Title VI Policy

It is the policy of the Charlotte Regional Transportation Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

TECHNICAL COORDINATING COMMITTEE

Agenda Packet
Thursday, February 6, 2020
10:00 a.m. - noon

Charlotte-Mecklenburg Government Center
Room 267 (Second Floor)
600 East Fourth Street
Charlotte, NC 28202

FEBRUARY TCC AGENDA ITEMS:

- 2020-2029 Transportation Improvement Program Adoption
- CRTPO Discretionary Program – Recommended Projects
- Performance-Based Planning: 2020 Safety Targets
- CTP Work Group Update
- NCDOT Complete Streets Policy Update
- FY 2021 Unified Planning Work Program

CRTPO Staff Contact:
Catherine Mahoney
Senior Principal Planner
(704) 336-8312
cmahoney@charlottenc.gov
The Charlotte Regional Transportation Planning Organization coordinates transportation planning initiatives in Iredell, Mecklenburg, and the urbanized portion of Union Counties. The Technical Coordinating Committee (TCC) is the staff arm of CRTPO. The TCC is composed of representatives of various departments and communities that are involved in the transportation planning process, and this committee provides consensus-based technical recommendations to the CRTPO board.

Unless otherwise noted, CRTPO TCC and MPO meetings are held in Room 267 (second floor) of the Charlotte-Mecklenburg Government Center (CMGC), located at 600 East Fourth Street in Uptown Charlotte.

Parking is available in the CMGC parking deck on Davidson Street between Third and Fourth Streets. Parking tickets from the CMGC Deck can be validated by CRTPO staff if they are brought to the meeting.

There are two ways to enter the CMGC. Enter via the large staircase on the Davidson Street side or through the plaza entrance facing E. Fourth St. (This is a handicapped accessible entrance.) Once inside the building, security staff will assist you to Room 267. Security measures have been improved recently, so please allow more time for entering the building.

In compliance with the Americans with Disabilities Act (ADA), accommodations will be provided for persons who require assistance in order to participate in Charlotte Regional Transportation Planning Organization meetings. If assistance is needed or to request this document in an alternative format, please contact CRTPO at (704) 336-2205 or (704) 336-5123 (fax).
TECHNICAL COORDINATING COMMITTEE
MEETING AGENDA

Thursday February 6, 2020 | 10:00 a.m.
Room 267 (Second Floor), Charlotte-Mecklenburg Government Center
600 East Fourth Street, Charlotte, NC 28202

1. CALL TO ORDER (5 minutes) Liz Babson
   1) Introductions
   2) Adoption of Today’s Agenda

2. CONSENT AGENDA (5 minutes) Liz Babson
   1) Approval of January 2, 2020 TCC Minutes
   2) 2018-2027 TIP Amendment to delete the Pleasant Plains Road multi-use path project (EB-5779)

   ATTACHMENTS: January 2020 TCC Minutes; 2018-2027 TIP Amendment

3. TCC BUSINESS ITEMS (40 Minutes)

   1) 2020-2029 Transportation Improvement Program Adoption Neil Burke

      ACTION REQUESTED: Recommend that the CRTPO Board approve three actions:
      a) Make an air quality conformity determination
      b) Adopt amendments to the 2045 Metropolitan Transportation Plan
      c) Adopt the 2020-2029 TIP

      BACKGROUND:
      • A 30-day public comment period for the revised TIP, 2045 MTP Amendments, and an
        air quality conformity determination was held from November 18 until December 18.
        A total of three comments were received.
      • A draft air quality conformity determination document for the 2020-2029 TIP
        adoption can be viewed here. The document demonstrates that projects contained
        within the 2020 through 2023 program years of the TIP and the 2045 MTP
        amendments:
          a. Conform with the 8-hour ozone standard; and
          b. Conform to the purpose of the State Implementation Plan (SIP)
      • A financial plan has been completed and funding sources and revenue estimates
        cover the cost of projects in 2020-2023 of the TIP, which are the program years
        recognized by the U.S. DOT. The financial plan can be viewed here.
ATTACHMENTS: TIP Public Comment Log; Click on the following links to view the revised project lists: LIST – Highway Projects; MAP - Highway Projects; LIST - Non-Highway Projects; MAP - Non-Highway Projects; LIST – 2045 MTP Amendments; MAP – 2045 MTP Amendments

2) CRTPO Discretionary Program – Recommended Projects

Wayne Herron, Cornelius

ACTION REQUESTED: Recommend that the CRTPO Board approve the discretionary funds for the projects recommended from the fall 2019 project call.

BACKGROUND:
• See attached memorandum.

ATTACHMENTS: Memorandum; Recommended discretionary funds project list – 2019 Fall funding round

3) Performance-Based Planning: 2020 Safety Targets

Robert Cook

ACTION REQUESTED: Recommend that the CRTPO Board support NCDOT’s 2020 safety targets as part of the implementation of federally-required performance-based planning requirements.

BACKGROUND:
• See attached memorandum.

ATTACHMENTS: Memorandum

4. TCC INFORMATION REPORTS (30 Minutes)

1) CTP Work Group Update

Agustin Rodriguez

BACKGROUND:
• The CTP Work Group (CTPWG) is composed of 11 TCC members. Members participated in development of the CTP white paper.
• The CTPWG is responsible for addressing the CTP white paper recommendations and identifying opportunities for moving forward.
• The CTPWG met in October 2019 to define a scope of work and develop a schedule.

ATTACHMENTS: CTPWG Mission and Scope of Work

2) NCDOT Complete Streets Policy Update

Curtis Bridges

BACKGROUND:
• NCDOT released updated Complete Streets Policy Guidance in August 2019.
• CRTPO’s Bicycle & Pedestrian Work Group has compiled a list of Complete Streets comments and questions, with input from TCC staff.
• Complete Streets policy will likely impact P6.0 project submission.
• Staff from NCDOT’s Integrated Mobility Division will be on site to discuss policy implementation with TCC staff on Wednesday, February 19th.

**ATTACHMENTS:** Complete Streets Policy Handout; CRTPO Complete Streets Policy Questions

3) **FY 2021 Unified Planning Work Program**
   
   **BACKGROUND:**
   
   • The Unified Planning Work Program (UPWP) describes the major programs and projects the CRTPO will pursue during the fiscal year.
   
   • The UPWP provides information on the funding sources that will be used to support the initiatives, as well as the agencies that will undertake them.

5. **OTHER REPORTS (10 Minutes)**

   1) NCDOT & NCTA Reports
   2) Bicycle and Pedestrian Work Group Report
   3) Upcoming Issues

6. **ADJOURN**
Sherry Ashley opened the meeting at 10:00 a.m. TCC members, staff, and guests introduced themselves.

1. Adoption of the Agenda

Ms. Ashley asked if any changes to the agenda are necessary. Hearing none, the January agenda was adopted by acclamation.

Ms. Ashley recognized Dr. Michael Miltich, CRTPO Board Interim Chair, whom requested an opportunity to address the TCC. Dr. Miltich introduced himself and thanked the committee for their important work.

2. Consideration of Consent Agenda

Ms. Ashley stated that the consent agenda for the January meeting contained the following items:

- Approval of the December 5, 2019 TCC Minutes

Motion:
Wayne Herron made a motion to approve the consent agenda. David McDonald seconded the motion. The motion passed unanimously.

TCC BUSINESS ITEMS

3.1. Election of Officers

Presenter: Sherry Ashley
Summary:
Ms. Ashley stated that it is the responsibility of the TCC to annually elect new officers during the first meeting of the year. She then opened the nominations for Vice-Chair and Chair of the TCC.

Vice-Chair Nominations
Mr. Herron nominated Bjorn Hansen for Vice-Chair of the TCC for 2020. No other nominations were put forth.

Mr. Herron made a motion to close the nominations; Anil Panicker seconded the motion.

Mr. Bjorn Hansen was elected Vice-Chair of the TCC for 2020 by acclamation.

Chair Nominations
Mr. Herron nominated Liz Babson for Chair of the TCC for 2020. No other nominations were put forth.

Mr. Herron made a motion to close the nominations; Mr. McDonald seconded the motion.

Ms. Liz Babson was elected Chair of the TCC for 2020 by acclamation.

Ms. Babson recognized Ms. Ashley and Mr. Herron for their years of service to the region and thanked them for their tenure as TCC Chair and Vice-Chair.

3.2 Election of Focus Area Representatives
Presenter: Neil Burke

Summary:
Mr. Burke stated that the Bicycle and Pedestrian Work Group (BPWG) discussed this topic at its December 10 meeting and recommend the re-appointment of the focus area representatives and alternates for 2020 with replacements to the bicycle and public health representative memberships.

The following delegates and alternates were recommended by the BPWG and the associated member jurisdictions:

<table>
<thead>
<tr>
<th>Focus Area</th>
<th>Delegate</th>
<th>Alternate</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle</td>
<td>Will Washam</td>
<td>Charlie Menefee</td>
<td>CDOT</td>
</tr>
<tr>
<td>Greenway</td>
<td>Gwen Cook</td>
<td>Joyce Figueroa</td>
<td>Mecklenburg County</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>Jennifer Stafford</td>
<td>David Harrison</td>
<td>CDOT</td>
</tr>
<tr>
<td>Public Health</td>
<td>Kate Cavazza</td>
<td>Laura Thomason</td>
<td>Mecklenburg County</td>
</tr>
</tbody>
</table>

Motion:
Mr. McDonald made a motion to elect the Bicycle, Greenway, Pedestrian and Public Health Focus Area Delegates and Alternates for 2020. Mr. Herron seconded the motion. Upon being put to a vote, the motion passed unanimously.
3.3 Comprehensive Transportation Plan Amendments

a. Western Parkway CTP Alignment Amendment – City of Charlotte
Presenter: Andy Grzymski

Summary:
Mr. Grzymski began his presentation stating the requested action is to recommend that the CRTPO Board open a public comment period to receive input on a recommended amendment within the City of Charlotte for the future Western Parkway alignment in the CRTPO’s CTP.

Mr. Grzymski displayed two maps highlighting the location of the proposed Western Parkway Alignment, from Billy Graham Parkway to the Catawba River, and the extents of the proposed amendment. He explained the Charlotte-Douglas International Airport’s Master Plan Update, adopted in 2016, identified the potential need for a fifth parallel runway in at least 20 years. In response to the potential need for a fifth runway, a Strategic Development Plan was completed in 2018 and identified a conceptual realignment for West Boulevard (NC 160) and alignment for Western Parkway.

Mr. Grzymski stated the Western Parkway alignment traverses a parcel rezoned in 2010, prior to adoption of the Comprehensive Transportation Plan (CTP). He explained that due to the property’s existing entitlements, the city cannot require corridor preservation for the future Western Parkway. Therefore, CDOT recommends realigning the Western Parkway along Yorkmont Road from Pine Oaks Drive to W. Tyvola Road. He stated the CTP status of Yorkmont Road will be reclassified to “needs improvement.” Mr. Grzymski explained the proposed realignment does not preclude the need for future realignments if the fifth parallel runway is constructed.

Mr. Grzymski stated that if approved, the airport, developer, and CDOT will conduct a public comment period from January 20 to February 20. He restated the requested action and opened the floor for questions.

Motion:
Mr. McDonald made a motion to recommend that the CRTPO Board open a public comment period to receive input on a recommended amendment within the City of Charlotte for the future Western Parkway alignment in the CRTPO’s CTP. Mr. Herron seconded the motion. The motion passed unanimously.

b. Comprehensive Transportation Plan Amendments
Presenter: Curtis Bridges

Summary:
Mr. Bridges began his presentation stating the requested action is to recommend that the CRTPO Board approve the proposed CTP amendments for January 2020. He stated the CRTPO Board approved a 30-day public comment period for the CTP Amendments in September 2019 which began September 19 and concluded October 19. No changes were made to the proposed amendments based on the public comments received. Mr. Bridges explained that if the CRTPO Board approves the amendments in January then the NCDOT Board of Transportation (BOT) is expected to adopt the amendments in February 2020. The NCDOT BOT will also approve other CTP amendments approved by the CRTPO Board throughout 2019.
Mr. Bridges stated the public engagement process included three public meetings throughout Iredell, Mecklenburg, and Union Counties. He stated the proposed CTP amendments include 41 procedural and 10 administrative amendments. Mr. Bridges restated the requested action and asked for questions.

Dana Stoogenke asked how CRTPO defines procedural and administrative amendments. Mr. Bridges explained a procedural amendment includes revisions to the location or extent of an alignment and/or the classification of an alignment. An administrative amendment is a minor change.

Motion:
Mr. Herron made a motion to recommend that the CRTPO Board approve the proposed CTP amendments for January 2020. Erika Martin seconded the motion. The motion passed unanimously.

INFORMATION REPORTS
4.1 2020-2029 Transportation Improvement Program Adoption
Presenter: Neil Burke

Summary:
Mr. Burke provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes here. The presentation covered the following points:

Mr. Burke began the presentation stating its purpose is to provide information related to the adoption of the Draft 2020-2029 TIP, 2045 MTP amendments, and air quality conformity determination report. He provided an overview of the TIP Adoption public engagement process which included a public comment period that began on November 18 and conclude on December 18. Three comments were received but required no changes to the draft TIP or related documents.

Mr. Burke stated the findings of the financial report confirmed there are adequate funds to cover project costs in fiscal years 2020-2023 of the draft TIP, and the document meets federal requirements. He stated the Federal Highway Administration approved the release of the air quality conformity document which confirmed emissions expected from the 2020-2023 TIP projects and 2045 MTP amendments are in conformity with the 8-hour ozone standards.

The TCC will be asked to recommend that the CRTPO Board make an air quality conformity determination, adopt the 2045 MTP amendments, and adopt the Draft 2020-2029 TIP at the February 6 meeting.

4.2 CRTPO Discretionary Program – Recommended Projects
Presenter: Wayne Herron

Summary:
Mr. Herron referenced the 2019 CRTPO Discretionary Call for Projects list throughout the presentation, the contents of which are incorporated into the minutes here.

Mr. Herron began his presentation with an overview of the Project Oversight Committee’s (POC) priorities for allocating the $55 million in discretionary funding. He stated the Discretionary Funds Policy, adopted in February 2019, provided helpful guidance for establishing a selection
methodology. However, the committee agreed the policy will need to be updated in the future. Mr. Herron stated the committee’s primary goal for allocating the discretionary funding was to fund existing projects with shortfalls so that they may be completed. He explained the required contingencies for all project submittals should prevent future shortfalls and the expectation is to primarily fund new projects in the future.

Mr. Herron concurrently explained the committee’s selection methodology and presented the list of recommended projects. He stated that due to the limited number of funding sources for planning projects the committee decided to first review the planning project submittals. The funding target for this category was $500,000 and the total request received was $743,000. David Wasserman, NCDOT, advised the committee that the delta between the target and requested funds was not significant and recommended the committee fund all five planning projects. The committee, therefore, recommends funding the five planning projects included in the 2019 CRTPO Discretionary Call for Projects.

Mr. Herron stated the transit and bicycle/pedestrian projects were reviewed next, and the POC’s annual target is to allocate 20% of discretionary funding to alternative transportation projects. The POC allocated less than 20% during the 2019 Spring Call. Therefore, the committee agreed to fund as many projects needed so that when the spring call and fall call allocations are averaged the total allocation meets the annual 20% goal for alternative transportation. Mr. Herron stated the POC selected one transit project that best met the goals and objectives of the adopted policy and selected bicycle/pedestrian projects in sequential order based on the total TAP & Local Commitment Score until the total of allocated funds met the 20% target for alternative transportation.

Mr. Herron explained the POC reviewed the roadway projects last and prioritized funding all existing roadway projects. With the remaining funds, the POC sequentially funded the top scoring projects. Mr. Herron stated there was one exception, the NC 115 widening project from Hambright Road to Mt. Holly Huntersville Road, to this methodology. The requested funds for this project was $12.9 million but the available remaining discretionary funds were approximately $11.7 million. Mr. Herron stated the POC decided to allocate the remaining funds to the next four roadway projects which could be funded in full. However, the POC agreed to consider funding the NC 115 project instead of the four subsequent projects if the Town of Huntersville can commit the outstanding balance of $1.2 million. Mr. Herron stated that some members of the POC thought the request for $12 million was too high and the committee should reevaluate the maximum funding request amount.

Mr. Herron concluded his presentation stating the POC recommends funding the projects highlighted in the 2019 CRTPO Discretionary Call for Projects list, and the information presented today is for information only. In February, the TCC and CRTPO Board will be requested to approve the allocation of $55 million discretionary funding as suggested in the project list.

Erika Martin asked if the POC would bring a revised list of recommended projects back to the TCC if the Town of Huntersville decides to commit the outstanding $1.2 million. David Hill stated the Town of Huntersville’s current position is not to commit the $1.2 million, however, he will ask the Board for a final resolution and follow up with CRTPO Staff. Mr. Herron stated the POC will not meet again
nor bring another list of recommended projects to the TCC, but the Town of Huntersville’s final decision will be an important piece of information for the TCC to evaluate before taking action.

Mr. Hansen stated the Discretionary Funds Policy limits the amount of funding that may be requested per project to 25% of all available funds. The POC assumed CRTPO would solicit an annual call for projects and the total amount of available funding would be significantly less than $55 million. Mr. Hansen stated the POC expected the maximum amount of requested funding per project would not exceed $5-$6 million. He explained the $55 million in available discretionary funding is unusually high because the POC agreed to program five years of funding at the recommendation of NCDOT. As a result, the maximum amount of funding that can be requested is higher than expected, and if the NC 115 project is funded it could set precedent that discretionary funds should be used to fund large project shortfalls. Mr. Hansen recommended that the POC consider setting a maximum dollar amount as well as percentage of total funds that future projects may request.

Ms. Martin asked how much will be available for programming at the 2020 spring call. Mr. Burke stated the 2019 fall call included unobligated funding that needed to be allocated. CRTPO will need to consult with NCDOT to determine the amount of funding available for programming but anticipates it will be $15-$20 million.

**OTHER REPORTS**

5.1. NCDOT Report
Stuart Basham stated that due to the holidays and ongoing budgetary issues within NCDOT, work has been suspended on the majority of Division 10 projects. Therefore, the division does not have an update this month.

Anil Panicker stated Division 12 does not have an update.

Warren Cooksey stated the programmed annual two percent toll rate increase went into effect for the Monroe Expressway on January 1, 2020. Approximately 60% of transactions along I-77 Express Lanes are from prepaid accounts.

Dominique Boyd provided an update on traffic forecasts and the status of several projects on behalf of NCDOT Transportation Planning Division.

5.2. Bicycle and Pedestrian Work Group Report
Mr. Bridges stated the Bike and Pedestrian Work Group will meet this afternoon from 1:30 p.m. – 3:30 p.m.

5.3. Upcoming Issues
Ms. Mahoney provided several announcements:

- The 2020 CRTPO Orientation is scheduled for Tuesday, January 14th from 5 – 8 pm at the Charles Mack Citizen Center in Mooresville. All Board and TCC delegates and alternates are encouraged to attend.
- The 2020 NC Transportation Summit will be held January 8-9 in Raleigh.
- Robert Cook will provide an update about the FY 2021 UPWP at the January 22 Transportation Staff Meeting.
6. **Adjourn:** Ms. Babson determined that the agenda had been adequately completed and adjourned the meeting at 10:47 p.m.
TO: TCC Members  
FROM: Neil Burke, AICP PTP  
Secretary  
DATE: January 30, 2020  

SUBJECT: 2018-2027 TIP Amendment  
February 6, 2020 TCC Meeting  

ACTION REQUESTED: Recommend to the CRTPO Board that it approve an amendment to the 2018-2027 TIP to delete the Pleasant Plains Road multi-use path project (EB-5779) as requested by the Town of Matthews.

<table>
<thead>
<tr>
<th>TIP ID</th>
<th>Jurisdiction</th>
<th>Project and Amendment Summary</th>
<th>Recommended TIP Revision</th>
</tr>
</thead>
</table>
| EB-5779 | MATTHEWS     | Construct multi-use path along Pleasant Plains Road (I-485 to McKee Road)  
Delete project from the 2018-2027 TIP at the request of the Town of Matthews. | PRELIMINARY ENGINEERING  
FY 2020 - $132,000 (STBG-DA)  
FY 2020 - $33,000 (Local)  
RIGHT-OF-WAY  
FY 2021 - $88,000 (STBG-DA)  
FY 2021 - $22,000 (Local) |

BACKGROUND:  
- The CRTPO approved $220,000 in STBG-DA funds for the Town of Matthews to construct the Pleasant Plains Road multi-use path and the project was added to the TIP in April of 2015.  
- The Matthews Town Board approved a motion to abandon STBG-DA funds allocated to the EB-5779 project during the August 26, 2019 meeting, because the funding available is a fraction of what would be needed to achieve desirable multi-use path on Pleasant Plains Road and the required amenities for the overpass over I-485.  
- The CRTPO’s TIP Amendment policy requires action when a project has been requested to be removed from the TIP.  
- If the TIP amendment is approved, then the $220,000 in STBG-DA funds for this project will be returned to the CRTPO’s account to be used for allocation in upcoming project calls.
<table>
<thead>
<tr>
<th>ID</th>
<th>Name</th>
<th>Organization</th>
<th>Received Via</th>
<th>Date Received</th>
<th>Project(s)</th>
<th>Public Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Victoria Nwasike</td>
<td>South Charlotte Partners</td>
<td>E-Mail</td>
<td>3/5/2019</td>
<td>U-6030 - Widening of Ballantyne Commons Parkway From Annalea Ln. to Rea Rd.</td>
<td>Right-of-way for U-6030 is now delayed from FY23 to FY29 and construction is delayed from FY25 to FY29. This delay is problematic because the major thoroughfare is an important east/west connector and must be widened to accommodate the growing traffic and congestion. Additionally, because the NC Turnpike Authority will be widening the bridge from 2 to 4 lanes within the project boundaries for the I-485 Express Lane project, and in order keep traffic flowing and minimize inconvenience for area residents, it is advisable that the Ballantyne Commons widening project be included in the STIP 2020-2029 draft and be completed sooner than later.</td>
</tr>
<tr>
<td>2</td>
<td>Nanci De Felippe</td>
<td>N/A</td>
<td>E-Mail</td>
<td>12/12/2019</td>
<td>Hwy 160 and Shopton Road West in Steele Creek</td>
<td>I have 3 comments that I would like to share regarding roads in general in Steele Creek. 1) Rezonings increasing density are being approved left and right and all transit reports do not account for the cumulative effect of all the cars that are being added to our roads. A rezoning should not receive a low traffic impact qualification when 3 or 4 other rezonings in the adjacent areas have already been approved. 2) Construction sites disturb traffic tremendously. Please make it mandatory that all road improvements requested by the city be done prior to beginning of construction. 3) Hwy 160 must be widened. Several rezonings have already been approved in the area and more are expected in the near future. Shopton Road West is overloaded due to problems with Hwy 160. Please widen Shopton Road West or install traffic lights or roundabouts.</td>
</tr>
<tr>
<td>3</td>
<td>Wayne Herron</td>
<td>Town of Cornelius</td>
<td>E-Mail</td>
<td>12/18/2019</td>
<td>West Catawba Ave, Statesville Road (US 21), NC 115 and Hickory St. Intersection, Bailey Road Extension</td>
<td>The Town of Cornelius is concerned with the following delays due to NCDOT funding shortfall: Construction for West Catawba Avenue is delayed from 2020 to 2023, Statesville Road (US 21) is delayed from 2021 to 2024, the intersection of Hickory Street at NC 115 roadway project is delayed without a specific date, and the schedule for Bailey Road Extension. The Town is concerned because delay of critical transportation improvements will negatively affect local and regional economic growth and the safety of our citizens is jeopardized due to increased congestion. The Town is desirous of progressing each of these funded roadway projects and requests the projects experience no delays and continue as originally planned in the original draft 2020-2029 STIP.</td>
</tr>
</tbody>
</table>
TO: TCC Members  
FROM: Wayne Herron, AICP  
       Town of Cornelius  
DATE: February 6, 2020  

SUBJECT: 2019 CRTPO Discretionary Program – Recommended Projects  
February 6, 2020 TCC Meeting

BACKGROUND:
- There is currently $55 million in discretionary funds available for allocation in fiscal years 2021-2024 of the CRTPO’s TIP.
- A 60-day call for projects was held and 42 roadway, transit, bicycle and pedestrian, and local planning project submittals were received totaling over $110 million in requested discretionary funds. A map of the submitted projects can be viewed [here](#).
- The Project Oversight Committee (POC) reviewed the draft project scores and developed a recommended a draft project list during their meetings in November and December. The following discretionary funds are being recommended for each mode:

<table>
<thead>
<tr>
<th>Mode</th>
<th>CRTPO Discretionary Project Status</th>
<th>Number of Projects Recommended</th>
<th>Total Discretionary Request Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway</td>
<td>New Projects</td>
<td>8</td>
<td>$19.4 million</td>
</tr>
<tr>
<td></td>
<td>Existing Discretionary</td>
<td>6</td>
<td>$16.0 million</td>
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<tr>
<td>Bicycle &amp; Pedestrian</td>
<td>New Projects</td>
<td>3</td>
<td>$3.7 million</td>
</tr>
<tr>
<td></td>
<td>Existing Discretionary</td>
<td>5</td>
<td>$6.0 million</td>
</tr>
<tr>
<td>Transit</td>
<td>New Project</td>
<td>1</td>
<td>$9.4 million</td>
</tr>
<tr>
<td>Local Planning Projects</td>
<td>New Projects</td>
<td>5</td>
<td>$743,000</td>
</tr>
</tbody>
</table>

**TOTAL RECOMMENDED DISCRETIONARY PROJECTS** 28 $55.4 million

**SCHEDULE:**
- January 15: Information report on recommended discretionary projects to the CRTPO Board;  
- February 6: TCC recommendation for CRTPO Board approval of discretionary projects;  
- February 19: CRTPO Board approval requested for discretionary projects.
### EXISTING ROADWAY PROJECT INFORMATION

<table>
<thead>
<tr>
<th>ID</th>
<th>TIP-ID</th>
<th>CRTPO Discretionary Project Status</th>
<th>Project Submittals Location</th>
<th>Lead Agency</th>
<th>Problem Statement</th>
<th>Local Priority (%)</th>
<th>Other Funding (up to $10 million)</th>
<th>Critical Opportunity (%)</th>
<th>Project Readiness (up to 15 points)</th>
<th>NCDOT Safety Score ($)</th>
<th>Congestion Score Scaled (%)</th>
<th>Cost Effectiveness Score (%)</th>
<th>System Benefit Score (%)</th>
<th>Total Recommended Discretionary Roadway Project Funding</th>
<th>Discretionary Funds Requested</th>
<th>Total Project Cost</th>
<th>%Match</th>
<th>Recommended</th>
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</thead>
<tbody>
<tr>
<td>BP190002E</td>
<td>U-0585</td>
<td>Existing R-1335 Hill Creek Road Extension</td>
<td>Charlotte</td>
<td>Town of Charlotte</td>
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<td>70.38</td>
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<td>BP190002E</td>
<td>U-0585</td>
<td>Existing R-1335 Southmore Road Extension</td>
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<td>City of Charlotte</td>
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<td>BP190002E</td>
<td>U-0585</td>
<td>Existing U-1335 Asheville Bypass</td>
<td>Buncombe</td>
<td>NCDOT Division 18</td>
<td>x 10 25 0 0</td>
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<td>7.94</td>
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### TRANSIT PROJECT INFORMATION

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### BICYCLE AND PEDESTRIAN PROJECT INFORMATION

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<th>Unallocated Discretionary Roadway Target Funds Remaining</th>
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<td>Existing L-0585 McDowell Creek Greenway Phase II (Environment Road to W. Carolina Avenue)</td>
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<td>S 15 46 40 27 70 $223 $2,126,000 $2,126,000 15%</td>
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<td>PT190002E</td>
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<td>Existing L-0585 McDowell Creek Greenway (Grade Separation at NC 70)</td>
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<td>PT190002E</td>
<td>50-0471</td>
<td>Existing L-0585 McDowell Middle School Area Sidewalks</td>
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<td>Town of Mooresville</td>
<td>S 15 26 80 16 $117 $204,547 $5,470,000 6%</td>
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### CRTPO Discretionary Call for Projects

#### DRAFT Scoring Prioritization

##### 12/12/2019 POC Meeting

**Updated December 10, 2019**

### Existing Projects

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<td>BP190001E</td>
<td>80781</td>
<td>Existing</td>
<td>Homes Newel Road Multi Use Path (Crestdale School to south of Williams Road)</td>
<td>Matthews</td>
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<td>5</td>
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### TOTAL Discretionary Funds Requested for Non-Roadway Submittals

- $19,517,462

### Total TAP-DA Funding Available for Bike/Ped Projects

- $7,500,000

### Total Recommended Discretionary Bike/Ped Project Funding

- $5,967,629

### Unallocated Discretionary Bike/Ped Target Funds Remaining

- $1,532,371

### PLANNING PROJECT INFORMATION

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<td>Iredell County Critical Intersection Analysis Traffic Engineering and Cost Estimate Project Phase 2</td>
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<td>PL00002N</td>
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<td>PL00003N</td>
<td>Waxhaw Parkway West Segment - Alignment Study</td>
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<td>PL00004N</td>
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<td>Sosbee &amp;</td>
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### TOTAL STBG-DA Funds Requested for Planning Project Submittals

- $742,000

### Recommended Funding Target for STBG-DA Funds Allocated to Planning Projects

- $508,000

### Recommended Funding Target for STBG-DA Planning Funds

- $742,000

### Unallocated STBG-DA Planning Funds Remaining

- $243,000

### Total Discretionary Funding Available

- $55,000,000

### Unallocated Discretionary Funding Remaining

- $135,981
TO: TCC Members  
FROM: Robert W. Cook, AICP  
DATE: February 6, 2020

SUBJECT: Performance-Based Planning: 2020 Safety Targets

REQUEST
Recommend that the CRTPO Board support NCDOT’s 2020 safety targets as part of the implementation of federally-required performance-based planning requirements.

BACKGROUND

- FHWA published the Safety Performance Management Measures Final Rule on March 15, 2016 (effective date of April 14, 2016) which required State DOTs and MPOs to establish performance measure targets for safety.
- State DOTs were required to establish initial performance measure targets for safety by August 2017 for the 2018 calendar year. MPOs were required to establish initial performance measure targets for safety by February 2018 (180 days from the time the State DOTs established their targets). MPOs could either support the State DOT targets or set their own quantitative targets.
- State DOTs and MPOs must update their safety performance measure targets annually.
- NCDOT set initial (2018) safety performance measure targets on August 31, 2017 and updated the targets in August 2018 (for 2019 targets) and August 2019 (for 2020 targets). NCDOT’s annual targets are based on 5-year rolling averages. NCDOT reports these targets to FHWA in the Highway Safety Improvement Program (HSIP) Report.
- CRTPO set initial (2018) safety performance measure targets on November 15, 2017. CRTPO supported the NCDOT targets. CRTPO updated its safety performance measure targets in February 2019 (for 2019 targets) by again supporting the NCDOT targets. CRTPO reported its 2019 targets to NCDOT via resolution.
- CRTPO must update its performance measure targets for safety no later than February 2020 (for 2020 targets).
- Staff recommends that the CRTPO support NCDOT’s 2020 safety targets.

The table on the following page lists the 2018-2020 NCDOT targets.
## NCDOT Safety Targets, 2018-2020

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td><strong>Number of Fatalities</strong></td>
<td>1. For the 2018 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 5.10 percent each year from 1,340.6 (2012-2016 average) to 1,207.3 (2014-2018 average) by December 31, 2018.</td>
<td>1. For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 5.59 percent each year from 1,362.8 (2013-2017 average) to 1,214.7 (2015-2019 average) by December 31, 2019.</td>
<td>1. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 6.23 percent each year from 1,396.4 (2014-2018 average) to 1,227.8 (2016-2020 average) by December 31, 2020.</td>
</tr>
<tr>
<td><strong>Rate of Fatalities (per 100 million VMT)</strong></td>
<td>2. For the 2018 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 4.75 percent each year from 1.228 (2012-2016 average) to 1.114 (2014-2018 average) by December 31, 2018.</td>
<td>2. For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 5.02 percent each year from 1.216 (2013-2017 average) to 1.097 (2015-2019 average) by December 31, 2019.</td>
<td>2. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 5.39 percent each year from 1.211 (2014-2018 average) to 1.084 (2016-2020 average) by December 31, 2020.</td>
</tr>
<tr>
<td><strong>Number of Serious Injuries</strong></td>
<td>3. For the 2018 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 5.10 percent each year from 2,399.8 (2012-2016 average) to 2,161.2 (2014-2018 average) by December 31, 2018.</td>
<td>3. For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 6.77 percent from 2,865.2 (2013-2017 average) to 2,490.6 (2015-2019 average) by December 31, 2019.</td>
<td>3. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 8.54 percent each year from 3,362.6 (2014-2018 average) to 2,812.8 (2016-2020 average) by December 31, 2020.</td>
</tr>
<tr>
<td><strong>Rate of Serious Injuries (per 100 million VMT)</strong></td>
<td>4. For the 2018 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 4.75 percent each year from 2.191 (2012-2016 average) to 1.988 (2014-2018 average) by December 31, 2018.</td>
<td>4. For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 6.12 percent each year from 2.528 (2013-2017 average) to 2.228 (2015-2019 average) by December 31, 2019.</td>
<td>4. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 7.64 percent each year from 2.886 (2014-2018 average) to 2.462 (2016-2020 average) by December 31, 2020.</td>
</tr>
<tr>
<td><strong>Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries</strong></td>
<td>5. For the 2018 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 5.30 percent each year from 438.8 (2012-2016 average) to 393.5 (2014-2018 average) by December 31, 2018.</td>
<td>5. For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 6.02 percent each year from 457.0 (2013-2017 average) to 403.7 (2015-2019 average) by December 31, 2019.</td>
<td>5. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 7.13 percent each year from 494.6 (2014-2018 average) to 426.6 (2016-2020 average) by December 31, 2020.</td>
</tr>
</tbody>
</table>
Comprehensive Transportation Plan Working Group

Introduction and Mission Statement

Over the last four years, the Charlotte Regional Transportation Planning Organization (CRTPO) has had multiple working groups to address issues in the Comprehensive Transportation Plan (CTP). The last working group was involved with creating a whitepaper from 2018 to mid-2019. The Centralina Council of Governments (CCOG) conducted the study and developed a Whitepaper to understand and document how member jurisdictions within CRTPO are preserving and protecting corridors and rights-of-way (ROW) for the future transportation projects.

Eleven (11) recommendations were developed as a result of this study, and are highlighted in the whitepaper. One of the main goals for this new CTP working group is to further evaluate and make final recommendations to the CRTPO Technical Committee and Board on potential ways to address the issues and challenges for ROW preservation.

The second goal of this working group is to review the existing CTP amendment guidelines and help to rewrite or update the processes, gaps and missing sections (such as guidelines for transit and rail).

The anticipated duration for this working group to meet is 18 months. The kick-off meeting will be held in October 2019.

Scope of Work

**Task 1 – Amendment Guidelines for Roadway Projects**

The group will review the existing amendment guidelines for roadway and will make recommendations on how to improve the existing documents (needs revisions to clarify language, public involvement, approval levels, etc.). The group will make a recommendation on whether an advance study would need outside support or should be done in-house.

**Task 2 – Amendment Guidelines for Other Modes**

Unlike the guidelines for roadway projects, there is very limited information or no information at all for other modes of transportation (Bike, pedestrian, transit, rail, aviation). The second task for this working group will be to create guidelines for these modes. The group can review what other MPOs and agencies throughout the country have developed. If the group makes a recommendation to use outside support for further evaluation and execution, it can be combined with Task 1.
**Task 3 – Identify Top Recommendations from Whitepaper**

Review and prioritize the eleven (11) recommendations from the CTP whitepaper. Some of those recommendations might be combined. The final number of recommendations to act on will be subject to the group’s consent.

The main goal for this task is to address the issues of how to reserve, preserve and dedicate new ROW, how to dispose of unused ROW, and educate the public, stakeholders and elected officials about other ROW related issues. Below is a summary of the 11 recommendations, see Appendix A for a complete description of each recommendation.

1. Develop a process for disposition of unused ROW property
2. Develop model ordinance language for ROW
3. Database of existing parcel as future corridors
4. Develop template “future corridor” signs
5. Developing design guidebook for recommended typical sections (emphasis on ROW)
6. Educational material on ROW preservation (elected officials, residents, agents, developers)
7. Evaluate a landowner compensation fund program
8. Evaluate revolving fund program for developers
9. Identify tools within land development process for ROW reservation
10. Process for accepting and maintaining ROW
11. Study on using Temporary Use Corridor Zones

**Task 4 – Research and Analysis of Alternatives**

Once the group makes a final determination on what items to address from Task 3, a series of workshop meetings and brainstorming sections will be scheduled to develop a list of potential solutions. An advanced level of study may require a consultant or outside support. The group will make a recommendation on whether an advance study would need outside support or should be done in-house. Ideally, we will evaluate as many alternatives to each recommendation as possible. Each member is welcome to research outside workshop sections and bring ideas to meetings for further discussion.

**Task 5 – Consolidating Alternatives**

A final document or report will be written summarizing a list of alternatives for each category (recommendation).
List of members:

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>email</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
</tbody>
</table>

** Chair  
*** Special guest  

CTRPO staff are available to assist. Mr. Robert Cook and Mr. Agustin Rodriguez are leading this effort serving as the director and manager respectively. Judy Dellert-O’Keef and Theo Thomson will be assisting in their roles of public engagement/outreach and administrative officer respectively.
X. For Consideration

The CRTPO CTP will require updates to maintain its usefulness for long-range transportation planning. Based on information from the questionnaire, interviews, and research, there are activities that should be considered when updating and modifying the CTP, and when the CRTPO would attempt to assist its member jurisdictions with future corridor and right-of-way protection and preservation.

- **Time Related Considerations**
  - Create a regional process for accepting and maintaining dedicated and reserved transportation corridors and rights-of-way.
  - Create a regional database of existing parcels or portions of larger developments preserved as future transportation corridors and rights-of-way. Ideally, this platform would be accessible for every county and municipality in the planning area, with coordination at the NCDOT level down to local planning departments.

- **Education Related Considerations**
  - Develop educational materials for member jurisdictions to make the CTP and right-of-way preservation understandable to various audiences including residents, real estate agents, landowners and developers, and local government elected officials.
  - Develop template “future corridor” signs for member jurisdictions to inform residents and others about future road improvements. In creating standardized signage for future road improvements, long-range transportation planning becomes normalized and is more clearly perceived by the public when construction begins to take place.

- **Regulations Related Considerations**
  - Consider the development of a cross-section design guidebook for use by member jurisdictions as they preserve and protect future transportation corridors and/or facility expansion through the land development process.
  - Develop model ordinance language for protection / preservation of future transportation corridors and/or facility expansion. Model ordinance language could address land development processes, language of preservation (dedicate, reservation, acquisition), and other considerations.
  - Develop a template process for disposition of unused transportation property/right-of-way by a member jurisdiction. The uncertainty and flexibility of a corridor means that what was planned can change, resulting in dedicated, reserved, or acquired land being unneeded. There should be a plan and a process for disposition or reversion of property if roads or infrastructure are not built. A template procedure for disposition or reversion of property should be established prior to preserving future transportation corridors. The CRTPO should be included in the consideration and process for disposition of publicly held land for transportation purposes prior to any action taken.
Encourage member jurisdictions to consider land development tools allowed by the NCGS. Such tools contribute to incentives for development, which attracts business and boosts the economy. Examples of land development tools include:

- **Density Bonus**: an incentive-based tool that allows developers to increase the maximum allowable development on a site in exchange for either funds or in-kind support for specified public policy goals. This tool is most useful where market demand is high and land availability is limited.\(^{15}\)

- **Density Transfer**: A method of retaining areas of significance on a property by compacting density, allowing for maintenance of open spaces, historic, or sensitive areas. In certain jurisdictions, developers can increase the density of a zone proposed for development by purchasing property intended for public usage and transferring the permitted density of that area into the proposed developmental zone.\(^{16}\)

- **Transfer of Development Rights** is a voluntary, incentive-based program that allows landowners to sell development rights from their land to a developer who then can use these rights to increase the density of development at another designated location.\(^{17}\)

Investigate the feasibility of Temporary Use Corridor Zones – establish land use zones that allow development that is more “temporary” in nature to build in identified future transportation corridors 50+ years. Temporary uses such as parking lots, storage facilities, etc.

- **Cost Related Considerations**

  Investigate the feasibility of a revolving reimbursement fund for developers who build transportation improvements. This fund could encourage continued development, which sparks economic growth and development. Identify various funding models to diminish the burden of development cost and to support growth. Development funding strategies include:

  - Reimbursement Schedule (i.e. City of Raleigh)
  - Public-Private-Partnership
  - The North Carolina Highway Trust Fund features an Advance Right-Of-Way Acquisition Account, which can be utilized in part to provide additional funds for developers.

  Investigate the feasibility of creating a landowner compensation fund for acquiring land in advance of transportation projects.

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\(^{15}\) (The World Bank, 2015)
\(^{16}\) (Greenbelt Alliance, 2015)
\(^{17}\) (Center for Land Use Education, 2005)
\(^{18}\) (NC General Assembly, 2017)
NCDOT is committed to providing an efficient multimodal transportation network in North Carolina to safely meet the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities.

By 2030 nearly half the population will be in age ranges where driving is either not an option or a diminishing option. Millennials will make up the largest portion of North Carolina population by 2035.

The Complete Streets policy aims to protect vulnerable users by providing additional multimodal facility options.

**COMPLETE STREETS POLICY 2.0**

- NCDOT planners, designers, and engineers are required to consider and incorporate multimodal facilities in the design and improvement of all appropriate transportation projects.

- The Department is committed to collaborate with cities, towns, and communities to ensure planned pedestrian, bicycle, and transit options are included as an integral part of their total transportation vision.
The policy identifies sources for facility design guidance. Facilities proposed in plans and project development must reference the design guidance provided by:

- NCDOT Roadway Design Manual and Cross Sections
- American Association of Highway Transportation Officials
- National Association of City Transportation Officials
- Federal Highway Administration

**COMPLETE STREETS PROJECT SHEET**

Identifies planned and existing multimodal features of a proposed transportation project, and provides the ability to request exceptions to the policy, including:

- Unique site constraints
- Distance from existing/planned facilities
- Bicycle/Pedestrian prohibitions
- No existing/planned transit service

These are evaluated by the Complete Streets Review Team.

**Cost Share and Betterment**

<table>
<thead>
<tr>
<th>Pedestrian Facility</th>
<th>Bicycle Facility</th>
<th>Side Path</th>
<th>Greenway Crossing</th>
<th>Bus Pull Out</th>
<th>Bus Stop (pad only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Plan</td>
<td>NCDOT pays full cost</td>
<td>Not in Plan, but Need Identified</td>
<td>Cost Share*</td>
<td>Betterment</td>
<td>Local pays full cost</td>
</tr>
</tbody>
</table>

*Exception – NCDOT pays full cost for on-road bicycle facility

<table>
<thead>
<tr>
<th>Cost Share Formula</th>
<th>NCDOT / Local Share</th>
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<tbody>
<tr>
<td>&gt; 100,000</td>
<td>80% / 20%</td>
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<tr>
<td>50,000 to 100,000</td>
<td>85% / 15%</td>
</tr>
<tr>
<td>10,000 to 50,000</td>
<td>90% / 10%</td>
</tr>
<tr>
<td>&lt; 10,000</td>
<td>95% / 5%</td>
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</table>

**Betterment**

- A requested improvement that exceeds the recommendations from a plan and/or exceeds need identified in the project development process
- Aesthetic materials and treatments
- Landscaping in excess of standard treatments
- Lighting in excess of standard treatments

**Contact**

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**Joseph Furstenberg**
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<table>
<thead>
<tr>
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<th>Question</th>
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<tbody>
<tr>
<td>1</td>
<td>Page 2: &quot;During the Comprehensive Transportation Planning Process...&quot;: Is this in reference to CTP map/document development and adoption?</td>
</tr>
<tr>
<td>2</td>
<td>Page 2: Does the NCDOT Roadway Design Manual incorporate any principles from NACTO? Can MPOs, municipalities &quot;lobby&quot; for inclusion of NACTO/FHWA Guide/design standards?</td>
</tr>
<tr>
<td>4</td>
<td>Section 1.1: Is there a deadline for submittal of the Complete Streets Project Sheets for the P6.0 projects?</td>
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<tr>
<td>5</td>
<td>Section 1.2: Should CS Project Sheets be developed at the time CTP alignments are added/created? When advanced for MTP development? When advanced for SPOT submittal?</td>
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<tr>
<td>6</td>
<td>Section 2.2: &quot;Due to long useful life of bridges...&quot; seems like a good reason to include additional width regardless of the existence of adopted plan(s).</td>
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<tr>
<td>7</td>
<td>Section 3.2: Nice!</td>
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<tr>
<td>8</td>
<td>Section 6.1: What plans/types of plans are qualified to be local, municipal, etc. adopted plans? Is there a cut-off date for referenced local plan adoption?</td>
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<tr>
<td>9</td>
<td>Section 6.3: What if the recommendation in the referenced adopted plan already exceeds the &quot;standard&quot; treatment of ROW width?</td>
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<tr>
<td>10</td>
<td>Section 6.1: Do adopted design recommendations qualify as an adopted plan? For example: Urban Street Design Guidelines (USDG), Sidewalk Installation Policy (Charlotte), Charlotte WALKS (Charlotte), Charlotte BIKES (Charlotte), TOD Streets Map (Charlotte), ADA Plans/Design Standards, School Zone Plans (Meck Co School Zone Work Group)</td>
</tr>
<tr>
<td>11</td>
<td>Section 6.1: Is there an “arbitration” process for determining what is considered an adopted policy or plan, or what elements will be included in design?</td>
</tr>
<tr>
<td>12</td>
<td>Section 7: NCDOT Roadway Design Manual is referenced as &quot;authoritative reference for Complete Streets design&quot;, however this manual was last adopted in 2004, revisions notwithstanding. Will NCDOT default to AASHTO? To what degree will local design standards be incorporated?</td>
</tr>
<tr>
<td>13</td>
<td>What is the source(s) of funding for Complete Streets facilities and betterments?</td>
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<tr>
<td>14</td>
<td>Will NCDOT consider improvements for rideshare, CAVs, and electric vehicles as a component of Complete Streets?</td>
</tr>
<tr>
<td>15</td>
<td>How will we address projects which are already in the design or ROW phase? Both with and without planned bike-ped facilities. How will re-design be funded?</td>
</tr>
<tr>
<td>16</td>
<td>What is ideal cut-off for application of policy on current projects - both going forward and projects already in development? Should be after the environmental document is completed and before ROW acquisition.</td>
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<td>Question</td>
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<tr>
<td>17</td>
<td>Is there an NCDOT, local, MPO, county, etc. staff group which will analyze this policy and decide how to address questions and policy gaps?</td>
</tr>
<tr>
<td>18</td>
<td>Is the current Complete Streets Project Sheet the final version, or is this still just a draft for comment?</td>
</tr>
<tr>
<td>19</td>
<td>Is there a deadline for submittal of the Complete Streets Project Sheets for active TIP projects for which the new Complete Streets Policy applies?</td>
</tr>
<tr>
<td>20</td>
<td>Which NCDOT Programs/Divisions are involved in developing the Complete Streets Policy?</td>
</tr>
<tr>
<td>21</td>
<td>Who is the Complete Streets Program Administrator? Who comprises the committee working on the Complete Streets FAQs/updated guidance?</td>
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CRTPO Bicycle & Pedestrian Work Group
February 6th, 2020, 1:30PM – 3:30PM
CMGC 8th Floor – Innovation Station

Agenda

1. Introductions

2. Community Updates
   Roundtable discussion of news, local projects, and relevant issues

3. Strava Data for CRTPO?
   Discussion of potential for acquisition and use of Strava Metro data

4. Performance Measures – Bicyclist & Pedestrian Safety Targets
   TCC staff have discussed current safety metrics as well as the opportunity to expand upon the state's metrics. We will discuss potential for a CRTPO-wide bicycle and pedestrian safety metric to be used in project evaluation.

5. TAP/Bicycle & Pedestrian Criteria Work Session Recap
   Curtis Bridges, CRTPO
   Brief recap of January bike-ped criteria work session, and look ahead to next session and steps to adoption

6. Other Topics, Looking Forward
   Complete Streets Information Session with TCC staff in February