

Transportation Staff Meeting

April 2, 2014
2:00 PM
CMGC-Room 601

AGENDA

1. Ardrey Kell Road Extension Thoroughfare Plan Amendment (Basham & Blakley)

Description:

Final action on a proposed Thoroughfare Plan amendment for the extension of Ardrey Kell Road east of Providence Road is on the April TCC agenda. The MPO approved the start of a public comment period in October 2013. The amendment is necessary to accommodate a mixed-use development proposed at the intersection of Providence Road (NC 16) and Ardrey Kell Road.

2. Draft MTP & Conformity Report Public Comment Review (Cook)

Description:

- The March 26 staff meeting focused on:
 - reviewing comments received during the public comment period; and
 - developing responses.
- The draft responses were circulated to the March 26 meeting attendees for review.
- Attendee-suggested changes were received and incorporated into the responses.
- The attachment reflects responses developed at the March 26 meeting and subsequent suggested changes.

Attachment: Draft 2040 MTP & Conformity Report Comments & Responses

3. TCC Agenda Review (Burke)

Description:

Review of the April 3 TCC agenda.

Phone Access Number: 704-432-5484

Go To Meeting Access: <https://global.gotomeeting.com/join/851346869>

Draft 2040 MTP Conformity Determination Report Comment Log

Name	Organization	Address	E-Mail	How/Where Received	Date Received	Comment	Response
Kevin Metz			kmetz3@uncc.edu	UNCC-Student Union	2/18/2014	I have no transportation issues at this time.	N/A
Arley Winter		1215 Well Spring Dr	awinte11@uncc.edu	UNCC-Student Union	2/18/2014	I think a lot of work needs to be done with Charlotte transportation and I'm glad to see that so much work is already underway!	Comment noted, Thank you , might be better here.
Janice Martinesal		1605 High Ridge Stanley, NC 28164	jmart263@uncc.edu	UNCC-Student Union	2/18/2014	We'll have better, free of pot hole roads. Better roads are always better. As long as it is convenient.	Comment noted
Gerrado Mara		University City Blvd	illegible	UNCC-Student Union	2/18/2014	Do work!	Comment noted
Matthew VanStaalduinen		9505 University Terrace	mvansta1@uncc.edu	UNCC-Student Union	2/18/2014	Construction traffic @ 485 and 85	The I-485/I-85 construction is scheduled to be complete by the end of 2015.
John Chuchero		9523 UT Dr	jchucher@uncc.edu	UNCC-Student Union	2/18/2014	Interesting way to reduce congestion and improve the quality of life for residents.	Comment noted
Imani Green		395 Shady Grove Ct Winston-Salem, NC 27103	jgreen7@uncc.edu	UNCC-Student Union	2/18/2014	The highway construction is a huge hassle. Is there a way to speed it up?	Efforts are being made to speed up road construction. One tool being used is called "design-build." This technique decreases the time it takes to complete a project by overlapping its design and construction phases.
Tony Hoang		147 Creekwood Dr Mooresville, NC 28117	Tahoang1988@gmail.com	UNCC-Student Union	2/18/2014	With gas prices being so high, I would like more public transportation.	The draft MTP includes the LYNX Blue Line Extension, the City LYNX Gold Line (streetcar) and the Red Line to Mooresville. It also includes CATS plans to improve and increase the bus fleet.
Mercury Arteaga		923 Kannapolis Parkway Concord, NC 28027	mercuryarteaga@gmail.com	UNCC-Student Union	2/18/2014	Increasing our transportation would be amazing! As a student with no car it is very hard for me to get around.	The draft MTP includes the LYNX Blue Line Extension, the City LYNX Gold Line (streetcar) and the Red Line to Mooresville. It also includes CATS plans to improve and increase the bus fleet.
Gary Dunn		125 Edgeland Dr Matthews, NC	gdunn@uncc.edu	UNCC-Student Union	2/18/2014	Track traffic with real-time GPS.	The Charlotte Department of Transportation and CRTPO use INRIX travel time data to identify and analyze congested corridors. INRIX data is also one of many data sources used to calibrate and validate the travel demand model base year (currently 2010) run. Calibration and validation to real data helps ensure we do the best job possible projecting future travel. NCDOT's Traveler Information Management System (TIMS) provides real-time travel information in major metropolitan areas through live traffic cameras and speed sensors.
Parker Layfield		409 Nottingham Way	parker.layfield@yahoo.com	South Piedmont Community College-Monroe	2/19/2014	Very interesting topic. Well informed spokesperson, very detailed brochure. And who doesn't like donuts?	Comment noted
Annette Saunders		3014 Castlebrook Dr Monroe, NC 28112	ekwstren@gmail.com	South Piedmont Community College-Monroe	2/19/2014	Be very interested in learning more. Thank you for the donut!	Comment noted, Thank you , might be better here. And a you are welcome.
Douglas Peralta		511 E Talleyrand Ave Monroe, NC 28112	dougp096@gmail.com	South Piedmont Community College-Monroe	2/19/2014	Nice way of viewing future planning throughout the years. Can't wait. I will want to stay informed.	Comment noted, thank you and link to join your e-mail group and webaddress.

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Carl Riedl		10515 Paces Ave Apt 1828 Matthews, NC 28105	spyfoxnc@yahoo.com	South Piedmont Community College- Monroe	2/19/2014	Would like to see segments of Old Charlotte Hwy funded.	Improvements to Old Monroe Road from I-485 to Indian Trail Road is a funded project in the TIP. The draft MTP proposes to fund the sections from Trade St. (Matthews) to I-485 and from Indian Trail Road to Wesley Chapel- Stouts Road in the 2025 horizon year.
Jakob West		1911 Greymouth Rd #103 Charlotte, NC 28262	jwest47@uncc.edu	UNCC-EPIC Building	2/20/2014	It's nice to hear factual information about this. You always hear tidbits of info on road projects; real info is great to hear.	Comment noted, Thank you
Mahnal Demehri		9241 Glenwater Dr Apt 216 Charlotte, NC 28262	mdemehri@uncc.edu	UNCC-EPIC Building	2/20/2014	The plan is really interesting. Developing land and the best point that they have some project around 485 Hwy.	Comment noted, thank you
Joanna Olmedo		-	jolmedo@uncc.edu	UNCC-EPIC Building	2/20/2014	Excited to see the 485 almost done. Also about the future construction around the university, even though it's going to be a hassle for future students.	Comment noted, thank you
Patrick Kehoe		9824 Mary Alexander Rd Charlotte, NC 28262	patrickkehoe48@yahoo.com	UNCC-EPIC Building	2/20/2014	No Comment	N/A
Bianca Whitfield		-	-	Central Piedmont Community College- Merancas Campus	2/25/2014	Adding more walkways (greenways) to streets. It is hard to get to places on foot because there are no walkways in between the roads.	The MTP includes projects to construct greenways throughout the greater Charlotte area. It also supports the concept of "complete streets"-designing streets to accommodate all users, including pedestrians.
Hector Soriano		5000 Chestnut Knoll Ln Charlotte	hector2694@hotmail.com	Central Piedmont Community College- Merancas Campus	2/25/2014	I would like to see more project development by I-485 at exit 25 (??). This would help me get to Charlotte faster.	The draft MTP proposes to fund improvements on the Sam Furr Road/NC 73 corridor from Northcross Drive to Vance Road Extension in the 2025 horizon year.
Luke Smith		11880 Hidden Forest Ln	lukesmith@gmail.com	Central Piedmont Community College- Merancas Campus	2/25/2014	Brawley School Rd is still very congested. Would like to see a project.	The draft MTP proposes to fund improvements to Brawley School Road, from Talbert Road to US 21, in the 2025 horizon year.
Ryan Salyer		9019 Miriam Dr Huntersville, NC 28028	-	Central Piedmont Community College- Merancas Campus	2/25/2014	Thank you for distributing this information to the public!	N/A, you are welcome

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William Sykes		20409 Staghorn Ct Cornelius NC 28031		Charles Mack Center-Mooresville	2/25/2014	The base plan needs to have enough flexibility to include future growth/high density areas over the horizon. As a comprehensive master plan the data presented appear logical. The main thrust is why is it going to take \$550 M to construct the minimal I-77 (I-277 to exit 36) redux. On the maps it appears the original for the 77 redo _____ more/greater in scope. This _____ basically calls for using all existing infrastructure bridges (not replacing 9, only 1). So why the mega bucks?	CRTPO does not have access to NCDOT's cost estimates (the basis for the \$550M) and thus we have not had the ability to evaluate their accuracy. However, it may be reasonable to speculate that a fair amount of the cost may be the result of cost of the direct connection to the Brookshire Freeway and the widening of I-77 by close to 4 lanes between I-277 and I-85.
Sheron Cyrus		8435 Filbert Ln Charlotte, NC 28215	sheron-cyrus@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	Sidewalks/Bike lanes seem to be a forgotten topic in transportation. No Sidewalks down Harrisburg, Robinson Church Rds. These locations are within the city limits and are not cared for. The city's infrastructure is still in the late 70's early 80's.	Comment will be forwarded to CDOT.
L. Felder		1421 Central Ave	lfive93@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	Train transportation should be city-wide.	Comment will be forwarded to CATS.
Titianna Germain		2612 Brahman Meadows Ln	titiannagermain@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	Shopton Rd 28273 has pot holes along the back roads.	Comment will be forwarded to NCDOT Division 10 staff.
Titianna Germain		2612 Brahman Meadows Ln	titiannagermain@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	Need a bus route on Shopton Rd.	Comment will be forwarded to CATS.
James Bates		4845 Delirey Dr	-	Central Piedmont Community College-Central Campus	2/26/2014	Need to hurry up and fix the train link at CPCC.	The streetcar line now under construction is scheduled to be open in 2015.
Darnell Bennett		6506 Yatewoods Dr	darnellbennett73@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	Bus No. 9 is crowded. Needs more seats.	Comment will be forwarded to CATS.
Cl'Aja Garay		5740 Wallace Cabin Dr	ciajagaray@gmail.com	Central Piedmont Community College-Central Campus	2/26/2014	No. 9 bus is always crowded, slow, add more seats.	Comment will be forwarded to CATS.
Chris Sardo		5216 Clearwater Rd Charlotte, NC 28217	chrissardo@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	The CATS bus system needs to add more routes that go to CPCC because all the buses are packed and people get to school late because of this.	Comment will be forwarded to CATS.
Charles Doung		9501 Shannon Green Dr	charles078@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	There are pot holes near my place.	Comment will be forwarded to CDOT.

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Lisa Groves		2601 Remington St Charlotte, NC 28216	lagamanda29@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	Will the buses be cheaper for students and student with disabilities? How far will the LYNX go and where will it service? How will it benefit people in low-income areas?	CATS University Pass Program provides reduced-fare passes to college students with valid IDs. Students in grades K-12 can ride at a reduced fare. The LYNX Blue Line Extension currently under construction will extend from Uptown Charlotte to the UNC-Charlotte campus. it will benefit low-income areas by providing another travel option, and by virtue of its proximity to low-income neighborhoods.
Allen Crockett		3008 Marney Ave	allencrockett50@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	I hope the transportation is fairly on time.	N/A
Kedar McGill		1625 McAllister Dr	kedarmcgill@gmail.com	Central Piedmont Community College-Central Campus	2/26/2014	The ideas for the added transportation is a great step forward to help people get around easier.	N/A
Gavora Jones		1826 Central Ave Unit A	gavorajones1942@gmail.com	Central Piedmont Community College-Central Campus	2/26/2014	More information of road closings!!	Comment will be forwarded to NCDOT Division 10 staff and CDOT staff.
Joseph R. Burch, II		-	artisticbyjoe@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	I am very curious to see this plan take shape. As an avid user of the transit system here in Charlotte I can say that I look forward to the additional services provided by the area transit as a whole.	N/A
Robert Archie		1014 Cyprus Rd Charlotte, NC 28215	robertarchie@yahoo.com	Central Piedmont Community College-Central Campus	2/26/2014	No comment	N/A
Roland Estep		122 Winding Arbor Cr	claytonestep@rocketmail.com	Mitchell Community College-Statesville	2/27/2014	Great effort in helping out congestion right where the lake is and great way to help out the community.	N/A
Bob theisen		103 Shining Armor Ct	-	Mitchell Community College-Statesville	2/27/2014	Extra lane needed across Lake (Norman).	A project is funded to add one lane in each direction on I-77 to exit 36 in Mooresville.
Ashley Stencil		133 Royalton Rd	a1stencil@hotmail.com	Mitchell Community College-Statesville	2/27/2014	This seems like a great idea (as) there always seem to be problems traveling around NC to Charlotte. If (you) could solve these problems or at least have ideas, (you) could make these problems become more known so people could help others (unknown) that traveling isn't as easy as they thought.	N/A

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Shari Hamey		386 Gundun Valley Rd	(illegible)	Mitchell Community College-Statesville	2/27/2014	This seems like a very good idea to make travel safer and efficient in the area. It might also solve many problems in and around Charlotte. Also with the way the plan (unknown) to go in a good amount of time (unknown). If it is going to take a while.	N/A
Dave Wiggins				Charlotte-Mecklenburg Library-Main	3/4/2014	Steele Creek Residents look forward to favorable progress of Steele Creek Road (Hwy 160) through the process.	Comment noted
Shannon Binns	Sustain Charlotte	2317 Laburnum Ave Charlotte NC 28205	meg@sustaincharlotte.org	E-Mail	3/19/2014	Brochure focuses too much on road projects Funding prioritization process favors new road construction and road widening, and this undermines the 2040 MTP's own stated goals; Spending over 90% of funds on roadway projects is not compatible with the MTP goals 1-4	Staff agrees with the comment; future similar documents will discuss non-highway modes 1. The funding prioritization process referenced is designed to rank highway projects only; CRTPO has a separate bicycle & pedestrian ranking process. 2. Transit funding and implementation priorities are established by the Metropolitan Transit Commission; CRTPO does not employ a separate transit planning process. 3. Statement that over 90% of funds are directed to road projects is inaccurate-the MTP includes substantial sums for the LYNX Blue Line Extension, City LYNX Gold Line (streetcar) and the Red Line. 4. NC's Strategic Transportation Investments legislation has reallocated funds from maintenance to new road construction and road widening. The legislation also affected the allocation of Powell Bill funds, which municipalities used for road maintenance.
Kym Hunter & Kate Asquith	Southern Environmental Law Center	601 W Rosemary St Suite 220 Chapel Hill NC 27516	kasquith@selcnc.org	E-Mail	3/19/2014	Environment-ozone	CRTPO is committed to doing its part to help the region meet or do better than the ozone air quality standard, now and in the future. In spite of increases in regional population, and even greater increases in VMT, measured ozone concentrations have trended downward since 2004. The region is on track to meet or better the 2008 ozone standard of 75 ppb by the end of 2015, as scheduled. NOx (the precursor most responsible for ozone in our region) emitted from tailpipes is projected to continue to decrease until at least 2030, given the current state of emissions control technology. In addition, efforts to make the region more multimodal and better connected should enhance air quality improvement. For these reasons, we believe CRTPO is well positioned to do its part to address future revisions to the ozone standard if and when implemented by the U.S. EPA.

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						Environment-MSATs	CRTPO agrees that MSAT emissions have been declining due to improvements in vehicle design. The trend of MSAT emissions follows that of VOCs. Based on the 2040 MTP Conformity Document, it is safe to conclude that through at least 2030, region-wide VOC -- and thus MSAT-- emissions will decrease in spite of VMT increasing in that same period, and then leveling off through 2040. With regard to planning the site of individual roadway projects intended to carry larger traffic volume, CRTPO may encourage project design to mitigate the potential impacts of MSATS to nearby populations by siding toward larger setbacks and/or barriers.
						Environment-Clean Construction	CRTPO has committed substantial sums of its CMAQ funds to Mecklenburg County's GRADE program (Grants to Replace Aging Diesel Engines). In addition, the CONNECT process is analyzing the Clean Construction issue, and we look forward to seeing how CRTPO can learn from what CONNECT produces on this topic. However, as a planning agency, the CRTPO has little influence over the equipment types used in the construction process.
						Environment-Climate Change	CRTPO will consider assessing vulnerability of bridges and roadways its transportation plan to flooding resulting from climate change. CRTPO may also consider developing a quantitative assessment of GHG emissions due to on-road transportation in the next MTP update; however, we believe the most effective means of doing so is at a regional level with the other MPOs. CRTPO will consider discussing climate change concerns in the air quality section in the next MTP update.
						Environment-Consultation	The CRTPO Consultation process already includes non-governmental agencies.
						Environment-Mitigation	The CRTPO believes that the State and Federal agencies responsible for mitigation activities are best suited to address mitigation-related matters.
						Environment-Wildlife & Habitat	The CRTPO will consider listing endangered species in future MTPs, but believes that the State and Federal agencies responsible for wildlife and habitat-related matters are best suited to address the detailed issues noted in the comment.

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						Highway Projects-System Maintenance	The FWHA is scheduled to release information on performance measures this year, and CRTPO will be actively participating in North Carolina's efforts to implement the PMs. In addition, NCDOT is scheduled to begin a statewide asset management plan soon, and CRTPO hopes to fully participate in that process as well. Lastly, it should be noted that the Strategic Transportation Initiatives legislation resulted in reprioritizing funds from maintenance efforts to road construction projects.
						Highway Projects-US 74 Corridor & Monroe Bypass	There is no information at this point that causes the CRTPO to believe that a TIP amendment is needed.
						Non-Highway Projects-Bicycle/Pedestrian/Greenway	Changing the text from "impacted" to "fully eliminated" could cause a reader to infer that no bicycle or pedestrian infrastructure will be constructed in NC. Bicycle and pedestrian infrastructure can be implemented as a part of a larger transportation project being built by the NCDOT.
						Revenue Projections & the STI	The CRTPO believes policy board-adopted financial assumptions are reasonable. The CRTPO plans to assess the results of the STI.
						Conformity Determination-Metrolina Regional Model	The Metrolina Regional Model (MRM) used to develop the 2040 MTP includes all projects in the fiscally-constrained transportation plan, including the Monroe Bypass. The socio-economic projections underlying the model provide an adequate representation of the growth and development expected in Union County as developed by staff and with the use of the Land Use Allocation Model spreadsheet (LUSAM). It has been clearly documented by the Union County staff that developed the socio-economic projections that they assumed all existing and committed projects would be built within the 2025 time horizon, and that includes the Monroe Bypass. The CRTPO believes that the socio-economic projections and allocations process accounted for the Monroe Bypass.