Charlotte City Council

Transportation & Planning Committee

Meeting Summary for April 9, 2012

COMMITTEE AGENDA TOPICS

I. Subject: Bike Share Update
Action: For information only

II. Subject: Managed Lanes Phase 3
Action: For information only

III. Subject: I-77 HOT Lanes Update
Action: For information only

COMMITTEE INFORMATION

Present:	David Howard, John Autry, Warren Cooksey, Patsy Kinsey
Time:	2:30 pm – 4:00 pm

ATTACHMENTS

Handouts
Agenda

DISCUSSION HIGHLIGHTS

David Howard called the meeting to order at 2:35 and asked everyone in the room to introduce themselves.

I. Bike Share Update

Hall: Today's purpose is to provide additional context and information on the Bike Share program. Dan gathered feedback from prior discussions, and today he will share additional information that will help further describe bike share programs and what next steps might be going forward. We don't need a Committee referral, but we do need guidance to pursue an expedited review of a text amendment regarding the zoning process.

Mr. Gallagher presented the Bike Share Update presentation and shared a You Tube video about how bike share works: http://www.youtube.com/watch?v=YTZGjc7UAJg&feature=related).

Howard: Is the text amendment is already submitted?

Gallagher: Yes. It was submitted by CDOT and the Planning Department.

Hall: We're asking that Mr. Howard ask for expedited handling at the Zoning Meeting on April 16.

Gallagher: That's where we are in terms of preparing for bike share. A lot falls on Center City Partners, but we want to be in a position to help make the program happen in a timely manner.

Kinsey: What does the legislature say about bike helmets?

Gallagher: In Charlotte, if you're under 16, you have to wear a bike helmet, but Bike Share will not be available to anyone under 16. Wearing a bike helmet is voluntary with this system.

Cooksey: How is it already legal on publicly owned but not on privately owned property under the zoning ordinance?

Pleasant: It would be treated like an encroachment agreement for awnings over the sidewalk, sidewalk dining, or any number of things that we currently allow in the right of way.

Kinsey: I would like to suggest that we have a color other than gray bicycles.

Autry: Are we going to have a plan to share the streets and sidewalks? I also asked about green boxes at a prior meeting.

Pleasant: We have a dynamic bicycle plan for the City that Council adopted in 2008. We've been working diligently to implement that in a number of ways, for instance when we resurface streets we stripe bike lanes. As far as sidewalks are concerned, the law allows bicyclists to ride on sidewalks as long as they yield right of way to pedestrians. Similarly the law allows bicyclists to ride in the street as long as they practice the same rules as motorists. We are looking to the future for all kinds of bicycle improvements. Dan, are we pursuing green boxes?

Gallagher: Yes, we are.

Pleasant: We've added 100 plus bike miles over the last 10 years.

Gallagher: As a community we now have 155 miles of bike lanes.

Kinsey: What is a green box?

Pleasant: It's a protected area that's painted on the pavement to keep cyclists safe in front of traffic while at a signal.

Howard: I asked my friend, who is on San Antonio's City Council, to send me information about bike share. I will share that information when I receive it.

Hall: I would like to acknowledge the work of Charlotte Center City Partners who have worked really hard to determine a no cost program to the City, at least for the demonstration project period. You'll see more about this effort over the next 30-60 days as the public and private sectors continue to work through this proposal.

Howard: Thank you Charlotte Center City Partners for all the hard work you are doing.

II. Managed Lanes Phase 3

Howard: We're going to talk about managed lanes first and then we'll go straight into the I-77 presentation.

Steinman: As you hear this presentation, please keep in mind that the Monroe Connecter Bypass is scheduled to be built by NCDOT and open to traffic by 2015. The Gaston Parkway is also schedule to be built by NCDOT in that same time period. You will hear us talk about the proposed amendments to the Long Range Transportation Plan and the latest Transportation Improvement Program of the Mecklenburg-Union MPO that would affect I-77 north and I-485 south. We are also going to talk about I-485 south in the context that this is one of our two priority corridors for Phase 3 of the Managed Lanes Study. I-485 south is a priority corridor, because when the new toll road opens in 2015, there may not be enough highway capacity ready to absorb the extra traffic.

Mr. Steinman proceeded with slide 2. No questions were asked.

Mr. Gibbs took over with slide 4.

Howard: Are the telephone interviews random or just in the corridors where these improvements will be (see slide 6)?

Steinman: They are random and primarily concentrated along these corridors.

Gibbs: We are getting telephone numbers based on zip codes.

Mr. Gibbs proceeded with slide 7.

Howard: Have you included the representative in your communication for the area (see slide 8)?

Steinman: Yes, we have.

Mr. Gibbs proceeded with slide 9.

Steinman: June will be an important month because that's when we'll have the results of the various public involvement activities from April and May.

Mr. Steinman completed the presentation with slide 11.

III. <u>I-77 Hot Lanes Update</u>

Mr. Steinman began the presentation with the I-485 Proposal (see slide 2) and Mr. Gibbs took over with I-77 HOV Lanes (see slide 7).

Kinsey: Where would the bollards be that separate general purpose lanes from managed lanes (see slides 9 & 10)?

Gibbs: The bollards would be between the double white lines.

Steinman: The bollards would be associated with scenarios 3 and 4(see slide 10) in the expectation that a private firm would be operating the lanes and would be interested in having more physical separation so there would be less evasion from paying the tolls.

Autry: Do we know how many citations have been written to people violating the double white lines?

Steinman: I would say, not enough.

Mr. Gibbs continued the presentation with slide 11.

Steinman: The reason this is an important slide is because the project will not be known until the end of the year. We're assuming the project is as we've defined in the visual, but if this is going to be a P3 and until NCDOT negotiates a contract that is mutually acceptable, there is no project.

Howard: It was explained at the MUMPO meeting that all four of these scenarios (see slides 9 & 10) went out to the public for review.

Steinman: NCDOT is asking MUMPO to select one scenario. They have to have certainty of the project being included in the LRTP in order to negotiate with a private financing company.

Mr. Gibbs continued the presentation with slide 13.

Cooksey: Back to the slide 5, How would the westbound transition from four lanes to three at Rea Rd. be managed, and why Rea Rd?
Steinman: I think that NCDOT is trying to do the right thing and show their interest in express toll lanes, so they said, let's come up with something that can be represented in the computer for modeling purposes that shows a project will be built from I-77 to Rea Rd. And then let's assume

sometime in the future another project will be built to extend something from Rea Rd. to US74. To answer your question directly, the westbound lanes cannot operate in that kind of arrangement, because whatever travel time savings occur from people travelling westbound starting at approximately US74, would probably be wasted as they try to exit or when there would be two lanes merging into one.

Cooksey: That's where I was going. This may be something to keep in mind for communicating of this concept in the open houses with the public. Managed lanes make more sense if described from US74 to Rea Rd., because they show up as a continuation of the Monroe Bypass. The project design was originally from I-77 to Rea Rd., and now it's also Rea Rd. to US74.

Steinman: The whole corridor is important, because as you know the jobs extend from Ballantyne around the arc to I-77, so to get the fullest utility out of the connection, the managed lanes should get to I-77.

Cooksey: One would hope it would include the entire sweep from I-77 to US74, because you have far more jobs at Johnston Rd. than you do at Rea Rd.

Howard: It seems like managed lanes would take you all the way to Johnston Rd. because so many people work there. It makes no sense to end at Rea Rd.

Steinman: We are going to have to explain to the public that this is a partnership and we are each trying to use the planning and programming process that's in front of us in order to make the concept work. People do not have the same empathy for failures of managed lanes as they do for failures of general purpose lanes.

Mr. Gibbs proceeded with slide 13, and Mr. Steinman took over at slide 14.

Hall: I just wanted to add that Council hears of references to the term P3, and it gets applied in many different scenarios. In this particular case you're talking about a P3 related to paying for and managing the space associated with these additional lanes. There are some consequences primarily as it relates to public control. That's the part where you have to think about the consequences of that partnership on a 30-50 year term. It can accelerate things and provide a good funding mechanism, but there are public policy implications. That's a big contract to sign, so the terms are very important.

Howard: What does control mean? What could we lose in the future?

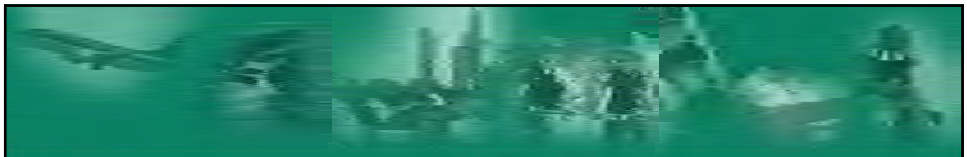
Steinman: We will turn to NCDOT's consultants because they are specialists. They can't tell what the terms are going to be yet, but they can tell you what some of the more recent or innovative terms have been to try and protect the public sector as much as possible. This is similar to deciding whether you want a 30 year mortgage or a 15 year mortgage and at what terms.

Howard: Thank you everyone; any other questions?

The Committee decided to cancel the May 24 meeting.

Mr. Hall gave a quick synopsis of the Red Line Task Force meeting that he and Committee Chair, Howard, attended on March 28. Norfolk Southern needs additional time to do the technical and engineering study work in conjunction with NCDOT. The item is still in Committee, but has paused until something comes back related to the study work.

The meeting adjourned at 3:55.



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Managed (Fast) Lanes Study, Phase 3 Public Involvement Activities April and May

Charlotte City Council
Transportation & Planning Committee Meeting
April 9, 2012

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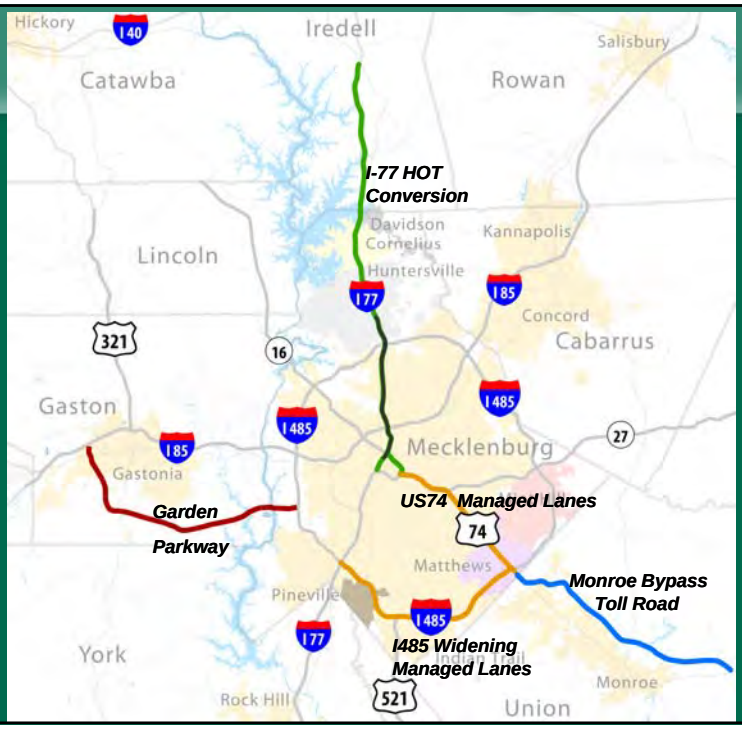
Public Involvement Goals

- **Educate** local communities about opportunities
  - Use *Fast Lanes* to contribute to mobility in candidate corridors
  - Use *Fast Lanes* to deliver more capacity faster through alternative financing
- **Assess** public opinion
  - Approval, support, doubt, concern, opposition
  - Strength of interest for *Fast Lanes*



Public Involvement Elements

- Stakeholder workshops
- Telephone survey
- Focus groups for I-485 South, US-74 East & I-77 North
- Stakeholder (one-on-one) interviews
- Open houses

Stakeholder Workshops

- Workshop #1
  - Held on March 14th
  - Educated attendees on *Fast Lanes* costs & benefits
  - Identified desired study outcomes
- Workshop #2
  - Scheduled for June 7th
  - To present results of public involvement tasks
  - To review *Fast Lanes* options for I-485 South
- Workshop #3
  - Will occur in November
  - To review *Fast Lanes* options for US-74 East
  - To update *Fast Lanes* efforts for I-485 South & I-77 North
  - To present study findings and recommendations

Telephone Survey

- Survey questions will reflect March 14th Stakeholder Workshop discussion
- Statistically valid random sample surveys
- Will focus on household zip codes along/near I-485 South,
- US-74 East and I-77 North
- 800 to 1000 telephone interviews
- 10-12 minutes per interview

Focus Groups

- Discussions with selected groups of persons about *Fast Lanes* and corridor options
- Will convene focus groups for each of three corridors
- Will be derived from telephone survey respondents
- Each group will meet twice
- Will be used to learn more about public's understanding of *Fast Lanes*

One-on-One Meetings

- Will meet with up to 30 individuals representing regional & corridor interests:
  - State, City & Town elected officials
  - Government agency leaders
  - Business organizations
  - Environmental interest groups
  - Community/neighborhood leaders
- Will be used to identify:
  - Factors influencing public/political support or opposition
  - Willingness to pay for improved highway performance
  - Potential for changing travel behavior & choices because of pricing
  - Perceptions of pricing's impacts on different communities

Open Houses

- Will expand public's understanding of *Fast Lanes* through intercept-based & virtual open houses
- Open house details
  - Total of three: Uptown, along I-485 & along US-74
  - At high-activity locations during midday period
  - Will distribute *Fast Lanes* flyers, etc.
  - Will ask opinions of persons who walk by
- Virtual open house will be interactive & web-based

Completion Dates

Telephone Surveys	**May 25**
Focus Groups	
• **Round 1**	**June 6**
• **Round 2**	**October 31**
One-on-One Meetings	**May 31**
Open Houses	**August 31**

Use of Public Involvement Results

- Describe similarities and differences in public opinion and expectations among corridors
- Help technical staff include public opinion in each corridor's design and operating policies
- Gain understanding of public's reaction to:
  - Current traffic conditions on I-485, US-74, I-77 and overall region
  - Possible implementation of *Fast Lanes* in any/each corridor
  - Willingness to rely on *Fast Lanes* to pay for highway capacity
  - Environmental, modal and fairness concerns

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Proposed LRTP/TIP Amendments for I-77 North & I-485 South Part II

Presentation to
Charlotte City Council
Transportation & Planning Committee

April 9, 2012

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Content of Presentation

- Purpose
- I-485 South
- I-77 North
- Next Steps/Questions

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Purpose

- Review/discuss amendments to MUMPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) proposed by the North Carolina Dept. of Transportation (NCDOT) for managed lanes on I-77 North and I-485 South

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I-485 Proposal

The following amendment has been proposed by NCDOT for air quality conformity:

1. From I-77 to Rea Road, State TIP Project # R-4902 - widen to 6 general purpose lanes (include the flyover on Johnston Road and auxiliary lanes)
   Horizon year: 2025

2. From Rea Road to US 74 (Independence Blvd.), not TIP project - widen to 8 lanes
   (6 general purpose lanes + 2 Express Toll Lanes and auxiliary lanes)
   Horizon year: 2025

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I-485 South

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I-485 Potential Recommendation

Prepare text explaining that:

- MUMPO would subsequently amend LRTP/TIP to incorporate results of Managed Lanes Study Phase 3.
- If managed (HOT or express toll) lanes are recommended, MUMPO and NCDOT would recommend logical termini

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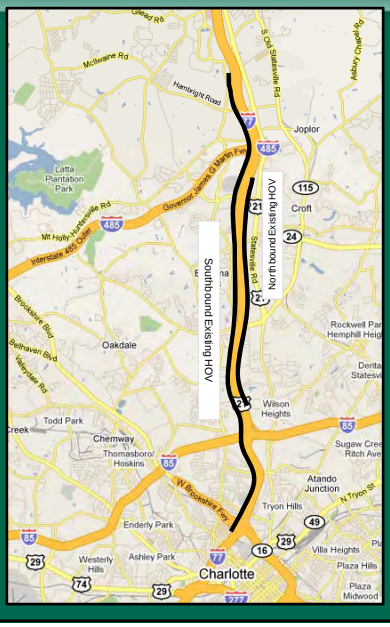
Existing I-77 HOV Lanes



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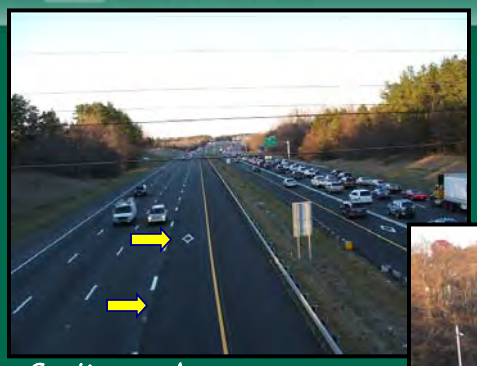
Existing I-77 HOV Lanes, Charlotte

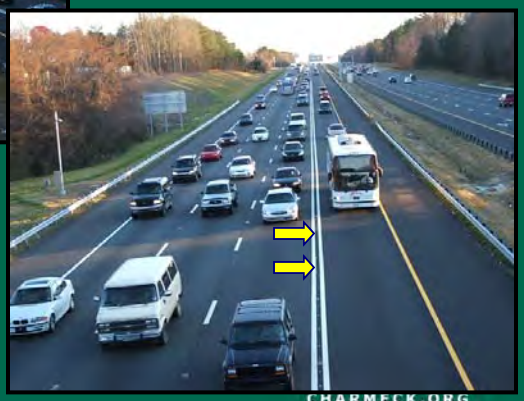


Continuous Access

Wide single white skip line

Access Prohibited

Double white solid lines



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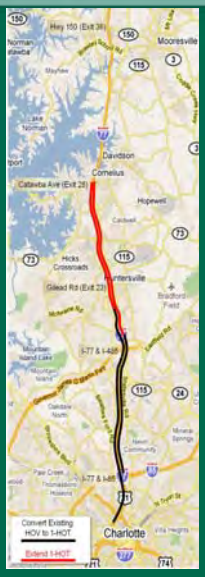
Proposed I-77 HOT Lanes Scenarios 1 & 2



- Scenario 1: One open-road toll HOT lane in each direction with HOV-2 not paying toll (similar to existing LRTP)
- Scenario 2: One open-road toll HOT lane in each direction with HOV-2 paying toll

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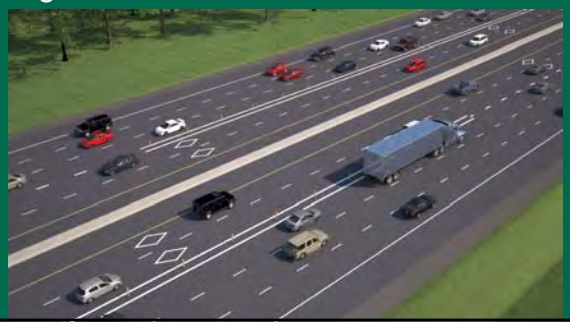
Proposed I-77 HOT Lanes Scenarios 3 & 4

- Scenario 3: Two open-road toll HOT lanes in each direction with HOV-2 not paying toll
- Scenario 4: Two open-road toll HOT lanes in each direction with HOV-2 paying toll



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NCDOT's Project Definition Schedule for I-77 HOT Lanes

RFP Released	Second Quarter 2012
Proposals Due	September 2012 (??)
Successful Proposer Announced	October 2012 (??)
Contract Negotiated	December 2012
Financing Confirmed	First Quarter 2013

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Assumed Schedule

- Public Involvement Began – April 2
- Public Involvement Ends – May 2
- TCC Votes to Recommend a Scenario – May 10
- MUMPO Board votes to Amend LRTP & TIP – May 16

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Public Hearings in April

MUMPO

For LRTP/TIP Amendments

Pineville - April 17

Huntersville - April 18

NCDOT

For Categorical Exclusion for I-77 HOT Lanes Project – TBD (but after April 18)

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Optional Schedule

- Public Involvement Began – April 2
- Public Involvement Ends – May 2
- TCC Discusses Scenarios – May 10
- MUMPO Board Discusses Scenarios - May 16
- TCC Votes to Recommend a Scenario – June 7
- MUMPO Board Votes to Amend LRTP & TIP – June 20

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Optional Schedule

- Public Involvement Began – April 2
- Council Committee Update – April 26
- Public Involvement Ends – May 2
- TCC Discusses Scenarios – May 10
- Council Committee Discusses Scenarios – May 14
- MUMPO Board Discusses Scenarios – May 16
- Dinner Briefing & Council Directed Vote– May 29
- TCC Votes to Recommend a Scenario – June 7
- MUMPO Board Votes to Amend LRTP & TIP – June 20

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I-77 Decision Choices

- Scenario 2 – Restrict free use of HOT lanes to carpools of 3+ occupants.
- Scenario 3 – Accelerate the doubling of capacity now. Since this funding will come from private sector, public sector will have to decide how to pay private sector.
- Scenario 4 – Same as Scenario 3, plus preclude carpools of 2+ occupants of free use of HOT lanes.
- Scenario 1 – Keep HOT lanes as in LRTP/TIP amendments of 2011.

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I-77 Basis for Selection

- If analysis predicts capacity, multimodal, mobility and sustainability benefits resulting from private sector financing for longer distance and twice as many HOT lanes then recommend Scenario 3 with provisions for follow-up actions by NCDOT and MUMPO
- If analysis predicts too many carpools of 2+, then recommend Scenarios 2 or 4
- If none of the above, then recommend existing adopted Scenario 1

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Questions?

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Transportation & Planning Committee
Monday, April 9, 2012
2:30 – 4:00 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. Bike Share Update – 20 minutes
Staff Resource: Dan Gallagher
Staff will provide an update on the status of the Bicycle Share efforts.
Action: For information only

II. Managed Lanes Phase 3 – 20 minutes
Staff Resources: Norm Steinman and Tim Gibbs
Public involvement activities are underway, focusing on I-485 South and US 74 East. CDOT staff will explain the key milestones scheduled for the next 3 months.
Action: For information only

III. I-77 HOT Lanes Update – 45 minutes
Staff Resources: Norman Steinman and Tim Gibbs
NCDOT is proposing options to expand the HOT Lanes project incorporated into MUMPO's Long Range Transportation Plan (LRTP). MUMPO is considering amendments to the LRTP and is asking the public to provide comments this month. CDOT staff will describe potential next steps.
Action: For information only

Next Scheduled Meeting: Thursday, April 26, 2012 – 12:00 p.m.
Future Topics – Comprehensive Transportation Plan, I-77 HOT Lanes, Bicycle Share

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