATE: October 31, 2012

TO: Mayor and City Council

FROM: Citizens Transit Advisory Group

SUBJECT: 2012 Annual Report

The 13-member Citizens Transit Advisory Group (CTAG) operates under the Metropolitan Transit Commission (MTC) Transit Governance Interlocal agreement. Members are appointed for two-year term as follows: one co-chair appointed by Mecklenburg County; one co-chair appointed by Charlotte Mayor, City of Charlotte; two appointed by Charlotte City Council; two appointed by Mecklenburg County Board of Commissioners; one appointed by board of Education; one appointed by each of the six town in Mecklenburg County (Pineville, Mint Hill, Cornelius, Matthews, Davidson, Huntersville). No publicly elected office holder may serve on CTAG.

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 scheduled meetings during the term. Any member who fails to attend any three consecutive regular committee meetings shall be removed for the committee.

Current Members
Members are appointed to two-year terms and any term limits shall be in the discretion of the member's appointing authority.

Members	Appointed by	Term Expires
Hugh Wrigley	Appointed by Charlotte Mayor	6/30/2014
Mary Barker, Co-Chair	Appointed by Commissioner	6/30/2012
Henry M. Antshel	City of Charlotte	6/30/2013
Rob Watson	Mecklenburg County	6/30/2013
Vacant	Mecklenburg County	
Katherine (Kate) Payerle	City of Charlotte	6/30/2013
Vacant	Town of Davidson	
Vacant	Charlotte Mecklenburg Schools	

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Todd Steiss	Town of Huntersville	6/30/2014
George Sottilo	Town of Matthews	6/30/2014
Peter Larsen	Town of Mint Hill	6/30/2012 (awaiting appointment)
Vacant	Town of Cornelius	
Vacant	Town of Pineville	

CTAG 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. This committee's responsibilities include Annual review, comment and make recommendations with respect to the Transit Program and budget; Review, comment and make recommendations on proposed transit policies presented to the MTC for approval; Review, comment and make recommendations on Corridor rapid transit alignments and technology plans recommendations coming out of preliminary engineering and environmental studies; Engage in proactive efforts to seek and provide insights on community attitudes towards transit plans and system performance; Annual review and comment on market research results; Provide input and advice on increasing community awareness of transit-oriented land use planning and its relationship to the implementation of transit investments; and Engage in proactive efforts to increase awareness within the community and key stake-holders on the total value of investing in transit.

In 2012, CTAG discussed submitting recommendations to the Metropolitan Transit Commission. CTAG received an overview of the proposed FY2012 Transit Operating Budget and the FY2012-2016 Capital Investment Plan; updates on the MTC policies; presentations on transit capital improvement plan, Center City Access Study/Gateway Station; safety and security at the transit center. In May, the group took a tour of the renovated North Davidson Garage. They also received updates from the CEO on Federal Transit Administration quarterly meetings, legislative changes, labor negotiations for the bus operators, monthly sales tax report, and State and Federal full-funding agreement. The group also had tours of the operations facilities.