Charlotte City Council

Transportation & Planning Committee

Meeting Summary for June 11, 2012

COMMITTEE AGENDA TOPICS

I. Subject: **Managed Lanes Phase 3**
Action: For information only

II. Subject: **Update on I-77 North and I-485 South**
Action: None

COMMITTEE INFORMATION

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

ATTACHMENTS

Handouts
Agenda Package

DISCUSSION HIGHLIGHTS

David Howard called the meeting to order at 2:30 and asked everyone in the room to introduce themselves.

Hall: Council member Barnes called to let us know he is stuck in traffic and is on his way.

Howard: Patsy Kinsey is in a meeting upstairs and will join us as soon as she is through.

Hall: Today, we'll have conversation related to Managed Lanes. Norm and the consultants are going to present. Norm will update you on the latest discussions with NCDOT regarding I-77 North and I-485 South. The Comprehensive Transportation Plan is going to be deferred until a future meeting.

I. Managed Lanes Phase 3

Steinman: We're here with the consultant team to report on the results of an extensive effort to collect public opinions, attitudes, and perceptions about Fast Lanes. This is the first time we have actually gone to the public using different methodologies to find out what the public thinks.

Mr. Steinman began the presentation with slide 3.

Howard: Who else made up the party of stakeholders who completed the interviews (see slide 6)?

Steinman: I don't have it with me but I will send you the exact list of the 21 people.

Howard: Are the 21 people those who got one-on-one interviews?

Steinman: Yes.

Howard: Were the telephone interviews and the focus groups (see slide 5) separate?

Steinman: Yes. I'm only talking today about the people who had one-on-one interviews. There was no staff at those interviews.

Mr. Steinman concluded the Stakeholder Workshop portion of the presentation with slide 11 and then introduced Jack Clark to present the Telephone Survey & Focus Group Results.

Mr. Clark began the presentation with slide 3.

Council member Kinsey joined the meeting at 2:40.

Cooksey: Do we have any objective data to pair with these subjective opinions? Very congested is a relative term. To someone who lives in Union County and has lived in North Carolina all their life, congestion is going to be perceived differently than someone who lives in Ballantyne, who moved here from New York, Philadelphia, or Pittsburg (see slide 13).

Clark: It is subjective. We are dealing largely with perceptions.

Kinsey: Did you document certain hours of travel?

Clark: Yes, we did.

Steinman: That information is available and we will provide it.

Mr. Clark resumed the presentation with slide 15.

Cooksey: Did you record one response per person per question, or did you record just one response per person (see slide 16)?

Clark: The participants responded to each question once, so each person could give multiple answers.

Mr. Clark resumed with slide 17 and turned the presentation over to Greg Chase at slide 39 to cover carpooling.

Howard: How different are the focus group reactions compared to other cities (see slides 49-52)?

Chase: Being able to communicate potential benefits as well as any drawbacks are important. People are looking for transparency and honesty. We have to manage people's perceptions and communicate with them.

Howard: You have done many of these type studies before. Wouldn't that be the same bottom line with most presentations?

Steinman: I think one reaction we got from the Parsons Brinkerhoff team was that this revealed stronger negative feelings than usual. There were strong emotional feelings that money is not being allocated properly by Raleigh. There have been other states where people felt like they're not getting their fair share, or that a particular agency wasn't exactly doing a very cost effective allocation of money.

Mr. Chase concluded the presentation.

Howard: Any other questions? This has been very interesting information. Our last subject is I-485 South and I-77 North.

II. <u>Update on I-77 North and I-485 South</u>

Hall: Norm is planning to do the presentation for this evening's dinner briefing with the pieces that you and the Committee members have heard to date. Norm is not going to reiterate that information here, but he will update you from the point of the TCC taking its vote in anticipation of the June 20 MUMPO meeting where your designated representative, Mr. Howard, is prepared to vote. Because of recent events that Norm will describe, the policy item to direct Mr. Howard's vote is not necessary.

Howard: I should talk about that. My personal feeling is that if staff and the State were in agreement, then I was okay with voting without going to Council. There were some things that staff needed to work through and we weren't sure if we would get there before this meeting today. If we couldn't get there, then I was not going to take it upon myself to talk to Council if staff and the State didn't agree. It sounds like they got to a point where they could agree on something going forward.

Council member Barnes joined the meeting.

Mr. Steinman began the presentation with slide 2.

Barnes: If the NC State Senate defunds the Blue Line tomorrow and that money is redirected to the equity formula within this region, could we take care of the widening of I-77 and the expansion of I-485 with those funds?

Steinman: It depends on what decision the General Assembly makes about whether or not to treat that money as equity money or money that they have already earmarked for Mecklenburg County. I believe the amount is $250 Million. Some of us thought it would be interesting to see the General Assembly's reaction to the allocation of the Mobility Fund. Four out of the top ten NCDOT ranked projects are in Mecklenburg County. Some were concerned the General Assembly might say it was too much of an allocation to one county, so I don't know that I can answer your question.

Barnes: Okay, that makes sense. Thank you.

Mr. Steinman resumed the presentation with slide 19, concluding with slide 22.

Howard: Any questions? We're going to hear about this in an hour.

Autry: Wouldn't that complicate the acceptance factor to change the scenarios half way into the project (see slides 14 & 15)?

Steinman: The P3 companies have supposedly said to NCDOT that they don't believe there will be the political will to come back later and cause carpools of 2 to have to pay. So, what they want is an arrangement where the carpools of 2 to have to pay right now. We have information that says we'll lose support at the political level by going to a concept where carpools of 2 have to pay from day one. What we're hearing from the financial world is that there may not be any bidders for a project unless it's clear to them that carpools of 2 have to pay tolls from day one. There is a conflict there.

Barnes: Is the unfunded future project the Rea Rd. to I-77 piece (see slide 9)?

Steinman: That's from Rea Rd. to US74. You'll see a proposal on a map tonight, but it's not funded. It's just an idea.

Mr. Steinman concluded the presentation.

Hall: If the subject is closed, let's go back to the schedule now that everyone is here. We're cancelling the Thursday, June 28 meeting. Our next meeting will be July 26.

The meeting adjourned at 3:42.

Charlotte Region *Fast Lanes* Study
Phase III

Stakeholder Workshop #2

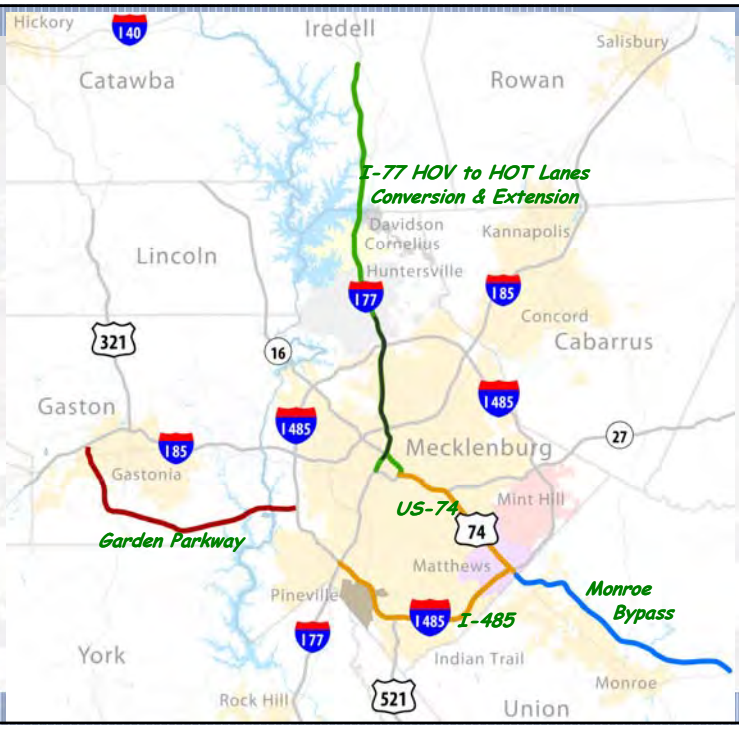
June 7, 2012

Phase III Background

- MUMPO submitted application in 2009 under FHWA's Value Pricing Pilot Program (VPPP)
- Received one of 10 VPPP grants awarded by FHWA in 2010
- NCDOT awarded non-federal matching funds in 2011
- Study managed by CDOT & NCDOT
- Work began in February 2012

Phase III Objectives

- Build on Phase I and II results
- Familiarize public with congestion pricing concept
- Develop better understanding of policy & technical issues for congestion pricing
- Determine public acceptance for next *Fast Lanes* project(s)
  - I-485 South (I-77 to US-74)
  - US-74 East (I-277 to I-485)
- Define preferred *Fast Lanes* projects for above corridors



Public Involvement Elements

- Stakeholder workshops
- Stakeholder (one-on-one) interviews
- Telephone survey
- Focus groups

One-on-One Meetings

- 21 completed interviews
  - State, City & Town elected officials
  - Business organizations
  - Environmental interest groups
- Used to identify
  - Factors influencing public support/opposition
  - Willingness to pay for improved road performance
  - Perceptions of pricing's impacts on communities

Interview Findings

- All 3 corridors are considered congested, particularly in peak periods
- Community Issues/Challenges for *Fast Lanes* implementation
  - Local economic conditions
  - Negative connotation to “tolling”
  - Paying twice for use of existing lanes
  - Extensive public education on benefits of HOT lanes & how they can be used
  - Possible impacts on US-74 businesses
  - Sufficient project lengths to show benefits

Interview Findings (Cont.)

- Top 3 Priorities for *Fast Lanes*

	Mentions
Encourage buses	13
Encourage carpools	11
Option for solo driver use	11
Encourage vanpools	8
Allow clean air vehicles for free	5
Allow emergency vehicles for free	5
Raise maximum revenue	3

Interview Findings (Cont.)

- Twice as much support for free use of *Fast Lanes* by 2-person carpools
- No concerns with *Fast Lanes* safety
- Emphasis on HOT lanes enforcement
- Overwhelming support to toll rather than increase gas tax to improve highways
  - Users pay
  - Toll revenues linked to corridor
  - Declining gas tax revenues
  - State's gas tax is already higher than neighbors
  - Gas tax revenues are used outside the corridor

Interview Findings (Cont.)

- Environmental benefits from reduced peak congestion (less idling/lower emissions)
- SELC's environmental concerns focused on promoting sprawl and vehicle miles of travel
- Little concern with use of private investor for *Fast Lanes* construction & operation
- Little concern over equity issue
  - Can make decision to "buy" at "point of sale"
  - Some concern over US-74 corridor residents ability to use HOT lanes
  - SELC noted negative impacts on users of regular lanes if they became congested

Interview Findings (Cont.)

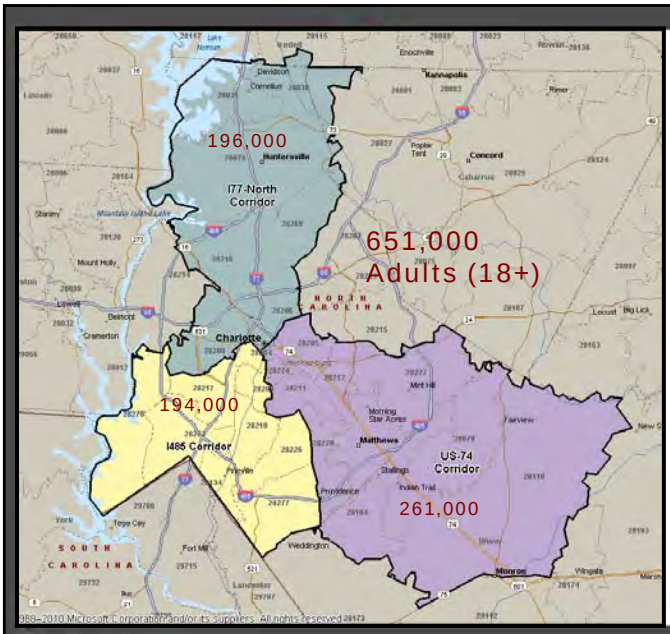
- Suggested support for *Fast Lanes*
  - Transit operators
  - Corridor residents looking for travel options
  - Major employers
  - Chamber/economic development organizations
- Suggested opposition to *Fast Lanes*
  - Groups opposed to more government fees/tolls
  - Highway use should not be limited
  - Community groups concerned about traffic diversion and impacts on US-74 businesses
  - Why do I have to pay when others get for free?
  - Environmental groups

Fast Lanes Study

Phase III

Telephone Survey & Focus Group Results

Methodology



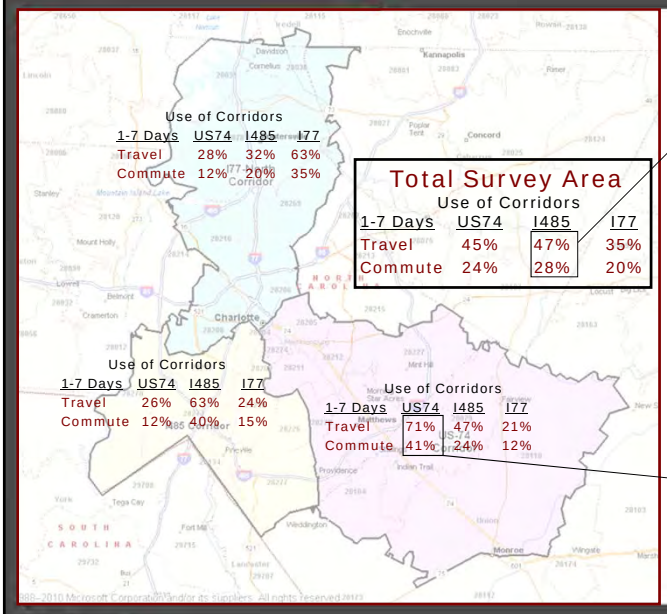
Methodology

- 3 Corridor Areas in Mecklenburg & Union Counties defined by ZIP Code, surrounding each of 3 corridors
- All respondents were asked about their use of any of the three corridors.

Sample vs. Corridors

Purpose of this survey - estimate how the larger population of 651,000 adults in the area would respond if we surveyed them all

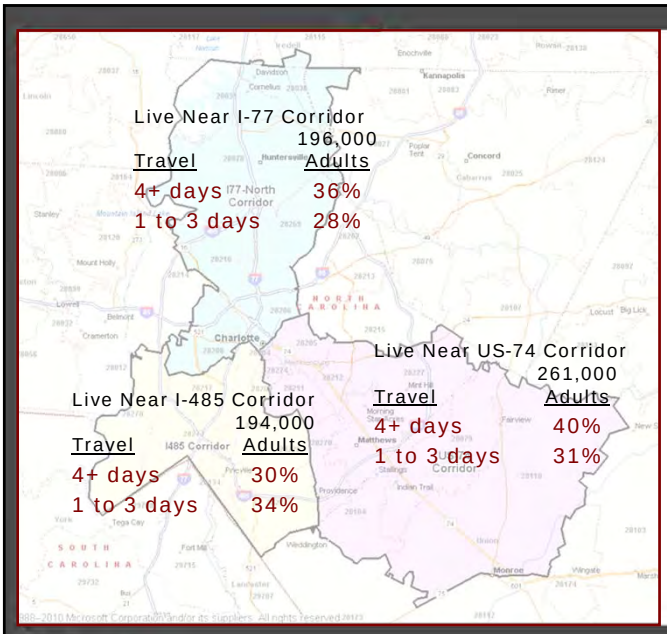
Travel in the Three Corridors



Traveling and Commuting

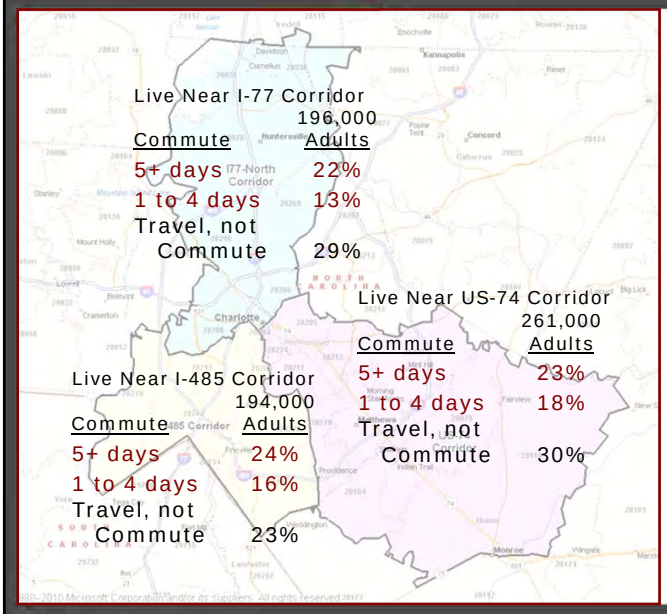
Interpretative Examples:

- 47% **of the adults living in the total survey area typically travel at least 1 day/ week on the section of I-485 between US-74 and I-77;** 28% **commute at least 1 day/ week on this corridor.**
- 71% **of the adults living in the survey area around US-74 travel at least 1 day/ week on the section of I-74 between I-485 and I-277;** 41% **commute at least 1 day/ week on this corridor.**



Traveling

- A minority of adults who living near each corridor frequently travel on that corridor.
- Depending on the corridor, three to four of every ten adults typically travel four or more days a week on the corridor near their home.

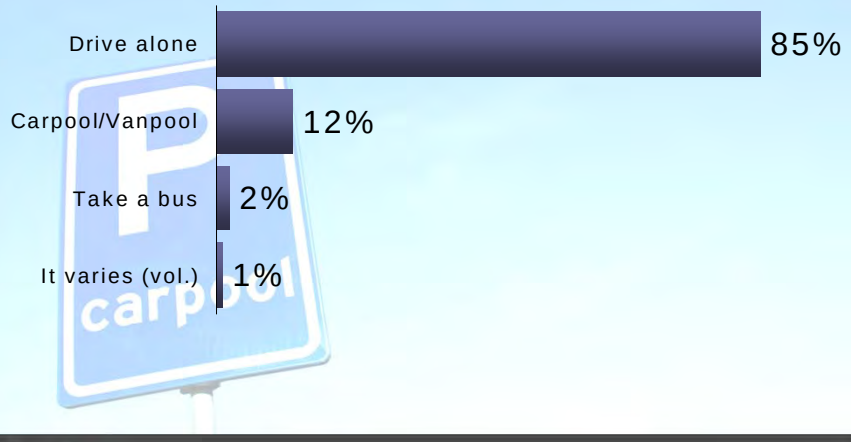


Commuting

- A minority of adults who live near each corridor commute 5+ days a week on that corridor.
- Depending on the corridor, approximately one of every four adults commute 5+ days a week on the corridor near their home.

Commuters — Transportation Currently Use

"Currently, when you travel to work or school, do you typically . . . .?"



Commuters — Transportation Currently Use

"Currently, when you travel to work or school, do you typically . . . .?"

	Commuters		
	US-74	I-485	I-77
Commuters (000)	154.7	180.7	127.3
Drive Alone	86%	84%	79%
Carpool/ Vanpool	9%	13%	16%
Bus	3%	1%	4%
It Varies (vol.)	2%	1%	-
Refused	-	<.5%	1%

Commuters

Travel Characteristics

While On Corridor . . . .
Average Speed, Distance & Time

	US-74	I-485	I-77
Commuters (000):	154.7	180.7	127.3
Speed (mph)	21.9	31.7	33.8
Distance (miles)	7.2	11.5	12.6
Est. Time Typically Spend			
To Work/School (mins)	24.4	25.7	25.7
Returning Home (mins)	26.8	27.1	28.8

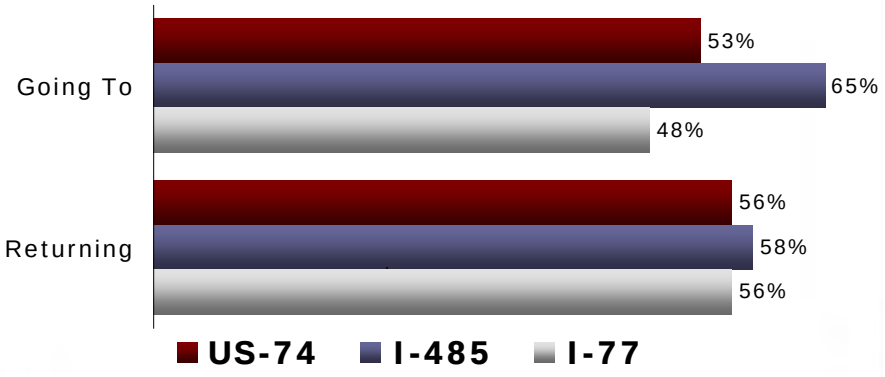
And when thinking about time . . .

Commuters

Consistency of Commuting Time

Time Spent Going to Work/School & Returning Home

Percent Who Said "Very Consistent" by Corridor

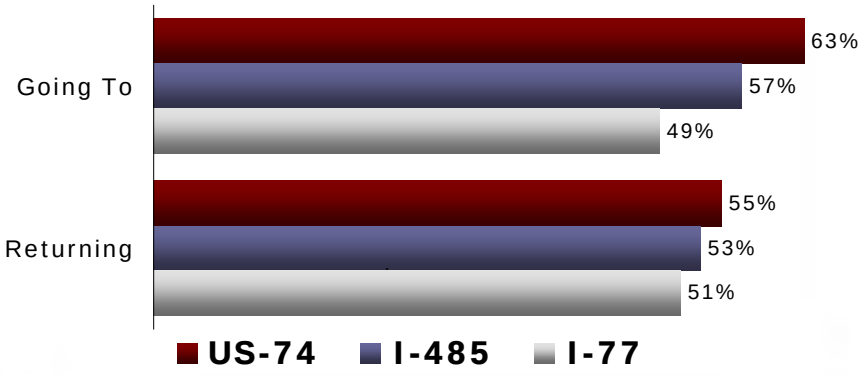


Commuters

Perceived Congestion

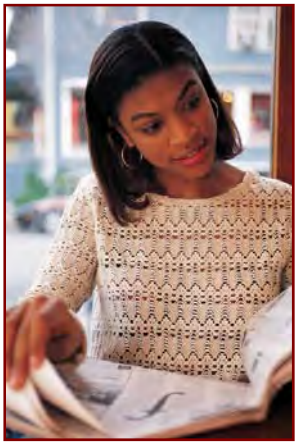
Congestion When Going to Work/School & Returning Home?

Percent Who Said "Very Congested" by Corridor



Those Who Travel on Corridor:

Heard of Changes Being Considered?

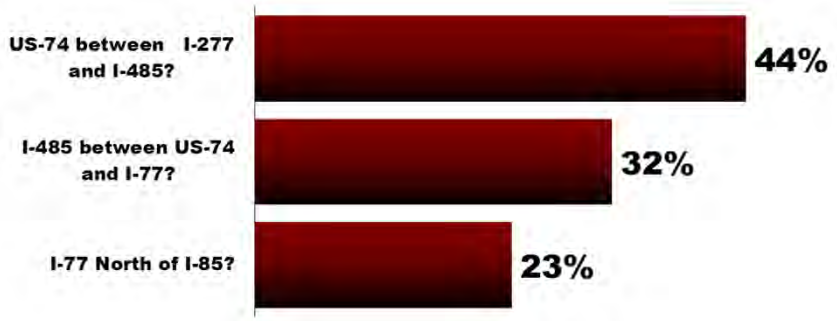


Travelers

Changes to the Corridors

"Have you heard about any changes . . . being considered to the section of . . . ?"

Percent Who Said "Yes"



US-74

US-74 Travelers Who Heard of Changes (n=185)

"What possible changes have you heard about?"

• Widening road/ Adding more lanes	35%
• Making it into a freeway	30%
• Toll Lanes	9%
• New Roads/ Bypasses/ Intersections	5%
• Toll Road	4%
• Businesses closing	4%
• Rapid Transit	3%
• Limited access	3%
• Miscellaneous road work being done	1%
• Don't Know	12%
• Refused	1%

I-485

I-485 Travelers Who Heard of Changes (n=160)

"What possible changes have you heard about?"

• Adding more lanes	77%
• Toll Lanes	11%
• Completing existing loop	5%
• New ramps to be built	4%
• Toll Road	2%
• Don't Know	8%
• Refused	<.5%

I-77

I-77 Travelers Who Heard of Changes (n=97)

"What possible changes have you heard about?"

• Adding more lanes	57%
• Toll Lanes	16%
• HOV Lanes will become toll lanes	9%
• Adding intersections/ more exits	6%
• Toll Road	4%
• Carpools will no longer drive HOV lanes for free	3%
• Adding HOV/HOT lanes	2%
• Rapid Transit	2%
• Adding bridge	1%
• HOV lanes will be eliminated	1%
• Don't Know	4%

Attitudes Toward

Tolled Express Lanes

Tolled Express Lanes (TEL)

All Respondents (N=911) were read the following . . .

"I am going to read a short description about a possible change.

If travel US-74 and/or I-485:
[US-74/I-485] would add one additional lane in each direction.

If travel I-77:
I-77 would extend and convert the current HOV lane.

If do not travel any corridor:
Highways like the ones we have been discussing would provide one additional lane in each direction.

In order to use this express lane, you would have to pay a toll. If you were in a carpool you could use the lane for free. There would be entrances and exits onto this lane every three to five miles. Toll rates for this express lane would go up and down throughout the day to ensure it is never congested."

Whether they agreed/disagreed with 14 different statements

Agree/Disagree with this statement?

	Agree
Once the new lanes are paid for, the tolls should be removed	80%
Tolled express lanes (TEL) will reduce commuting time for those using them	76%
TEL will decrease congestion for those using them	70%
Using express lanes will give me a more predictable travel time	67%
Our tax money is enough to pay for new highway lanes without having to also pay tolls	62%
Paying for new lanes with tolls is better than waiting for construction funds to become available years later	64%
TEL will also decrease congestion for those using the regular lanes	63%

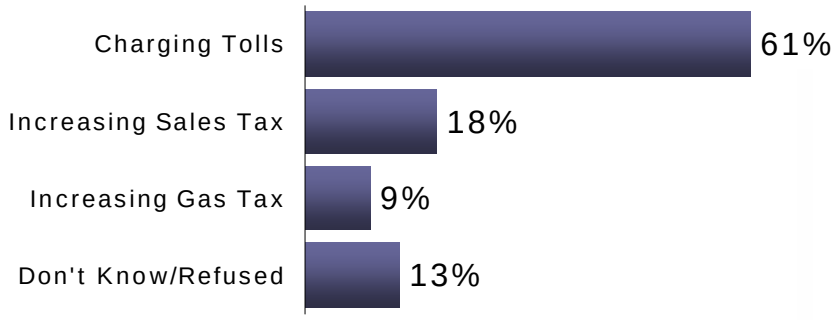
Continued. . .

Agree/Disagree with this statement?

	Agree
TEL will also decrease commuting time for those using the regular lanes	60%
TEL are fair because the person who benefits more, pays more	59%
TEL will help increase the number of people carpooling because carpools use these lanes for free	58%
TEL are unfair to those who cannot afford to use them	57%
I would pay to use the express lanes in order to avoid congestion	52%
Carpools will have slower speeds because of tolls in the I-77 HOV lane (I-77 only)	48%
TEL will help increase the number of people riding buses because buses use . . . for free	46%

Total Adults — Paying for Addition of New Lanes

"For the roads we have been discussing, if money needs to be raised for adding new lanes, how would you prefer to pay for those new lanes?"



If they said none of these:
"If one of these was going to be done, which one would you prefer?"

Travelers — Paying for Addition of New Lanes

"For the roads we have been discussing, if money needs to be raised for adding new lanes, how would you prefer to pay for those new lanes?"

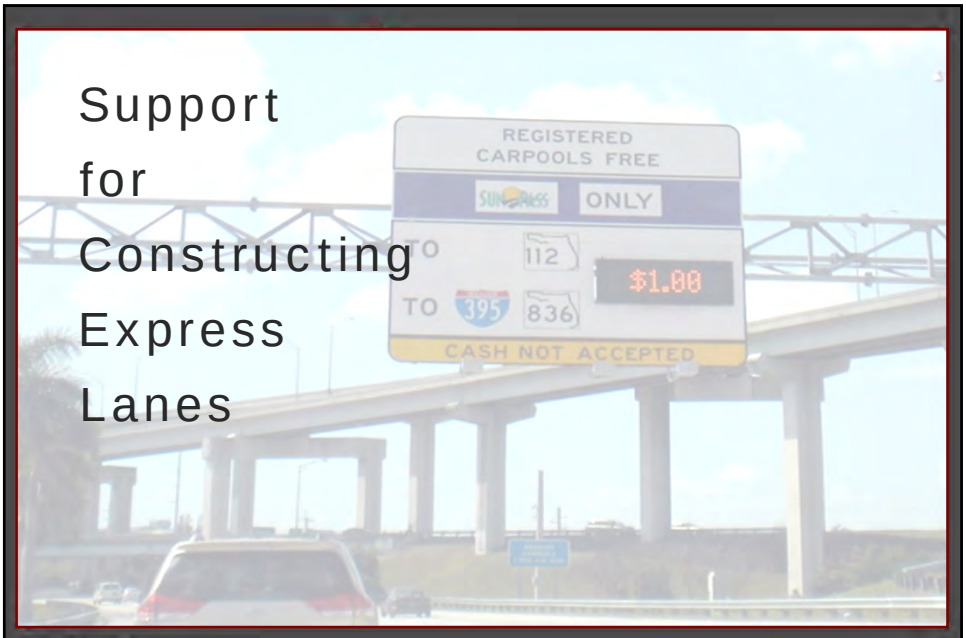
	Travel on Any Corridor		
	4+Days	1-3 Days	0 days
# of Adults (000):	293.4	211.1	145.9
Charging Tolls	53%	71%	64%
Increasing Sales Tax	21%	13%	16%
Increasing Gas Tax	8%	8%	9%
Don't Know/Refused	17%	7%	11%

Travelers — Paying for Addition of New Lanes

"For the roads we have been discussing, if money needs to be raised for adding new lanes, how would you prefer to pay for those new lanes?"

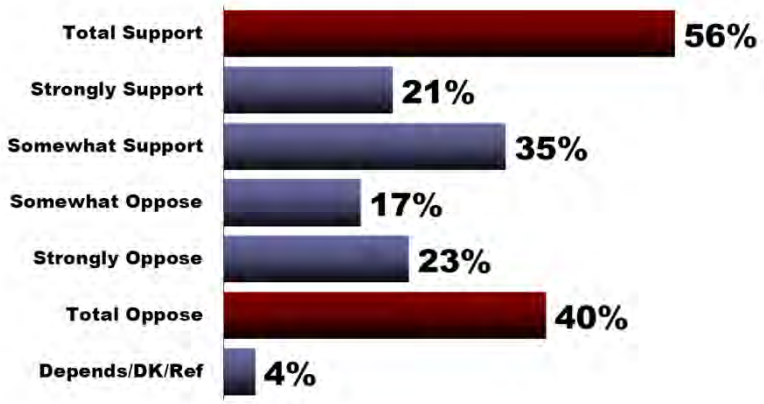
	Travel 1+ Days		
	US-74	I-485	I-77
# of Adults (000)	289.8	308.3	226.4
Charging Tolls	60%	61%	56%
Increasing Sales Tax	20%	18%	19%
Increasing Gas Tax	8%	7%	10%
Don't Know/Refused	13%	14%	15%

Support for Constructing Express Lanes



Total Adults — Construction of Toll Lanes

"Based on what you know at this point, do you [support/oppose] the construction of new tolled express lanes for roads we have been discussing?"



Travelers — Construction of Toll Lanes

"Based on what you know at this point, do you [support/oppose] the construction of new tolled express lanes for roads we have been discussing?"

		Travel Corridor 1+Days		
	Total Adults	US-74	I-485	I-77
Projected Adults (000)	650.5	289.8	308.3	226.4
Total Support	56%	54%	56%	57%
Strongly Support	21%	21%	26%	22%
Somewhat Support	35%	33%	31%	36%
Somewhat Oppose	17%	17%	17%	12%
Strongly Oppose	23%	25%	24%	29%
Total Oppose	40%	42%	41%	40%
It Depends	2%	3%	2%	1%
DK/Refused	1%	1%	1%	1%

US-74 Travelers — Construction of Toll Lanes

"Based on what you know at this point, do you [support/oppose] the construction of new tolled express lanes for roads we have been discussing?"

		Days Travel US-74		
	Total Adults	4+	1-3	0
Adults (000)	650.5	130.9	158.8	359.0
Total Support	56%	47%	60%	58%
Strongly Support	21%	20%	22%	21%
Somewhat Support	35%	27%	38%	37%
Somewhat Oppose	17%	19%	15%	18%
Strongly Oppose	23%	31%	20%	21%
Total Oppose	40%	50%	35%	28%
It Depends	2%	2%	4%	2%
DK/Refused	1%	1%	1%	2%

I-485 Travelers — Construction of Toll Lanes

"Based on what you know at this point, do you [support/oppose] the construction of new tolled express lanes for roads we have been discussing?"

		Days Travel I-485		
	Total Adults	4+	1-3	0
Adults (000)	650.5	141.3	167.0	329.9
Total Support	56%	51%	61%	56%
Strongly Support	21%	21%	30%	17%
Somewhat Support	35%	30%	31%	39%
Somewhat Oppose	17%	19%	16%	18%
Strongly Oppose	23%	29%	19%	21%
Total Oppose	40%	48%	35%	39%
It Depends	2%	<.5%	3%	3%
DK/Refused	1%	1%	1%	2%

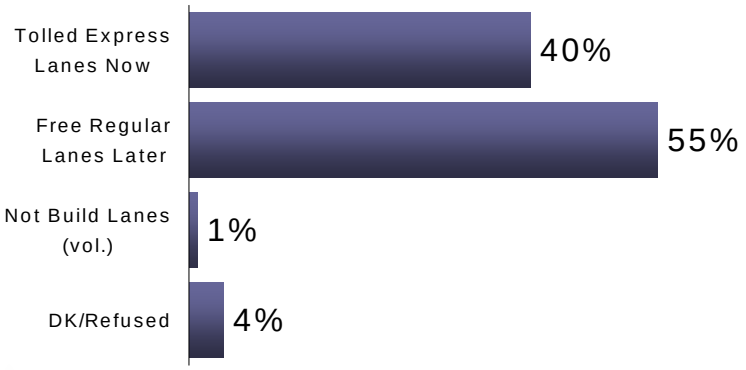
I-77 Travelers — Construction of Toll Lanes

"Based on what you know at this point, do you [support/oppose] the construction of new tolled express lanes for roads we have been discussing?"

	Total Adults	Days Travel I-77 4+	1-3	0
Adults (000)	650.5	96.6	129.8	417.2
Total Support	56%	54%	60%	56%
Strongly Support	21%	21%	22%	21%
Somewhat Support	35%	33%	38%	35%
Somewhat Oppose	17%	11%	12%	20%
Strongly Oppose	23%	32%	26%	19%
Total Oppose	40%	43%	38%	40%
It Depends	2%	1%	1%	3%
DK/Refused	1%	2%	1%	1%

Total Adults — Toll Lanes vs. Regular Lanes Later

"If you had a choice between adding tolled express lanes now or adding free regular lanes later when public money is available, which would you choose?"



Travelers — Toll Lanes vs. Regular Lanes Later

"If you had a choice between adding tolled express lanes now or adding free regular lanes later when public money is available, which would you choose?"

		Travel Corridor 1+Days		
	Total Adults	US-74	I-485	I-77
Projected Adults (000)	650.5	289.8	308.3	226.4
Tolled Lanes Now	40%	36%	41%	43%
Regular Lanes Later	55%	59%	55%	52%
Voluntary/Not Read				
Not Build Any Lanes	1%	1%	1%	1%
Don't know/Refused	4%	4%	3%	4%

US-74 Travelers — Toll Lanes vs. Regular Lanes Later

"If you had a choice between adding tolled express lanes now or adding free regular lanes later when public money is available . . . ."

		Days Travel US-74		
	Total Adults	4+	1-3	0
Adults (000)	650.5	130.9	158.8	359.0
Tolled Lanes Now	40%	30%	41%	44%
Regular Lanes Later	55%	63%	56%	52%
Voluntary/Not Read				
Not Build Any Lanes	1%	2%	<.5%	1%
Don't know/Refused	4%	5%	3%	4%

I-485 Travelers

Toll Lanes vs. Regular Lanes Later

"If you had a choice between adding tolled express lanes now or adding free regular lanes later when public money is available . . . ."

		Days Travel I-485		
	Total Adults	4+	1-3	0
Adults (000)	650.5	141.3	167.0	329.9
Tolled Lanes Now	40%	32%	49%	40%
Regular Lanes Later	55%	65%	48%	54%
Voluntary/Not Read				
Not Build Any Lanes	1%	1%	<.5%	1%
Don't know/Refused	4%	2%	4%	5%

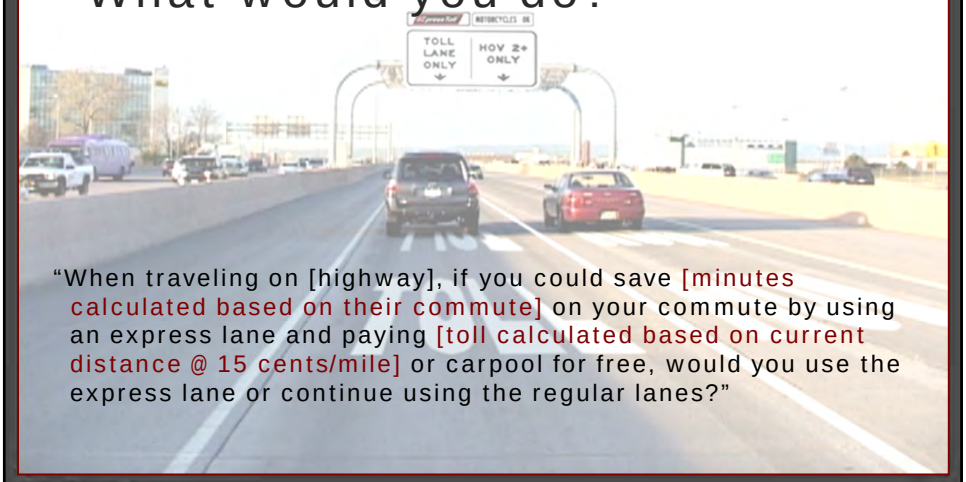
I-77 Travelers

Toll Lanes vs. Regular Lanes Later

"If you had a choice between adding tolled express lanes now or adding free regular lanes later when public money is available . . . ."

		Days Travel I-77		
	Total Adults	4+	1-3	0
Adults (000)	650.5	96.6	129.8	417.2
Tolled Lanes Now	40%	43%	43%	39%
Regular Lanes Later	55%	52%	53%	56%
Voluntary/Not Read				
Not Build Any Lanes	1%	1%	1%	1%
Don't know/Refused	4%	5%	3%	4%

Commuters: What would you do?

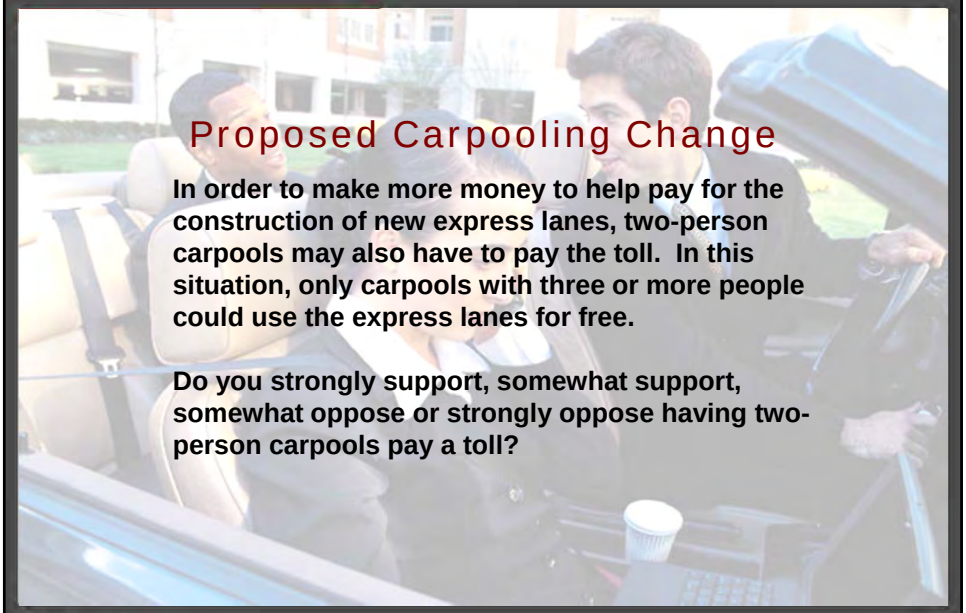


"When traveling on [highway], if you could save [minutes calculated based on their commute] on your commute by using an express lane and paying [toll calculated based on current distance @ 15 cents/mile] or carpool for free, would you use the express lane or continue using the regular lanes?"

Commuters What would you do?

Scenario: Would you use the express lane or continue using the regular lanes?

	Commute 1+ Days		
	US-74	I-485	I-77
# of Commuters (000):	154.7	180.7	127.3
Express Lanes	40%	36%	38%
Pay Toll	22%	23%	22%
Carpool	16%	13%	13%
Don't know – car vs. toll	1%	<.5%	2%
Regular Lanes	53%	52%	47%
Don't Know/Refused	2%	3%	3%
Not save enough time (< 2 mins.)	5%	9%	12%



Proposed Carpooling Change

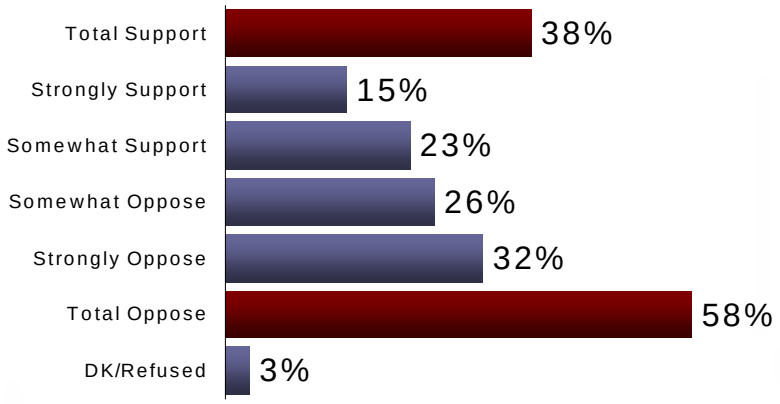
In order to make more money to help pay for the construction of new express lanes, two-person carpools may also have to pay the toll. In this situation, only carpools with three or more people could use the express lanes for free.

Do you strongly support, somewhat support, somewhat oppose or strongly oppose having two-person carpools pay a toll?

Total Adults

Two-Person Carpools

"Do you strongly support, somewhat support, somewhat oppose or strongly oppose having two-person carpools pay a toll?"



Total Adults

Two-Person Carpools

"Do you strongly support, somewhat support, somewhat oppose or strongly oppose having two-person carpools pay a toll?"

	Construction of new tolled Express Lanes?			
	Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose
	100%	100%	100%	100%
Total Support	63%	42%	30%	19%
Strongly Support	38%	10%	5%	10%
Somewhat Support	25%	32%	25%	9%
Somewhat Oppose	17%	36%	42%	14%
Strongly Oppose	20%	22%	29%	67%
Total Oppose	37%	58%	70%	81%

Note: Based on the 94% of the total sample (n=853) who took a position on both questions

Total Adults/Travelers

Two-Person Carpools

"Do you strongly support, somewhat support, somewhat oppose or strongly oppose having two-person carpools pay a toll?"

		Travel Corridor 1+Days		
	Total Adults	US-74	I-485	I-77
Adults (000)	650.5	289.8	308.3	226.4
Total Support	38%	37%	40%	34%
Strongly Support	15%	15%	19%	15%
Somewhat Support	23%	22%	21%	19%
Somewhat Oppose	26%	26%	22%	27%
Strongly Oppose	32%	34%	35%	37%
Total Oppose	58%	59%	57%	63%
DK/Refused	3%	4%	3%	3%

Focus Groups

And In The End

"I thought you did fine, but I'm afraid you didn't test well with the focus group."

Background

Goals

For the three corridors in question, I-77, US-74, and I-485:

- Obtain feelings and impressions about traffic conditions in these areas,
- Gather opinions and reactions to the Express Lane Concept, and
- Discuss the Express Lane strategy and tolling options for each corridor.

Traffic Congestion

Corridor Traffic Descriptions

- I-77 description:
  - Bottlenecks
  - Stop and go - No way around it
  - Like a parking lot – Thursday/Friday
- US-74 description:
  - Bad – Has been for some time
  - Morning "rush" 6 am ... Evening "rush" 3:30 pm
  - Too many traffic lights
  - Too many driveway accesses to businesses
- I-485 description:
  - Like a parking lot at rush hour
  - Bad where lanes narrow at Highway 51
  - Can't get to your exit
  - Causes accidents

Express Lane Pricing

Two Options

- Option #1:
  - You would pay a toll when you use the Express Lane
  - However, you would continue to use it for free when you carpool
  - The promise would be that the lane would be congestion free. For example, you might pay $3.00, but you would be able to travel at the posted speed limit of 55 or 65 miles per hour
- Option #2:
  - You would pay a penny or two more per gallon in gas tax to fund the construction of another lane on I-77, I-485 or US-74
  - Everyone would be able to use the lane and it may become congested just like today's general purpose lanes but everyone pays a smaller amount

Express Lane Pricing

Which Option?

- Across the three groups, the majority of the participants selected tolling (Option #1) over any additional taxes
- This alternative was preferred because it provides a choice … You pay for what you use
- Several in the I-77 group wanted a third option which primarily focused on adding additional lanes without tolling or taxing
- More than half of the I-485 group could not support Option #1 or Option #2
- They felt there are no guarantees the new lane won't become congested and that money to build these lanes should already be there

Thoughts & Observations

- Frustration with traffic congestion across the three travel corridors.
- Hierarchy to this "frustration" with:
  - I-77 travelers unhappy,
  - US-74 commuters growing increasingly unhappy,
  - and I-485 folks at a boiling point.
- Sensed this in the focus group room and seen in the language used:
  - US-74 commuters say they are held "hostage" by the congestion and "pray they don't get hit,"
  - While I-485 drivers approach their commute as a "race track experience," and try to beat the other drivers.
- I-485 participants most vocal about wanting the Express Lane option ... don't want to pay any additional taxes, not sure about paying tolls, and are pretty definite that money should already be there to pay for new road construction.

Thoughts & Observations

- Tolling is preferred over any additional taxes.
- Lack of trust in the government to manage the tax revenue they already collect shapes the public's perception of any new initiatives.
- Lack of trust creates a disconnect and a communication problem.
- When a new transportation initiative is proposed, the public seems unable to focus on or properly assess the outcome because they are disconnected from the means of getting there.
- If they are unable to see the connection between the investment and the ultimate goal, then they will not support it ... We saw this during the focus group.

Thoughts & Observations

- Managing traffic, building new lanes, determining how this construction will be paid for are complicated topics.
- The NCDOT and the CDOT need to properly position concepts like Express Lanes with the public and effectively communicate the potential benefits as well as any drawbacks … Transparency.
- Managing perceptions and communicating reality is very important … amazing that several of the I-77 commuters thought that the HOV Lanes were 80% shorter than they really are.
- Explaining how Express Lanes work, what transponders are and what they do, and how toll rates might vary throughout the day is no small task.
- But without simplifying and communicating this message, public support appears unlikely.

Thoughts & Observations

- Finally, the idea that Gas Taxes and other tax revenues collected in Mecklenburg County are being used to fund transportation projects in other parts of the state, or being assigned to non-transportation projects needs to be addressed.
- Public confidence needs to be restored.

Thank You

Clark & Chase Research, Inc.
4600 Lebanon Road – Suite A
Charlotte, NC 28227

Jack E. Clark, PhD
Greg W. Chase, MBA
Shannon C. Maples, MA

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CHARLOTTE DEPARTMENT OF TRANSPORTATION

I-485 South & I-77 North Project Updates

Charlotte City Council
Transportation and Planning Committee

June 11, 2012

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Content

Purposes of Presentation

- Actions requested of MUMPO by NCDOT
- Projects proposed by NCDOT to be accelerated and extended
  - » I - 485 South Widening Project
  - » I - 77 North HOT Expansion Project
- Next Steps

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Purposes of Tonight's Presentation

1. Describe actions requested of MUMPO by NCDOT
2. Describe projects proposed by NCDOT
3. Explain implications of financing proposed for each project
4. Explain status of discussions with NCDOT

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Actions Requested of MUMPO by NCDOT

- Amend 2035 Long Range Transportation Plan (LRTP) and FY 2012-18 Metropolitan Transportation Improvement Program (MTIP)
  - to include additional widening on I-485 South by 2016 and additional HOT lanes on I-77 North by 2015
- Adopt findings of air quality conformity for both amendments to LRTP and TIP

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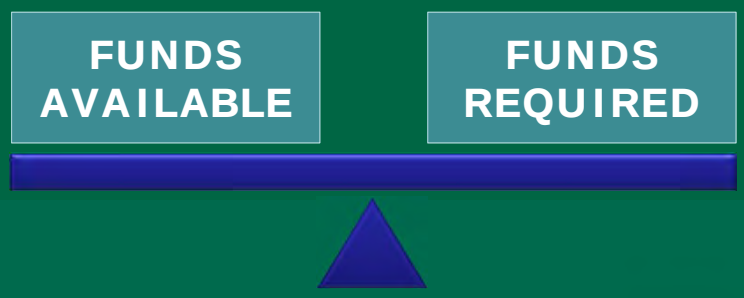
Findings Required by USDOT of MUMPO

1) Verify that 2035 LRTP and FY 2012- 18 MTIP are financially constrained, even after amendments



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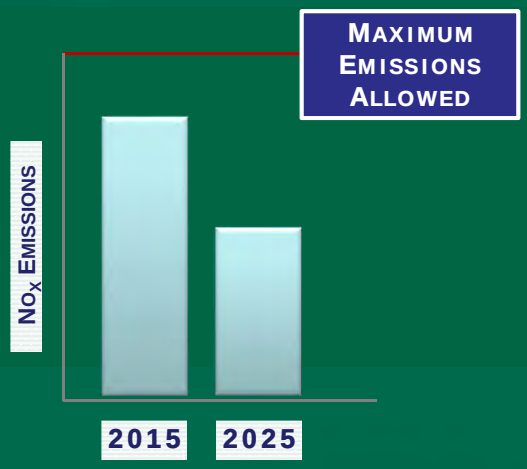
Findings Required by USDOT of MUMPO, con't.

2) Analyze air quality effects of vehicle trips and VMT projected with proposed projects added to regional transportation network



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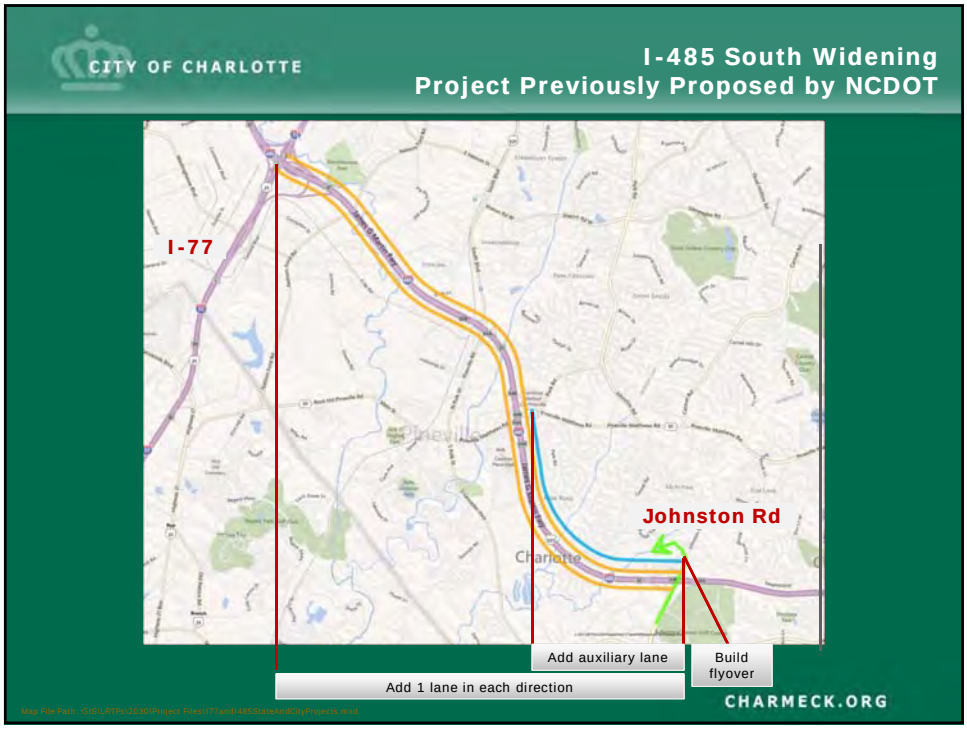
CITY OF CHARLOTTE
I-485 South Widening
Project Previously Proposed by NCDOT
I-77
Johnston Rd
Add auxiliary lane
Build flyover
Add 1 lane in each direction
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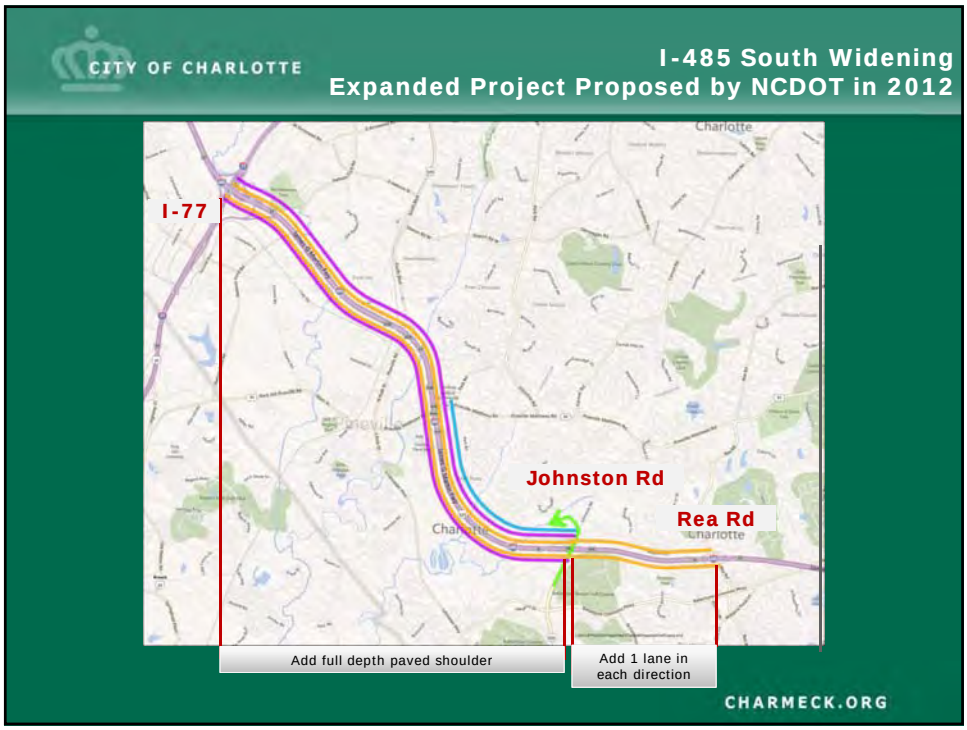
CITY OF CHARLOTTE
I-485 South Widening
Expanded Project Proposed by NCDOT in 2012
I-77
Johnston Rd
Rea Rd
Add full depth paved shoulder
Add 1 lane in each direction
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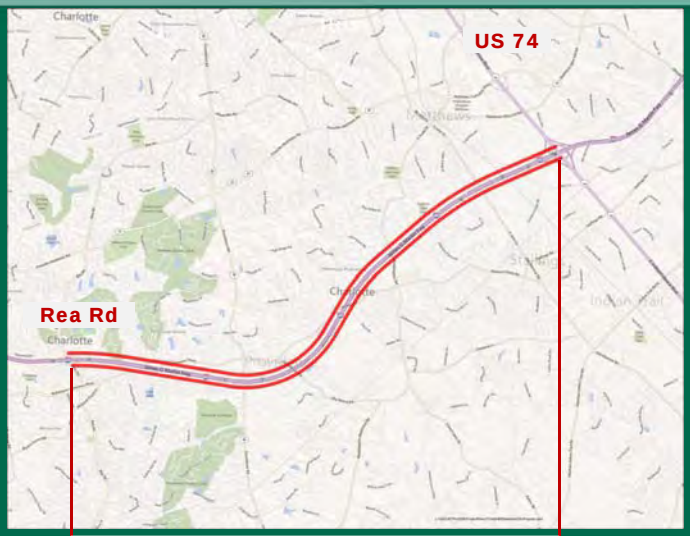
I-485 South (after 2015) Unfunded Future Project



Add 1 Express Toll Lane
and add 1 General Purpose Lane in each direction

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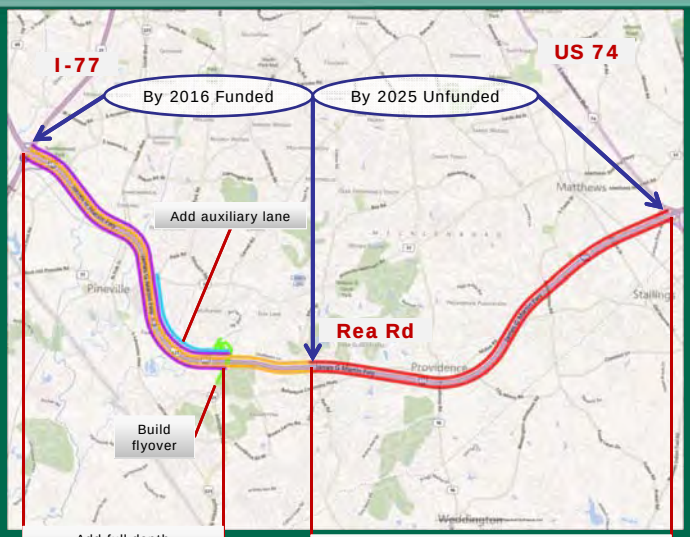
Total I-485 Project Combination



Add full depth
paved shoulder

Add 1 lane in each direction

Add 1 Express Toll Lane and add 1 General
Purpose Lane in each direction

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I-485 South Funding Feasibility

NCDOT and MUMPO are projecting that additional widening on I-485 South can be accelerated without significant delays to other roadway projects within MUMPO area.

FUNDS AVAILABLE | **FUNDS REQUIRED**

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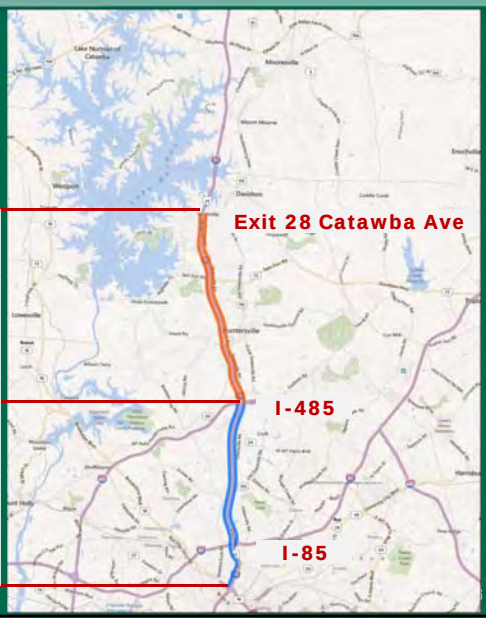
I-77 North Project Programmed by MUMPO in 2011

Extend HOT Lanes

Convert HOV Lanes to HOT Lanes



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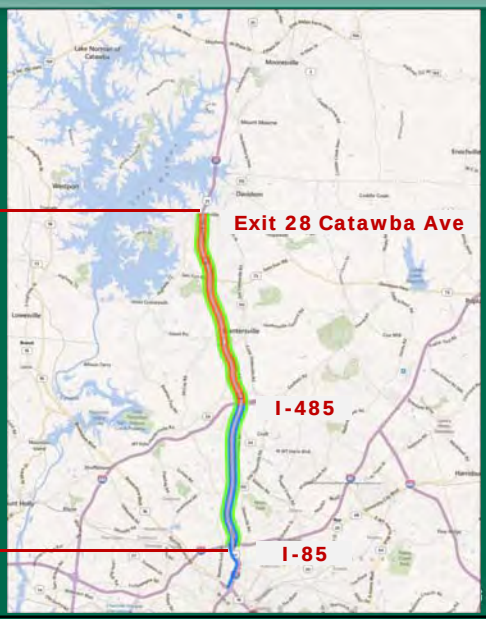
I-77 North
Project Submitted by NCDOT to MUMPO in 2012

Add 2nd HOT Lane in each direction

Central Section



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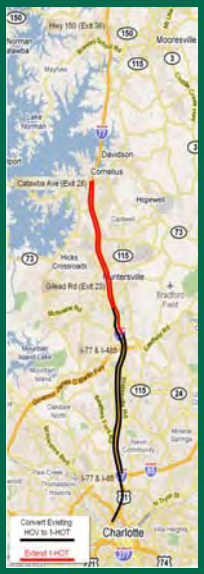
I-77 HOT Lanes
Central Section Scenarios 1 & 2



One HOT Lane in Each Direction

- Scenario 1: All carpools travel free
- Scenario 2: Carpools of 3 or more occupants travel free

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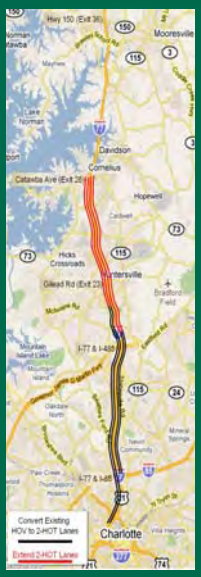
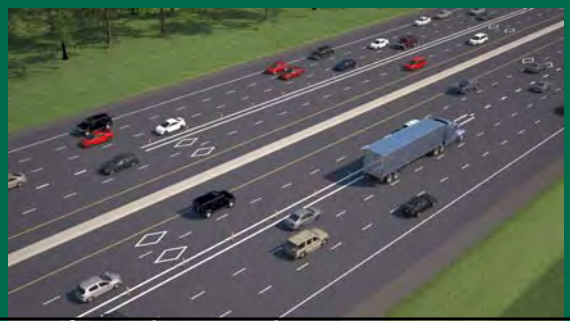
I-77 HOT Lanes
Central Section Scenarios 3 & 4



Two HOT Lanes in Each Direction

- Scenario 3: All carpools travel free
- Scenario 4: Carpools of 3 or more occupants travel free



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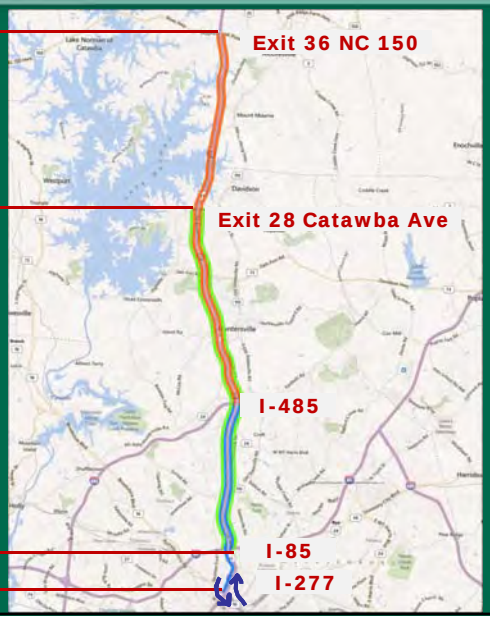
Project Proposed by NCDOT for Public - Private Partnership

Extend 1 HOT Lane in each direction

Add 2nd HOT Lane in each direction

Connect into Brookshire Freeway



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P3 FINANCING

PUBLIC PRIVATE PROJECT

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P3 FINANCING CONTINUED

TOLLS REVENUES

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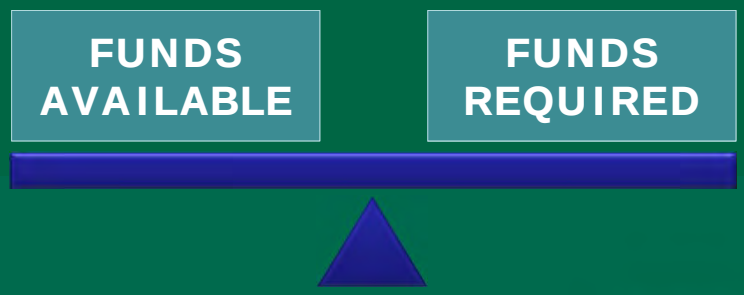
I-77 North Funding Feasibility

NCDOT and MUMPO are continuing discussions to determine how Public-Private Partnership can accelerate additional widening on I-77 North without significant delays to other roadway projects within MUMPO area.



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Benefits of Concurring with NCDOT's Requests

I-485 and I-77 projects will:

a) increase capacity at today's construction costs, and

b) provide more reliable travel times

For I-77 North, HOT Lanes would establish new congestion management strategies.

For I-485 South, the widened pavement could be used for future managed lanes.

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Topics to be Resolved for I-77 North

- Definition of physical design for "south section" extension/connection to I-277 (Brookshire Freeway)
- Preparation of environmental assessment for "south section" and "north section" extensions
- Air quality conformity analysis for extended and expanded project (all three sections)
- For future LRTP and TIP: subsidy and risk framework for P3 project, and potential scheduling impacts to other projects

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Actions Recommended for MUMPO

MUMPO meeting scheduled for June 20

- For I-485 South
  - Amend Long Range Transportation Plan (LRTP) and Metropolitan Transportation Improvement Program (MTIP) to incorporate Expanded Project by 2016 and Unfunded Potential Project by 2025
- For I-77 North
  - Amend LRTP and MTIP to incorporate addition of 2nd HOT lane in each direction on Central Section (NCDOT Scenario 4)

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Questions?

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Transportation & Planning Committee
Monday, June 11, 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. Managed Lanes Phase 3- 30 minutes
Staff Resource: Norm Steinman
CDOT and NCDOT are managing efforts to compile public opinions about high-occupancy or express toll lanes in our region. With funding from a competitive grant from the USDOT, the consultant team has conducted stakeholder interviews, telephone-based random sample surveys, and focus groups. Staff will present results of those data collections.
Action: For information only

II. Update on I-77 North and I-485 South- 30 minutes
Staff Resource: Norm Steinman
NCDOT is proposing to accelerate the provision of capacity for these two freeways based on innovative financing and project delivery methods. CDOT staff previously explained the key proposals nominated by NCDOT. At this meeting, staff will describe the actions taken on June 7 by MUMPO's Technical coordinating Committee that will affect these two corridors.
Action: Recommend vote by City's representative to MUMPO

III. Comprehensive Transportation Plan- 30 minutes
Staff Resources: Norm Steinman & Tim Gibbs
In North Carolina's General Statutes, references to the Thoroughfare Plan have been replaced with references to the Comprehensive Transportation Plan (CTP). Staff will explain the purpose, content, benefits, and potential applications of the CTP. This will be a continuation of the presentation that staff started on May 14.
Action: For information only
Attachment: 1.Comprehensive Transportation Plan.pdf

Next Scheduled Meeting: Thursday, June 28, 2012 – 12:00 p.m.
Future Topics –Curb Lane Management Study, Comprehensive Transportation Plan, Charlotte Urbanized Area Expansion

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

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CHARLOTTE DEPARTMENT OF TRANSPORTATION

Comprehensive Transportation Plan (CTP)

Charlotte City Council
Transportation and Planning Committee

June 11, 2012

Continuation of presentation started May, 14, 2012

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History of CTP

- Replaced Thoroughfare Plan in NC General Statutes 136-66.2 in 2001
- To date, 8 of 17 MPOs have adopted CTPs
- Preparation of MUMPO's CTP began in Fall 2010 with discussions among MUMPO and TCC staff

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Why is MUMPO preparing a CTP?

- Required by NC General Statutes to replace Thoroughfare Plan
- Intended to serve present and anticipated multimodal travel demand

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NCDOT's Goals for the CTP

- Integrate land use with transportation planning
- Create a common long-range vision among NCDOT, MPOs, and local governments
- Establish a multi-modal transportation planning and design process

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Content of the CTP – Part 1

Officially required to be jointly approved by MPOs and NC Board of Transportation

- Highway Map
- Pedestrian Map
- Bicycle Map
- Public Transit and Rail Map

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Content of the CTP – Part 2

To be prepared and used by MUMPO and local governments

Explanations and supporting information

- Terminology
- Relationships to other plans
- References to local ordinances

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Benefits of the Thoroughfare Plan & CTP

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Benefits of the Thoroughfare Plan & CTP

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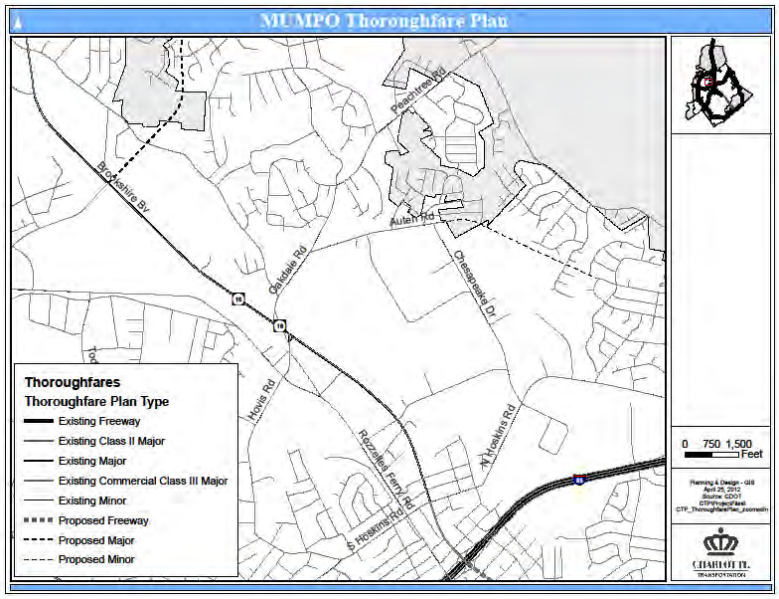
Thoroughfare Plan



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Most Notable Positive Change

Thoroughfare Plan	CTP
Only 1 network • Highways	4 networks • Motor Vehicle Travel • Pedestrian Travel • Bicycle Travel • Transit and Intercity Rail Travel

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CTP Highway Element

- Highway and Street Types
  - Freeways
  - Expressways
  - Boulevards
  - Other Major Thoroughfares
  - Minor Thoroughfares
- Description of Conditions
  - Existing – Highway or street not recommended for capacity expansion
  - Needs Improvement – Highway or street is recommended for capacity expansion
  - Recommended – Highway or street needs to be added to network

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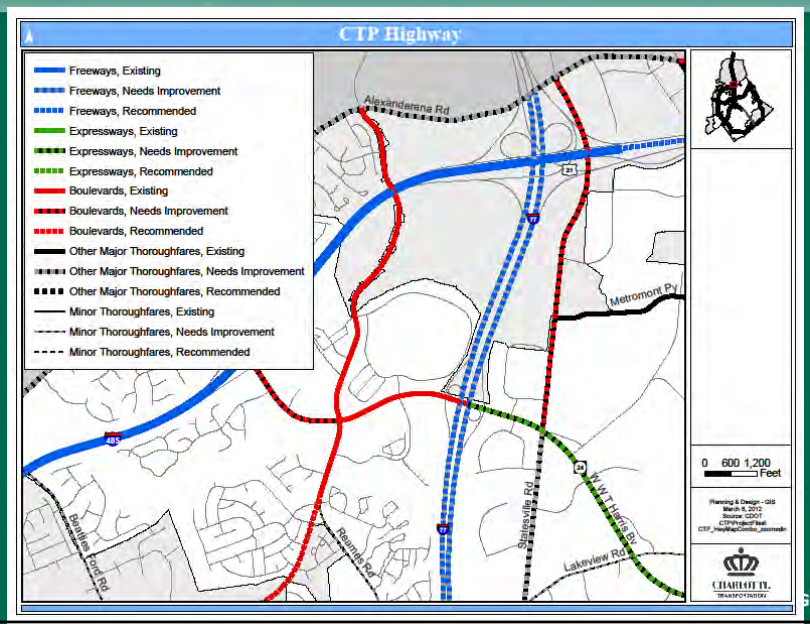
CTP Highway Element



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CTP Pedestrian Element

- Facility Types
  - Multi-Use Paths
  - Sidewalks
- Description of Conditions
  - Existing – Pedestrian travel facility along the roadway exists and needs no improvement
  - Needs Improvement – Pedestrian facility exists but needs to be upgraded (width, back of curb, etc.)
  - Recommended – Pedestrian facility needs to be added to network

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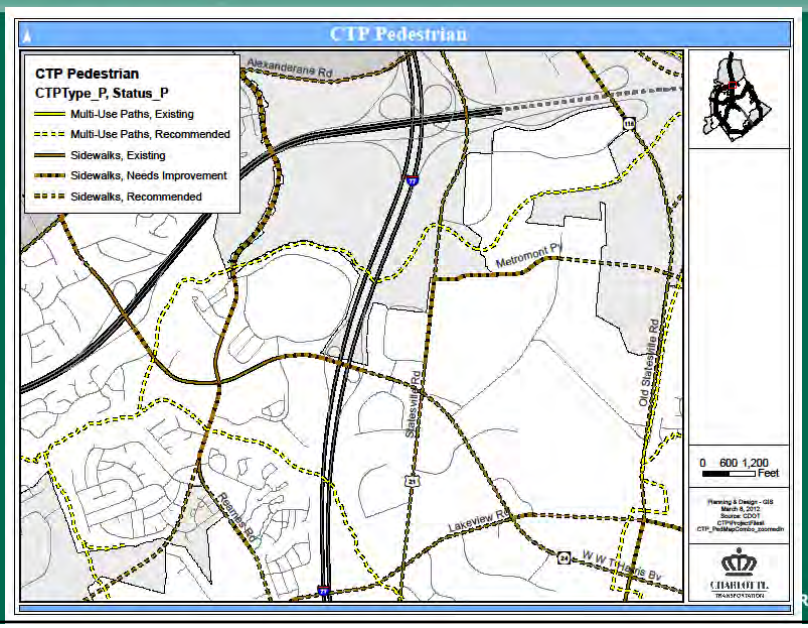
CTP Pedestrian Element



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CTP Bicycle Element

- Facility Types
  - Multi-Use Paths
  - On-road treatments (lanes, cycle tracks, etc.)
- Description of Conditions
  - Existing – Bicycle facility exists and needs no improvement
  - Needs Improvement – Bicycle facility exists but needs to be upgraded (width, etc.)
  - Recommended – Bicycle facility needs to be added to network

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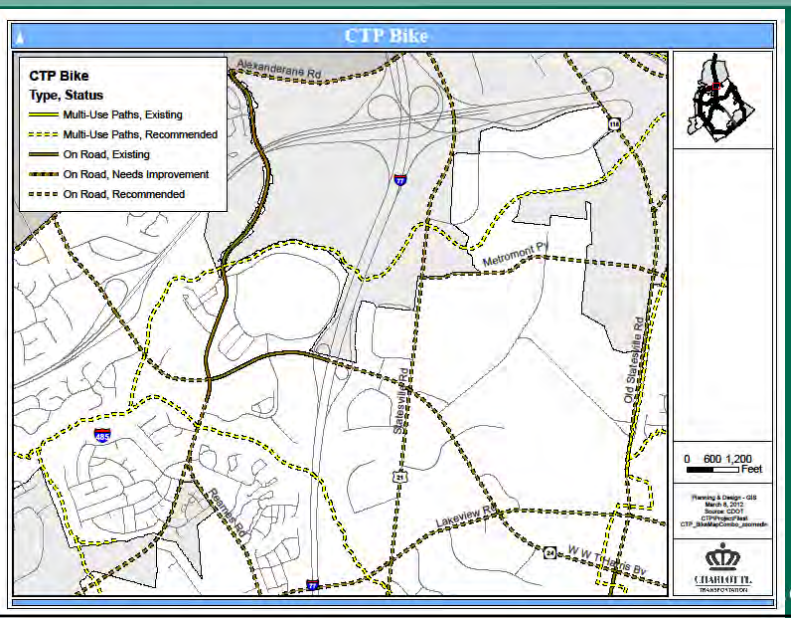
CTP Bicycle Element



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CTP Transit / Rail Element

- Transit/Rail Facility Types
  - Bus Routes
  - Fixed Guideways
  - Operational Strategies
  - Rail Corridors
  - High Speed Rail Corridors
- Description of Conditions
  - Existing: Route, Guideway, Operational Strategy or Rail Exists
  - Needs Improvement: Additional capacity needed, this category is unused at this time.
  - Recommended: Proposed Route, Guideway, Operational Strategy or Rail Corridor to be added to network

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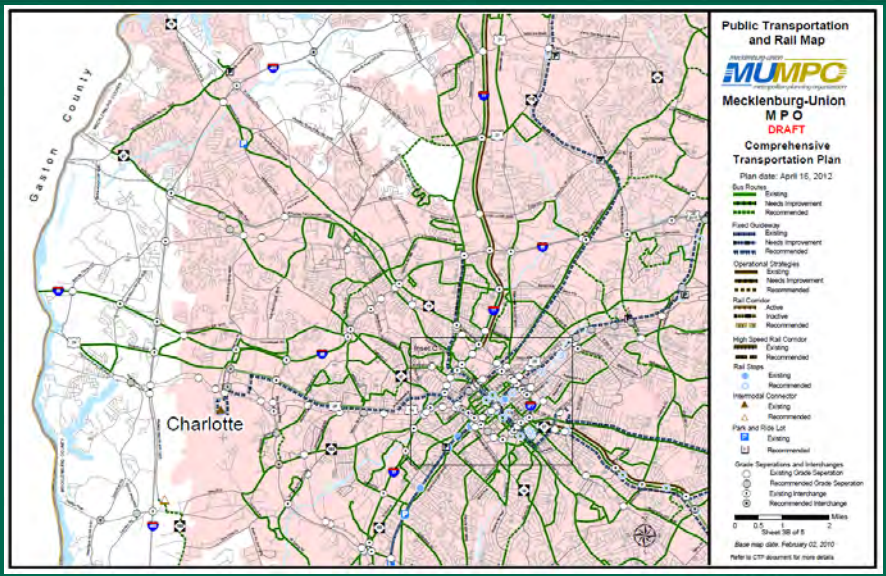
CTP Transit / Rail Element



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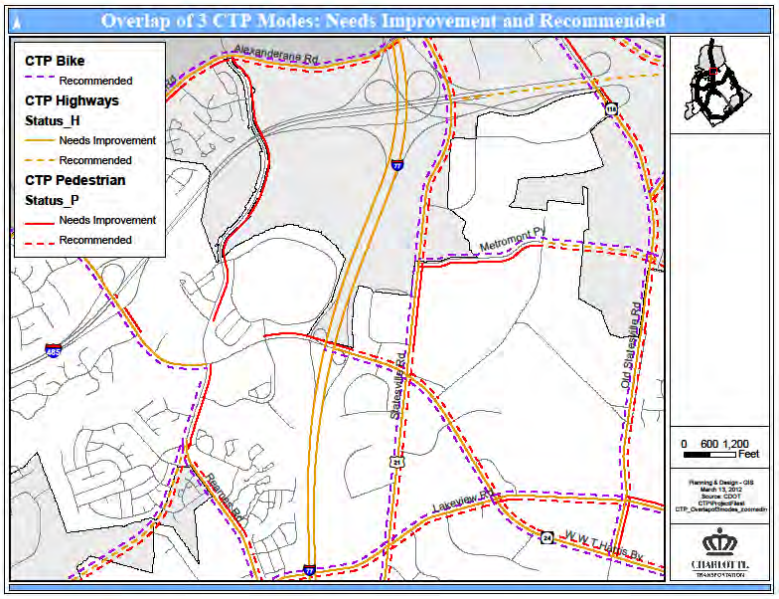
CTP Composite Map and Complete Streets



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Similarities between Thoroughfare Plan and CTP

- Combinations of long-range, financially unconstrained recommendations (Plan) and status report (existing or proposed)
- No completion year described
- No description of number of lanes
- Adopted by MPOs and NC Board of Transportation
- Implementation requires local governments to describe
  1) rights-of-way to be preserved or dedicated
  2) relationships between land uses (prohibited or encouraged) adjacent to roadway types

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Differences between Thoroughfare Plan and CTP

- Thoroughfare and CTP Highway Classifications are not identical
- CTP describes 4 travel networks, not just 1 network
- Definition of complete streets possible with CTP by reviewing 3 to 4 CTP network maps and supporting information

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Schedule for CTP in 2012

▪ Draft Maps reviewed by NCDOT	Spring
▪ Draft Maps reviewed by TCC staff	Summer
▪ Public Involvement/Review	Fall
▪ CTP adopted by MUMPO and NC Board of Transportation	Winter

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Schedule for CTP beyond 2012

- Decide how to include USDG street classifications and cross-sections
- Establish rights-of-way to be protected or dedicated
- Change zoning and subdivision ordinances
- Remove and replace references to Thoroughfare Plan
- Decide application of Major and Minor Collectors

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Questions?

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