Charlotte City Council

Transportation & Planning Committee

Meeting Summary for January 30, 2013

COMMITTEE AGENDA TOPICS

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

II. **Subject:** **Capital Investment Plan Referrals**
Action: unanimously voted to move three CIP projects to full Council for approval.

COMMITTEE INFORMATION

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

ATTACHMENTS

Handouts
Agenda

DISCUSSION HIGHLIGHTS

Committee member Barnes called the meeting to order at 12:06 and asked everyone in the room to introduce themselves.

I. **MPO Planning Area Boundary**

Hall: This presentation is a continuation of your discussion. As you know, Mr. Howard serves as the Council's representative on MUMPO. There is no need for a vote today, although at some point it will become necessary for a recommendation from the Committee to the Council. This is another conversation regarding the work about revising the MUMPO area and the MOU.

Howard: I asked Sarah McAulay, MUMPO's new chair, to join us today to make sure she hears any sentiments directly from us. Thank you for joining us, Sarah.

Mr. Cook began the presentation with slide 2.

Howard: What is Huntersville's population?

Cook: 48,000 with the sphere of influence.

Howard: Given that, why won't they move up?

Cook: Based on what has been discussed at the sub-committee level, they will add a third vote to their tally.

Cook continued the presentation with slide 6.

Howard: Wasn't it more of a principal approach in lieu of a vote approach the last time the MOU was adopted?

Cook: In 2003?

Howard: Yes.

Pleasant: It was probably not vetted so much in 2003. We've been doing MPOs since the 1960s, and every ten years they get reconstituted. I don't recall the vote approach being something new.

McAulay: I was on the MPO in 1979, and it was the same then; Charlotte + Mecklenburg + one other, I believe.

Howard: That is important to the conversation we are having now.

Mr. Cook continued the presentation with slide 6.

Howard: It was never said that Charlotte should have 42% of the total vote (see slide 6). If we leave it at that percentage and new members are added, the vote will be diluted.

Barnes: Under the current system, there is a total of 38 votes and Charlotte has 16 of those votes. Under the proposed system, what would the total votes would be?

Cook: 71votes.

Barnes: And how many would Charlotte have?

Cook: 29 votes.

Barnes: So, the City's share of the population of the current MPO is 66%, and under the expanded MPO it would be 60%?

Cook: Correct.

Barnes: Okay, thank you.

Mr. Cook continued the presentation with slide 7.

Barnes: Where is the slide that shows what the current municipalities are paying and what the projected pool of new members will be paying?

Cook: No, I'm afraid we don't have it today. We do have the information for what was billed in FY2012, which will probably basically be the same as FY2013. There haven't been many changes to the TIP that would cause the fees to dramatically fluctuate. That is a concern for some of the members. For instance, take a project like the Monroe bypass, which is largely in Union County. The project has a profound impact on what the Union County Jurisdictions are paying. It's a $3.25 Billion project and tends to skew the results a bit, but once it goes away Union County's amount will be reduced. It tends to fluctuate and there seems to be a desire on the part of the Committee members to get some stability so they can better plan their budget.

Barnes: It's important to me to make sure there is balance and fairness. Every member entity should be paying a fee, and Charlotte's contributions both in terms of population and membership fees should not be diluted on the voting side. It would be helpful for me to see the data about what people will be paying, because my concern is that I don't want there to be voting members that aren't paying to be part of the group whose voting influence is greater than ours while they are sitting at the table for free.

Cook: All voting member have paid except that we do not levy a fee against the Board of Transportation.

Barnes: I also think the voting allocation should represent the amount of money of being paid by the respective municipality. I would like to see a slide with that information.

Cook: We can provide that information. I'll give you an example. In FY2012, the City of Monroe's fee, which gets two votes on the MPO, was about $8,000. A one vote town in Union County was paying slightly over $4,000. Mecklenburg County paid $6,000 and some change for a two vote community, and $3,000 and some change for a one vote community.

Howard: If we vote by population, we would pay more. Right now the percentage is based on projects, and the proposal is to base it on population.

Cook: If that becomes the adopted process, it would include a percentage of the entire planning area; not just the urbanized area.

Barnes: What you two are talking about needs to be on a slide if you are to fully inform Council and the Mayor.

Autry: Is the total number of votes a finite number? If a municipality with a 20,000 population gets an extra vote, is it just another vote that's added?

Cook: Yes, it's just another vote that is added.

Autry: Thank you.

Pleasant: When you sign a MOU it locks in that voting structure for the life of the MOU, so you would have to revise it and have all the jurisdictions sign a new one in order to change that voting allocation.

Howard: Is there is a set number of votes that our urbanized area gets?

Autry: If Charlotte gets another 20,000 residents with a MOU in place, do we get another vote?

Howard: No.

Barnes: Regarding the local match piece, it says that 20% is for planning, 10% is for transit planning, and that the City covers the local match. Does that mean that Charlotte covers the local match for the entire MPO?

Cook: That is correct. The City covers the match of any of the federal funds that come in to support the MPO process.

Barnes: So, the $390,800 that is listed for FY2013 comes out of our general fund?

Pleasant: That is correct.

Barnes: Do any of the other members contribute to that?

Cook: Yes, they do. When we sub-allocate some of the federal funds to the towns to support local transportation planning projects, then they are responsible for the local match for those dollars.

Barnes: What dollar amount above the $390,800 would you say is the match?

Cook: It changes from year to year. It looks like we won't have many local transportation planning projects in FY2014.

Howard: You did one in Waxhaw last year, and Waxhaw gave the matching money for that plan.

Cook: We gave $80,000 to Union County to support the 74 study.

Howard: So, they paid for that match because it was used for their area?

Cook: We have well over $100,000 in funds supporting local projects this year. FY2014 is looking like there will only be about $80,000 worth of local projects.

Barnes: Did the sub-committee propose changing the local match formula?

Cook: No.

Barnes: We should be talking fairness and balance. Everything that is to our benefit they are seeking to tweak, and everything that is to their benefit they are not seeking to tweak. That's what this Committee is concerned about.

Cook: In terms of the Committee process, this has not been brought to them in any great degree to say what they like or don't like based on how much money they have to put in. To be clear, the City pays the overwhelming share of the local share. Most of the money goes to support the MPO process, not local transportation planning projects.

Howard: What's not in the numbers you see in front of you would be staff's time, who would argue that we are the urbanized area and that's why they do it. We are trying to capture and share what that number is.

Pleasant: The MPO work is budgeted through the Unified Planning Work Program. This aggregates the budget to tasks, and we put a cost number against those tasks. A large part of the tasks are paid for by federal funds that are allocated to this urban area and the percentage match that is allocated to the local government. We are going to do more of an accounting list to show what the costs are.

Howard: Hopefully, we'll have better numbers moving forward.

Mr. Cook continued the presentation with slide 9.

Howard: Will you share the recommendation document with this Committee?

Cook: Yes, I'll get it to everyone.

Mr. Cook continued the presentation with slide 10.

Howard: I thought we were going to talk about the 2-tier voting structure?

Cook: We mentioned that at the last meeting. That is essentially where you default to a one jurisdiction, one vote arrangement. You go into a meeting assuming one jurisdiction, one vote applies. However, any member could invoke a weighted voting system that night, or there could be some time period that would be required to change the voting system. It got some support on the sub-committee.

Howard: Didn't it get a vote of support?

Cook: Our minutes don't show where it got a vote of support. I thought it did, but Nick and I looked through the minutes and couldn't find anything. They endorsed the weighted vote concept, but they didn't endorse the two-tier system. I seemed to get some support around the table but there was never a straw vote taken on it like there were other topics.

Howard: Let's talk about Charlotte's schedule.

Mr. Hall: Our tentative thinking is to present an update to the full Council at their February 25 Dinner Briefing. You could come back on February 28 to look at making a vote, with the directed vote occurring at the Workshop on March 4 or the Zoning Meeting on March 18, prior to the March 20 MUMPO Meeting.

Barnes: I'm not sure we are addressing the issues the members of the Committee have brought up. If we are to move this out of Committee, you might want to start responding to those issues. For example, the chart with the fees is important to see. I will almost guarantee you that this will get bogged down in the chamber for an entire evening and it won't be voted on. I would urge you to look back at your notes at the things I have asked about today and Committee Member Kinsey asked about last meeting to help us visualize what your responses would be to those issues. If you could respond to those issues, it would help me a lot.

Howard: Mr. Barnes is asking for information concerning our membership dues, what the overall budget is, and finally about the match approach and what that means for Charlotte.

Hall: Mr. Barnes, I agree with you in terms of where we are. Mr. Howard suggested we go ahead and have these conversations early rather than rushing at the end. We're walking you along as Mr. Cook and the sub-committee converse right up until when they are ready to make any decisions. The difficulty here is the nature of coming up with a MOU among so many different governmental units, and dealing with the political pressure that can occur regionally. This could get sticky by the time it gets to Council.

Howard: We knew it would be sticky. I was the one who pushed to make sure we included people from the new municipalities coming onto the MOU Committee, because I knew the weighted voting issue would be difficult. I was trying to convey exactly what the Committee shared with me, and that is that Charlotte does not want to give up more ground. I think there is something we could do with the 2-tier system to make the other municipalities feel like we are hearing what they are saying. I need a lot more information regarding what Technical Coordinating Committee is suggesting regarding notice to move from the 2-tier system to the weighted vote.

Barnes: The idea of a member being able to invoke the weighted voting system is something that might be worth looking at.

McAulay: We need to move forward as we have to pick up the planning are in March.

Cook: We could continue functioning as an MPO if we pass the March deadline along the lines of the current planning area, but there is a one-year deadline after the urbanized area information is released imposed by the Federal Highway Administration.

Howard: What is the one year mark?

Cook: March 20 or 21.

Howard: If for some reason we never get a MOU, are we still responsible for planning?

Cook: Yes, we still have to plan for the entire Charlotte urbanized area.

McAulay: I think it's important to have the influence and the presence of the City of Charlotte.

Kinsey: This is a difficult situation to understand for those who are not on this Committee.

Howard: We need to come out with something solid. I would like for this Committee to get comfortable with this. It sounds like we need for Mr. Cook to come back one more time. When is our next meeting?

Hall: The next meeting is February 11, and instead of conducting a full conversation, we can just present a quick update.

Barnes: Regarding the expertise of the CDOT and Planning staff, is there some supplemental payment that comes from someplace to pay you, Mr. Cook?

Cook: The fees help support salaries.

Barnes: Does that mean the City gets some additional fee that supplements your paycheck?

Cook: The City pays into that fee, so you are not supplementing. The MPO is getting that supplement from the additional fees.

Barnes: Is it true the bulk of the expertise that is lent to the organization comes from you?

Cook: We are all City employees.

Howard: The way we pay for all this is through federal funds, the City's match, the fees or the dues, and then Charlotte pays the rest, right?

Cook: Mr. Pleasant's staff is putting that information together.

II. <u>Capital Investment Plan Referrals</u>

Hall: I'm going to do a couple of introductory slides before I turn it over to Danny Pleasant and his group. The Capital Investment Plan (CIP) was referred to the various committees (see slide 2). This was the list of projects that were referred to Transportation and Planning. I know that some other committees have started work and are moving forward, and it's safe to say that the bulk of the remaining work is with the Economic Development and Transportation Planning.

Mr. Hall reviewed items for today's discussion (see slide 3).

Howard: Were all of the projects on the CIP in the Transportation Action Plan (TAP)?

Pleasant: The transportation projects you looked were in the TAP.

Howard: I want to talk about expectations and financing options, how to build consensus among the Committee to be able to recommend the projects that deserve to be in the CIP, and the possibility of recommending that some projects not be included in the CIP. Also, are there other ways to fund these projects?

Barnes: Because most of these projects are things that we have historically done, I don't think it makes sense for us to talk about alternate funding. Few of these are big enough to talk about Public, Private Partnerships (P3).

Howard: The way this was presented is individually. If we don't want to talk about it right now we can make a motion that all of this makes sense and they stay in the CIP.

Barnes: We did that last week in HAND, and I would propose doing that today.

Howard: Yes, but there could be a discussion about the bridges becoming a P3 project at the next meeting.

Barnes: Knowing what we know about the two areas impacted by those bridges, there aren’t any P3 opportunities.

Howard: I think we should go forward with a presentation on the first three projects (see slide 5) and move to approve them. I think the more complicated ones will come with the next two meetings.

Hall: Why don't you take a moment and flip through the slides in front of you, and we'll talk about whichever piece you have an interest in. One of the benefits of this process outside of reaching a consensus on an ultimate proposal is being able to speak to specific concerns within different projects.

Barnes: I would not be opposed to going through the presentation.

Howard: Did we ever quantify if these projects are part of the bigger TAP? That’s the kind of information we need to share with the public.

Mr. Pleasant started the presentation with slide 6.

Howard: What projects are part of the $60M (see slide 16)?

Pleasant: The $60M will build about seventy projects, and we’ve listed in our priority system the first15 of those we would plan to build in that new allocation of $60M (see slide 17). We have focused our attention in the last few years on sidewalks along the arterial and thoroughfare systems. These are projects we propose in our next round of funding.

Howard: I would like to know what districts they are in.

Kinsey: It would be helpful if you use the district maps to show the projects.

Mr. Pleasant continued the presentation with slide 18.

Howard: How hard is it to build sidewalks on state roads?

Pleasant: Our success on State roads is improving. There is still a difference in the way we like to do things but it's much better that in the past.

Barnes: I would like information from CDOT about how we go about doing our work. CDOT takes on safety projects, for instance on 7th Street where people want us to put in an overpass. I want to know where things are with that plan, because I think there was a community meeting. I have been almost begging you guys to pay some attention to Mallard Creek Church Road and David Taylor Drive, as well as that pedestrian crossing in front of Prosperity Creek, and we have gotten nowhere in the last seven years since I have served on the Council. It's a point of confusion and frustration for me because people in neighborhoods will blow up an issue, and whether it's a true problem or not you guys will pay attention to it. We can bring issues to you and we get reasons why nothing can be done, and that's frustrating. Another example is at Sharon Amity Road and Castleton Drive and what you will be implementing there. I want to know what your processes are about how you decide to take action on some concerns and not others. I need to know how to explain that to my constituents.

Pleasant: We can definitely bring those processes back to you and let you take a look at how we do that work. You will get a report on Friday about Sharon Amity Road and Castleton Drive that will illuminate a lot of our decision making for you. We have a High Accident Location List where we keep track of those locations and address them in priority order.

Barnes: We will see some attention paid to Castleton Drive issue now, and something that has been in the queue for years will get bumped down. I can't understand how that happens.

Howard: Before we leave the two projects that Mr. Barnes is talking about (one is his area and one in mine), what do you do on State road when safety issues arise? What are the things we could have told the developer they had to do to deal with people crossing from one side of the road to the other? I'm asking if it's the state's responsibility to communicate with the developer, or is it our responsibility?

Pleasant: Some issues in Council member Barnes' district really do relate to state road intersections, so we have less influence. We try very hard to have dialogue with the State, and in some cases it works and in some cases it doesn't.

Howard: The University area is about 15 years from being like Steele Creek, so how do we deal with that now so that as development continues, we won't have the same issues as roadways are widened.

Pleasant: From the development side, you addressed it in the Urban Street Design Guidelines and recent amendments to the subdivision ordinance.

Howard: Not on state roads though.

Pleasant: As it relates to development, if there are sight related types of issues that need to be mitigated like traffic signals, crosswalk, etc., we can have the development industry participate in that. You will see on your Council agendas from time to time a budget ordinance for a developer funded signal, so we do that that dynamic at work. I would say the developer involvement is probably more active now than it was ten years ago.

Howard: Since the developer is gone in both instances, we need to figure out if the issues belong to the State or us, and get the problems solved. I also want to know how projects get on the CIP list.

Mr. Pleasant continued the presentation with slide 21.

Howard: One of the things we heard in the Loop Study is that the roads will go across at grade and it works better if you can send stuff underneath. Is there a reason the train cannot go under the road?

Pleasant: In this case, the train is going to have to cross on top. It all depends on how the grades work out. Once this part of the project is completed, there will be a railroad bridge over a future road. The road will not be in place for a while.

Mr. Pleasant continued the presentation with slide 28.

Howard: It seems that you would need to make some improvements on Carnegie Boulevard because it becomes almost a thoroughfare and not just an internal street to a business park (see slide 28).

Pleasant: Carnegie Boulevard is a four-lane road now.

Barnes: As I understood it from our budget discussion last year, a good bit of the cost was driven by the acquisition of that parking deck and the land in that corridor (see slide 31). I ask because Council member Dulin asked why we are spending that much money on that short piece of road, and it was because of the deck and the dirt that we have to buy to build the road. One of the reasons I would move to approve once we get to that point is because it’s not a waste of money when we have to take control of private property in order to build the infrastructure.

Howard: How many spaces is that building going to lose?

Jeb Blackwell: I think the question was would we deal with a parking issue there? We have included money for reconstruction on the deck.

Howard: Will you be relaxing the parking requirements?

Blackwell: No. We'll create the spaces by adding an additional deck.

Pleasant: I would guess the parking here greatly exceeds what is required. From a personal observation, I have yet to see anyone park on this deck. I think people enjoy parking under it to shade their cars.

Howard: If the original building had more parking then they needed, will the current requirements be less so that we don't have to build as many spaces back?

Blackwell: That's something we'll work out in the details. When you take non-required parking spaces but they feel they have to have them, you may end up compensating for them.

Howard: I never see anyone parking on the back, so if they have too many spaces let's just let them out of that through some update to their site plan.

Blackwell: We'll work that out the property owners.

Pleasant: I believe this is a project we proposed to build a little later in the program. It will give us time in the beginning of the program to begin doing the planning and design work and to work out any issues. Because it hasn't been funded yet, we haven't taken a very deep dive into the design work.

Hall: That is something we would normally take into account in the planning and design process.

Howard: I'm going to say what I said in the ED Committee meeting; I don't want to go to the public and ask for one more penny than we have to ask for. So the better we can know those types of things ahead of time, and the tighter we can make those numbers, the better it is for everybody. We can make a motion to support the three projects today before we leave.

Mr. Barnes moved to recommend to the full Council to include the Traffic Control and Bridges, Road Infrastructure Projects, and Sidewalks and Pedestrian Safety for approval (slide 32).

Council member Autry seconded the recommendation.

The vote to move the projects to the full Council was unanimous.

The meeting adjourned at 1:40.

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MUMPO Planning Area Boundary Expansion & Memorandum of Understanding Revision Status

TAP Committee
January 30, 2013

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Presentation Overview

- Planning area boundary expansion status
- Memorandum of Understanding (MOU) revisions
  - Process
  - Status of Key Issues
    - Voting
    - MPO fees & local match
    - New name

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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-11 members
- 8 MPO members
  - Charlotte, Davidson, Huntersville, Matthews, Mecklenburg County, Mint Hill, Stallings, Union County
- 1 Lincoln County BOC member
- 1 Iredell County BOC member
- 1 representative of the three Iredell municipalities

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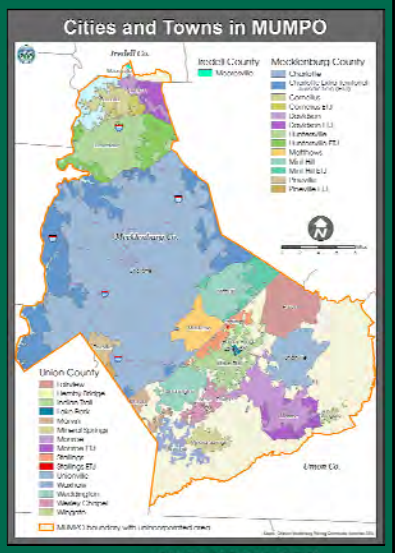
Current Voting Structure

- 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

Current City population share: 66%
Expanded MPO City share: 60%



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Votes Needed to Adopt Measure

Current Structure

- Charlotte requires 4 additional votes for a motion to be adopted
  - Minimum of 2 additional jurisdictions
- Example
  - Charlotte (16) + Mecklenburg (2) + Matthews (2) = 20

Expanded MPO

- Assume all jurisdictions are voting members
- Assume Charlotte retains current vote percentage-42%
- Charlotte requires 7 additional votes for a motion to be adopted
  - Minimum of 3 additional jurisdictions
- Example
  - Charlotte (29) + Huntersville (3) + Mecklenburg (2) + Mooresville (2)

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MOU Key Issues-Voting

Subcommittee Recommendation-October 2012

- Eliminate 5,000 population minimum
- Each member jurisdiction should receive at least one vote
- Retain weighted voting concept

Subcommittee Recommendation-December 2012

- Maintain weighted vote concept similar to current structure
- City maintain same percentage as current (42%)
- Other jurisdictions receive one extra vote per 20K pop
- Each County receives two votes

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MOU Key Issues-Fees & Local Match

MPO Fee

- Annual fee assessed to voting members
- Based upon dollar value of TIP projects in both counties
- Cap: $150,000
- Equal to estimated cost of two engineers (2003)
- FY 2013 contribution: $50,843.20

Local Match

- Federal funds require local match
  - Planning funds 20%
  - Transit planning funds 10%
- City covers local match
- FY 2013 estimated City contribution: $390,800

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MOU Key Issues-Fees & Local Match

Issues: MPO Fee
- Revamp fee assessment method?
  - Current method confusing
- How to calculate fee?

Issue: Local Match
- Share match among member jurisdictions?

Consultant assisting with developing recommendations

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MOU Key Issues-Name

MPO & TCC Survey Results
- 49 responses
- Suggested name to begin with:
  - "Charlotte"-10 votes
  - 4 member counties named (MUILMPO)-8 votes
  - "Metrolina"-8 votes
  - "Catawba"-5 votes
  - "Central Piedmont"-2 votes
  - "Greater Charlotte"-2 votes
  - "Metro Area"-2 votes

Subcommittee Recommendation
- Charlotte Regional Transportation Planning Organization

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Next Steps

MOU Subcommittee / MPO

- February 20
  - Subcommittee meeting
    - Additional discussion of voting issues
  - MPO meeting
    - Discussion-no action to be requested
- March 20
  - Subcommittee meeting
  - MPO meeting
    - Possible action on voting arrangement

City Council

- TAP Committee recommendation
- Council directed vote for MPO representative
  - Goal: before March 20

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Capital Investment Plan Referrals

Transportation & Planning Committee

January 30, 2013

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Capital Investment Plan Transportation & Planning Committee Referrals

- Traffic Control and Bridges
  - Upgrade Traffic Signal System Coordination
  - Upgrade Traffic Control devices
  - Repair and Replace Bridges
- Road/Infrastructure Projects
  - Prosperity Church Road
  - Eastern Circumferential/Railroad Bridge
  - Park South Drive Extension
- Sidewalks and Pedestrian Safety
- 26-Mile Cross Charlotte Trail
- Northeast Corridor Infrastructure (NECI)
- East /Southeast Corridor
  - Monroe Road Streetscape
  - Idlewild Road/Monroe Road Intersection
  - Sidewalk and Bikeway Improvements
- Northeast Corridor Bridges
  - Research Drive – J.W. Clay Connector over I-85
  - University Pointe Connection – IBM Drive to Ikea Boulevard

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Items to Discuss

- Review TAP Committee timeline
- Project Groupings
- Review connection between CIP and the TAP
- Review proposed CIP projects

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Committee Meeting Schedule

Transportation and Planning Committee Meeting Schedule

- January 30th
- February 11th
- February 28th
- March 18th

City Council Budget Retreat

- March 20th
  - Committee to Report on CIP Referral Recommendations

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Project Groupings

January 30th
- Traffic Control and Bridges
- Road Infrastructure Projects
- Sidewalks and Pedestrian Safety

February 11th
- Northeast Corridor Bridges
- Northeast Corridor Infrastructure (NECI)
- 26-Mile Cross Charlotte Trail
- East/Southeast Corridor

February 28th
- Economic, Social and Environmental Benefits
- Committee discussion

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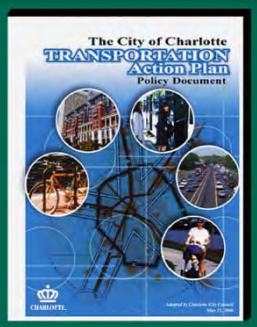
Connection between CIP and Transportation Action Plan (TAP)

- In 2011, City Council adopted the updated TAP – Charlotte's long-range, comprehensive multi-modal transportation plan
- TAP defines transportation-related
  - Policies
  - Programs
  - Projects
- Best transportation plan is the right land use plan – CC&W
- TAP assumes $100M a year in transportation investments
- Proposed CIP includes numerous projects that implement the TAP



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CIP Projects – January 30th

- Repair and Replace Bridges ($14M)
- Upgrade Traffic Signal System Coordination ($15M)
- Upgrade Traffic Control Devices ($19M)

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Repair and Replace Bridges

- 198 city-maintained bridges and culverts
- Federal law requires inspection every 2 years
- Repairs are conducted on a 2-year cycle following inspections
- 35 bridges/culverts identified as potential need for replacement over the next 25 years

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Repair and Replace Bridges

- Inspect and repair all city-maintained bridges and culverts
- Replace bridges and culverts as determined structurally deficient and/or functionally obsolete
- $14M

Highland Ave – After

Highland Ave – Before

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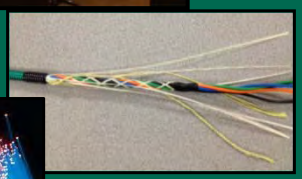
Upgrade Traffic Signal System Coordination

- Improve traffic flow and use street system more efficiently
- $15M



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Upgrade Traffic Signal System Coordination

60% of Master Plan is implemented

Recently completed projects

- Park Rd.
- NC 51
- Trade/Beatties Ford/Sunset
- Monroe/Independence
- Davidson/Parkwood/The Plaza

- Projects to be implemented
- Graham St.
- Statesville Ave.
- Ballantyne area
- Wilkinson Blvd.
- Steele Creek Rd.
- W.T. Harris Blvd.
- Mallard Creek Church Rd.

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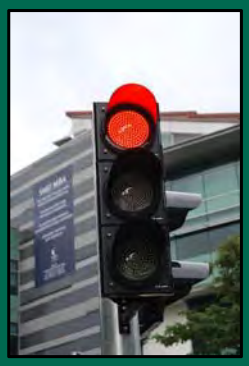
Upgrade Traffic Control Devices

- Upgrade traffic control devices
- $19M



City maintains 735 traffic signals

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Upgrade Traffic Control Devices

Projects include:

- Upgrade 75 intersections per year
- Replace obsolete traffic control equipment
- Upgrade pedestrian signals with APS (Accessible Pedestrian Signal) devices

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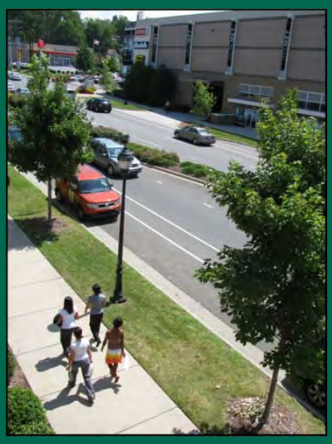
Sidewalk and Pedestrian Safety

Sidewalks and Pedestrian Safety - $60M



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Sidewalk projects moving towards completion

- 24 projects currently funded
- Examples include:
  - Ballantyne Commons Pkwy (1)
  - Blue Heron Dr
  - Carmel Rd
  - Coulwood
  - Manning/Wintercrest
  - Mallard Creek Rd
  - Milhaven Ln
  - Mineral Springs Rd
  - Nations Ford Rd
  - Nevin Rd / Gibbon Rd
  - Orvis St
  - Park Rd ped crossing
  - Providence Rd
  - Remount Rd
  - South Blvd
  - Sunset Rd
  - South Tryon St / Tyvola
  - West Blvd
  - West Sugar Creek Rd
  - West Tyvola Rd
  - University City Blvd

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Sidewalk Projects to be funded with next round of CIP funding

- Funding for up to 70 projects
- Next 15 streets that would be reviewed for programming:
  - Ballantyne Commons Pkwy (2)
  - Johnston Rd
  - Kuykendall Rd
  - Little Rock Rd
  - North Hoskins Rd
  - North Sharon Amity Rd
  - North Tryon Street
  - Nations Ford Rd
  - Old Providence Rd
  - Pineville-Matthews Rd
  - Rea Rd
  - Sandy Porter Rd
  - Sardis Rd North
  - Sharon Rd
  - WT Harris Blvd

"Worn path" along W. Sugar Creek

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Long History of Sidewalk Building
KAPLAN
CHARMECK.ORG

CITY OF CHARLOTTE
Long History of Improving Pedestrian Safety
YOUR SPEED
18
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Road/Infrastructure Projects

- Prosperity Church Road – $5M
- Eastern Circumferential/Railroad Bridge – $11.6M
- Park South Drive Extension - $8.3M

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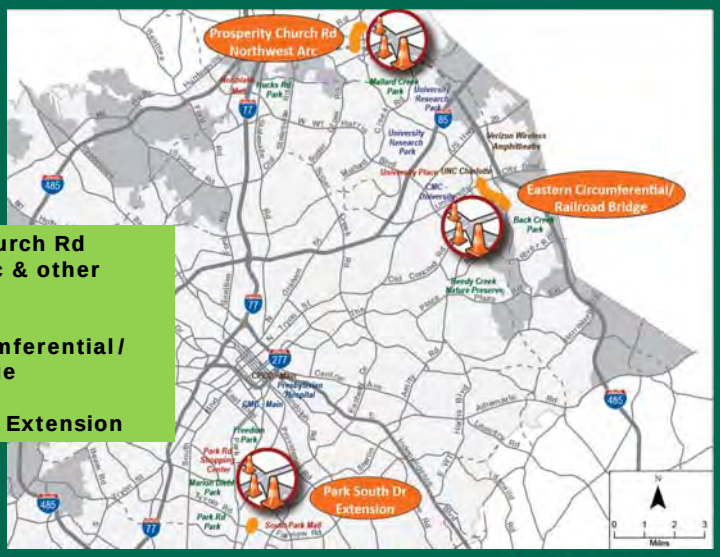
Road/Infrastructure Projects

- **Prosperity Church Rd Northwest Arc & other infrastructure**
- **Eastern Circumferential/ Railroad Bridge**
- **Park South Dr Extension**



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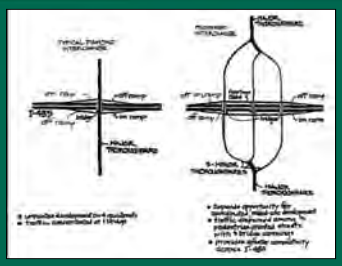
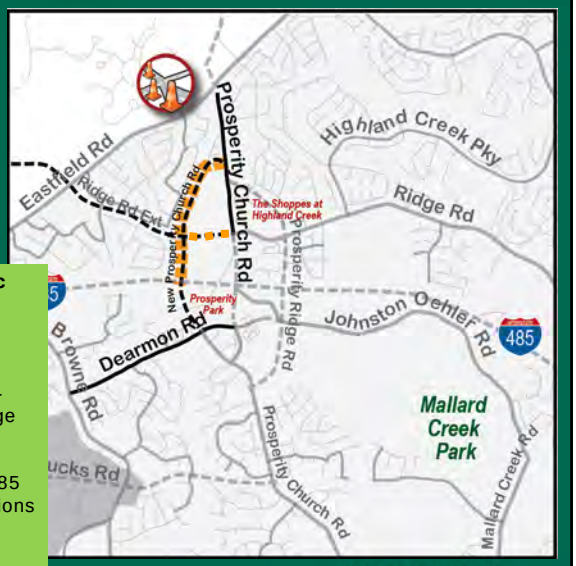
Prosperity Church – NW Arc



Prosperity Church Rd Northwest Arc

- Key part of a overall infrastructure investment in Prosperity Village
- Completes northwestern leg of the I-485/Prosperity Church Rd interchange as envisioned in the area plan
- Timed with the 2014 opening of I-485 to ensure that the interchange functions properly
- $5M



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Additional Infrastructure Needed For Interchange to Function

By NCDOT

Existing

By City

By Developer

Dashed Line = Future Alignment

Interchange will not work without the City's improvements

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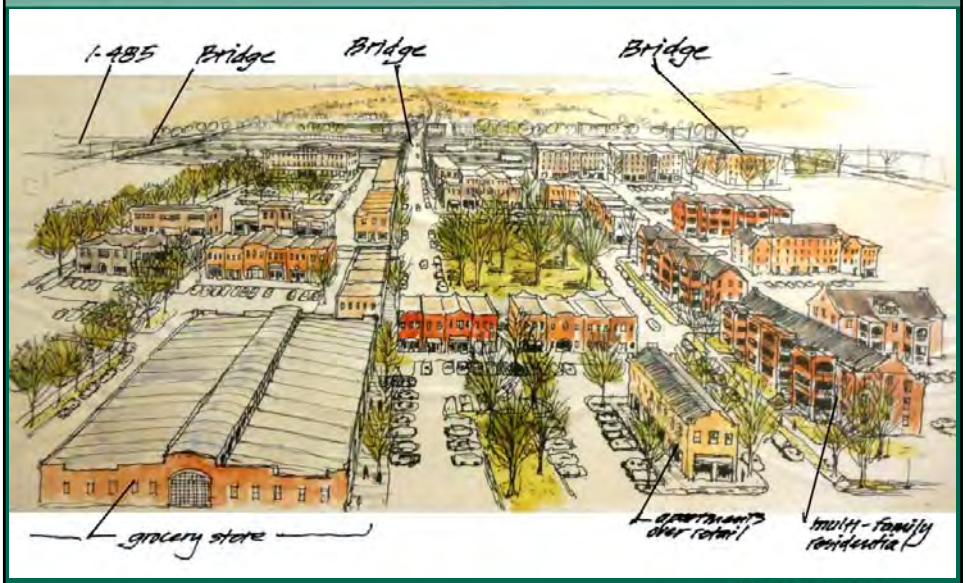
Prosperity Village Center Concept Land Use and Transportation Together



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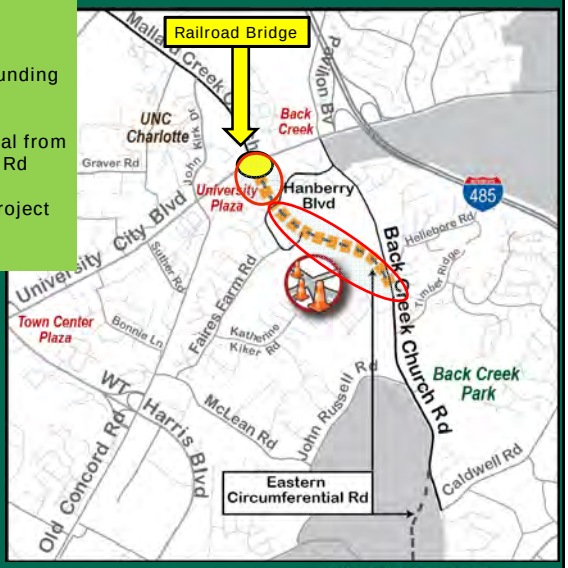
Eastern Circumferential/Railroad Bridge

Eastern Circumferential/ Railroad Bridge

- Railroad bridge – Council approved funding for bridge over railroad on 12/10/12
- Constructs the Eastern Circumferential from Hanberry Blvd to Back Creek Church Rd
- Coordinated with NCDOT's railroad project
- $11.6M



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Eastern Circumferential – Key Route

- Parallel route to Harris Blvd. and I-485
- Connects Mallard Creek Church Road to Sardis Road North
- Route goes through Charlotte, Mint Hill, and Matthews

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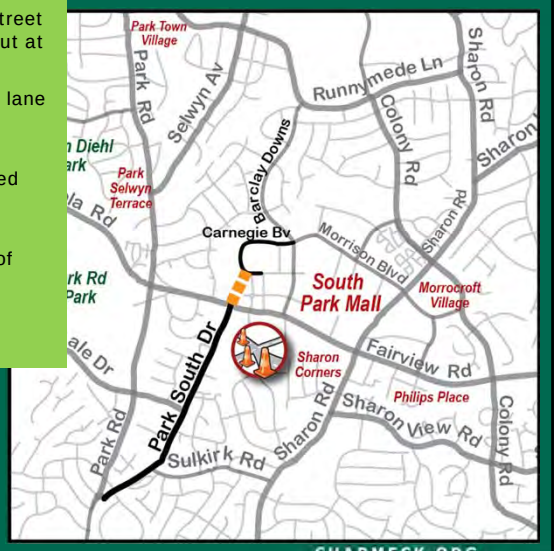
Park South Drive Extension

Park South Dr Extension

- Extends Park South Dr as a 2-lane street from Fairview Rd to a new roundabout at Carnegie Blvd
- Extends existing eastbound left-turn lane on Fairview Rd
- Enhances street network in the area and reduces delays at other signalized intersections along Fairview Rd
- Consistent with two recent rezoning approvals which will build a portion of this alignment and the roundabout
- $8.3 million



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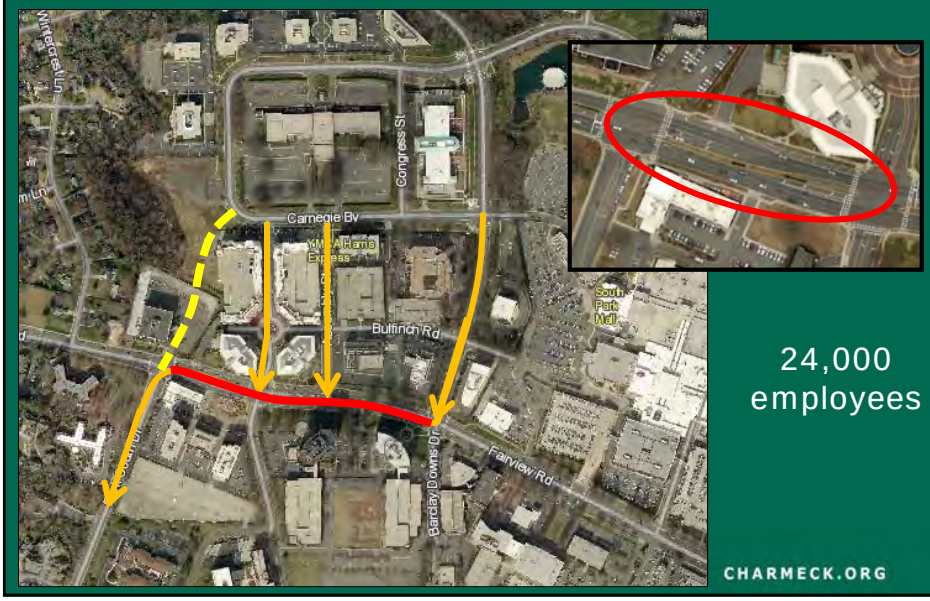
South Park Traffic Patterns



24,000 employees

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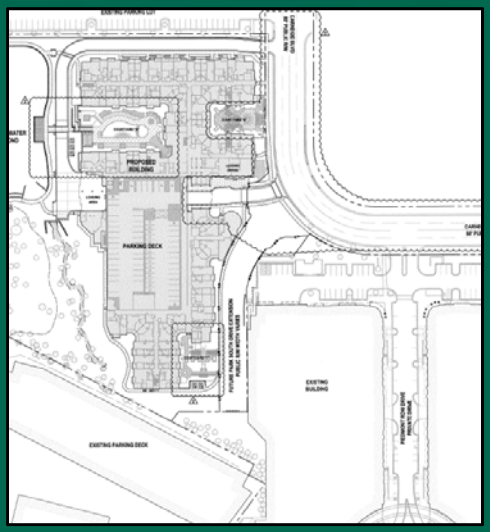
Supports Plans and Recent Development



Approved Rezoning, 2011 - 006

- Right-of-way and street stub provided by development
- Identified in South Park Bike/Ped Implementation Plan

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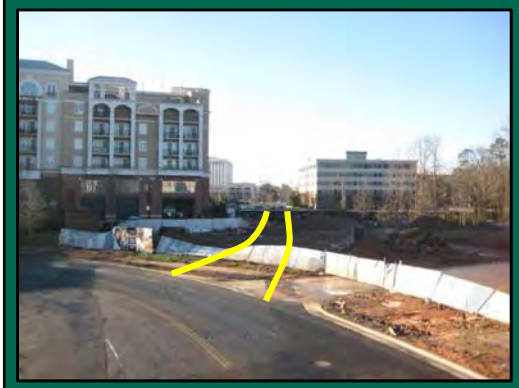
Park South Dr. Extension



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Next Meeting – February 11th

January 30th
- Traffic Control and Bridges
- Road Infrastructure Projects
- Sidewalks and Pedestrian Safety

February 11th
- Northeast Corridor Bridges
- Northeast Corridor Infrastructure (NECI)
- 26-Mile Cross Charlotte Trail
- East/Southeast Corridor

February 28th
- Economic, Social and Environmental Benefits
- Committee discussion

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Questions

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CHARLOTTE

Transportation & Planning Committee
Wednesday, January 30, 2013
12:00 – 1:30 p.m.
Charlotte-Mecklenburg Government Center
Room CH14

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– 30 minutes
Staff Resources: Bob Cook, Planning
Update on the expansion of the MPO's planning area boundary and concurrent efforts to revise its Memorandum of Understanding.
Action: For information only

II. Capital Investment Plan Referrals – 60 minutes
Staff Resource: Ruffin Hall, City Manager's Office
Staff will begin overviewing capital projects referred to the Transportation and Planning Committee, starting with transportation projects under the Increasing Connections category. Examples include road construction, sidewalks, pedestrian safety, traffic control and bridges.
Action: For information only

Next Scheduled Meeting: Monday, February 11, 2013 – 3:30 p.m.
Future Topics - Capital Investment Plan Referrals (continued)

Distribution: Mayor & City Council
Transportation Cabinet
Julie Burch, Interim City Manager
Bob Cook
Leadership Team