M E C K L E N B U R G – U N I O N
METROPOLITAN PLANNING ORGANIZATION
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TO: TCC Members
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: March 5, 2010
SUBJECT: Technical Coordinating Committee (TCC) Agenda
March 2010 TCC Meeting—March 11, 2010

The March 2010 TCC meeting is scheduled for **Thursday, March 11 at 10:00 AM.**

Please note that the meeting will be held in Room 266 of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda. Please call me at (704) 336-8643 if you have any questions.

Comments on several agenda items:

Agenda Item #1: Minutes
The February minutes will be provided under separate cover.

Agenda Item #2: Long Range Transportation Plan & Conformity Determination Report
The public comment period will end on Monday, March 8. Comments received thus far have been posted on the MUMPO website for your review. Comments received after today will be posted on the website on Tuesday, March 9.

Agenda Item #4: Strategic Planning Office of Transportation Prioritization Results
You received an email earlier this week with a link to the strategic prioritization results presented by NCDOT the last week of February. Representatives of NCDOT's Strategic Planning Office of Transportation will attend the TCC meeting to discuss the results. A link is also provided on the agenda so you can review the results in advance of Thursday's meeting.

Agenda Item #6: Unified Planning Work Program
A spreadsheet with draft recommendations of funding allocations will be provided under separate cover.

MUMPO TCC
AGENDA
March 11, 2010

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1. **Consideration of February Meeting Minutes** Wayne Herron
   ACTION REQUESTED: Approve as presented or with amendments.

2. **LRTP & Conformity Determination Report Recommendations** (20 minutes) Robert Cook
   ACTION REQUESTED: Recommend approval to the MPO of the Draft 2035 Long Range Transportation Plan and the Draft Air Quality Conformity Determination Report.

   BACKGROUND: The required 30-day public comment period will end on March 8, 2010. Two public meetings were held in February to solicit comments on the LRTP and CDR. Comments that have been submitted regarding the plan have been posted on MUMPO's website; comments received after distribution of the agenda will be posted on Tuesday, March 9. The MPO is scheduled to meet March 24, 2010 to take action on the LRTP and CDR. More information can be found at the following website: http://www.mumpo.org/2035_LRTP.htm

3. **2009-2015 Transportation Improvement Program (TIP) Amendment** (5 minutes) Robert Cook
   ACTION REQUESTED: Recommend approval to the MPO of the 2009-2015 TIP Amendment.

   BACKGROUND: A plan to accelerate the construction of the remaining portion of the I-485 Loop (TIP #R-2248E) and the I-85/I-485 Interchange (TIP #R-2123CE) has been proposed by NCDOT. Currently, the TIP shows the construction funding for these projects after FY 2015. In order for the funding to correspond with NCDOT's new construction schedule, a TIP amendment is required.

4. **Strategic Planning Office of Transportation Prioritization Results** (30 minutes) Alpesh Patel
   ACTION REQUESTED: FYI

   BACKGROUND: The NCDOT's Strategic Planning Office of Transportation has released the initial results of its strategic prioritization process, as part of the department's Transportation Reform effort. MUMPO's contribution to the list of ranked projects came from the Candidate Projects List that was adopted in March 2009. The rankings are initial results based upon data and need, and have not been subject to funding, legal or scheduling constraints. These are preliminary results and may be subject to change. More information can be found at the following website: http://www.ncdot.org/performance/reform/documents/

5. **Charlotte Railroad Corridor Improvements** (15 minutes) Michael Shumsky
   ACTION REQUESTED: FYI

   BACKGROUND: Discussion of the Charlotte Railroad Improvements and Safety Program (CRISP) and the NCRR Double Track Project in northeast Charlotte.

6. **FY 11 Unified Planning Work Program** (20 minutes)
   a. UPWP Update Robert Cook
   ACTION REQUESTED: FYI

   BACKGROUND: The UPWP is adopted annually and identifies the major transportation planning activities to be undertaken during the fiscal year.

b. Metrolina Regional Travel Demand Model Anna Gallup

ACTION REQUESTED: Endorse MUMPO's portion of the funding schedule and budget. The FY11 amounts will be included in the FY11 UPWP.

BACKGROUND: With the 2010 Census almost underway, it is time to complete additional survey and data collection tasks needed to update the Metrolina Regional Travel Demand Model to a 2010 base year and 2040 horizon year. The Metrolina Regional Travel Demand Model Executive Committee will be asked to approve the schedule and budget at their March 25th, 2010 meeting. FY 11 tasks will be a part of the UPWP.

ATTACHMENT: Metrolina Regional Model Estimated FY 11, FY 12 and FY 13 Budgets

7. Old Monroe Road Interim Improvements Study (15 minutes) Carl Gibilaro

ACTION REQUESTED: FYI

BACKGROUND: MUMPO commissioned the Old Monroe Road Interim Improvements study to identify near term improvements to John Street / Old Monroe Road / Old Charlotte Highway corridor in advance of TIP Project U-4714, which will widen Old Monroe Road to a multi-lane facility. The goal of this Study is to improve the operating conditions of the corridor, not by widening, but rather by implementing feasible relatively low cost spot improvements.

ATTACHMENT: Executive Summary for Old Monroe Road Analysis

8. Independence Boulevard Joint Task Force (15 minutes) Norm Steinman

ACTION REQUESTED: FYI

BACKGROUND: On December 11, 2009, Charlotte Mayor Anthony Foxx, with support from State Transportation Secretary Conti, requested that a 90-day joint task force of City and NCDOT staff be formed to evaluate the design of the currently programmed TIP project along Independence Boulevard (U-209B). Through January and February 2010, a technical team of City and NCDOT staff defined, evaluated, and recommended changes to the TIP project.

9. Monroe Parkway Status Update (5 minutes) Jennifer Harris

ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this project.

10. Comprehensive Transportation Plan (5 minutes) Anil Panicker

ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this project.

11. Adjourn

Metrolina Regional Model Estimated FY 11 ,FY 12, and FY 13 Budgets
Revised based on 2/4/10 Model Team Meeting

Task	FY11	FY12	FY13	Total	2002 Cost
Maintenance	$ 160,000	$ 160,000	$ 160,000	*$ 480,000*	$205,725
Update of Regional Econ & Dem Totals	$ -	$ 62,500	$ -	*$ 62,500*	$50,000
Household Travel Survey	$ 543,750	$ 181,250	$ -	*$ 725,000*	$497,058
External Station Survey	$ -	$ -	$ 390,000	*$ 390,000*	$504,621
Travel Time Data	$ 95,000	$ -	$ -	*$ 95,000*	NA
Freight Data	$ 15,000	$ -	$ -	*$ 15,000*	NA
Vehicle Classification Counts	$ 110,000	$ -	$ -	*$ 110,000*	$183,000
Professional Services	$ 25,000	$ 75,000	$ -	*$ 100,000*	$100,484
Employment Data (InfoUSA)	$ 10,000	$ -	$ -	*$ 10,000*	Provided by NCDOT
Employment Data (Dun & Bradstreet)	$ -	$ -	$ -	$ -	Purchased through Workplace Survey (NC & SC)
Total	*$ 958,750*	*$ 478,750*	*$ 550,000*	*$ 1,987,500*	*$1,540,888.00*
Total less HHTS and External Travel Survey	*$ 415,000*	*$ 297,500*	*$ 160,000*	*$ 872,500*	*NA*
Previous Additional Survey / Data:					
Workplace Survey					$413,134
Land Use Technical Advisor					$157,938
Non-MPO Socio-Economic Data & Projections			NA		$191,927
Total 2002 Cost					*$2,303,887*

NCDOT funds 80% of HHTS & Ext. Travel Survey; All other is model maintenance cost distribution

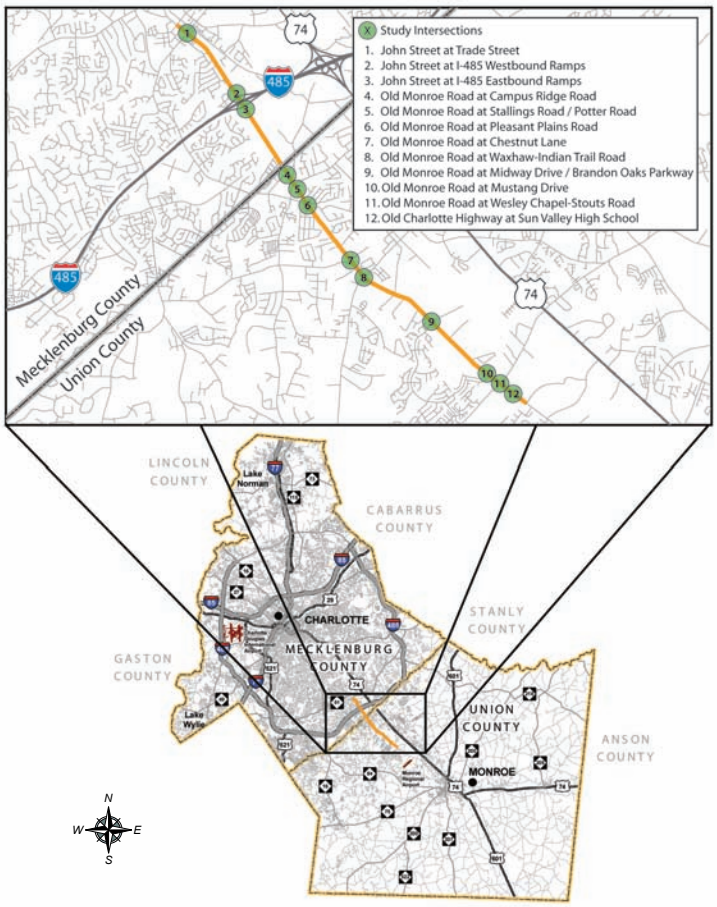
Agency	FY11	FY12	FY13	Total	% of Budget (not incl. HHTS & Ext. Trav. Surv.)	% of Budget (HHTS & External Travel Survey)
NCDOT	$ 621,750	$ 278,875	$ 384,000	*$ 1,284,625*	45.000%	80.000%
SCDOT	$ 34,313	$ 20,351	$ 16,902	*$ 71,565*	5.600%	2.036%
RFATS	$ 26,960	$ 15,990	$ 13,280	*$ 56,230*	4.400%	1.600%
CRMPO	$ 58,975	$ 34,978	$ 29,050	*$ 123,003*	9.625%	3.500%
GUAMPO	$ 37,530	$ 22,259	$ 18,486	*$ 78,275*	6.125%	2.227%
MUMPO	$ 179,223	$ 106,297	$ 88,282	*$ 373,802*	29.250%	10.636%
Total	*$ 958,750*	*$ 478,750*	*$ 550,000*	*$ 1,987,500*	100.000%	100.000%

METROPOLITAN PLANNING ORGANIZATION

OLD MONROE ROAD INTERIM IMPROVEMENTS ANALYSIS REPORT
EXECUTIVE SUMMARY

OVERVIEW

The Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has commissioned the Old Monroe Road Interim Improvements study to identify near term improvements to John Street / Old Monroe Road / Old Charlotte Highway in advance of TIP Project U-4714, which will widen Old Monroe Road to a multi-lane facility. The goal of this Study is to improve the operating conditions of the corridor, not by widening, but rather by implementing feasible relatively low cost spot improvements. The Old Monroe Road study area is approximately 7 miles in length and extends from Trade Street in Mecklenburg County to Sun Valley High School just east of Wesley Chapel-Stouts Road in Union County.



EXISTING CONDITIONS

Within the project's study area, Old Monroe Road is a 2-lane roadway with posted speed limits ranging from 25 mph to 45 mph. Along Old Monroe Road, within the study limits, all of the signalized intersections have exclusive left-turn lanes while a few have exclusive right turn lanes. None of the evaluated stop-controlled intersections have exclusive turn lanes on Old Monroe Road. The existing conditions analysis indicates that four of the nine signalized intersections and two of the three stop-controlled intersections operate at a LOS E or F

Existing conditions along Old Monroe Road

BUILD CONDITIONS

Proposed intersection improvements within the corridor included adding turn lanes, lengthing of existing turn lanes, and signal timing and phasing improvements. All improvements proposed could be accomplished without the need for the widening of Old Monroe Road to multi-lanes.

The proposed improvements, shown in the accompanying table, were identified based on LOS analysis, queue analysis, turn lane warrants, and engineering judgment.

With the proposed improvements implemented only one of the nine signalized intersections is projected to operate at a LOS E or F during the AM or PM peak hour. Due to the location of the Trade Street intersection, and the physical constraints, no further improvements are recommened to improve LOS E during the PM peak hour.

Two of the three stop-controlled intersections are still projected to operate at LOS E or F during the AM or PM peak hour. Despite being projected to operate at LOS F during both the AM and PM peak hours, the Campus Ridge Road intersection does not warrant a signal and no lane geometry improvements are recommended because of the low side street volume and connectivity to Stallings Road. Similarly, despite being projected to operate at LOS E during the both the AM and PM peak hours, the Pleasant Plains Road intersection does not warrant a signal. An exclusive left-turn lane is warranted and recommended for the westbound Old Monroe Road approach.

COMPARISON OF EXISTING AND BUILD CONDITIONS ANALYSIS RESULTS

Intersection	Year 2009 Existing		Year 2009 Build		Recommended Intersection Improvements
	LOS	Delay	LOS	Delay	
John Street & Trade Street (signalized)	F (F)	92.3 (123.0)	D (E)	45.0 (61.0)	No lane additions; increased westbound Old Monroe Road left-turn storage bay length; increased the cycle length from 80 to 110 seconds; optimized the intersection splits
John Street & I-485 Westbound Ramps (signalized)	C (D)	20.5 (44.1)	C (D)	20.7 (39.1)	No lane geometry improvements; reduced the cycle length from 150 to 90 seconds; optimized the intersection splits
John Street & I-485 Eastbound Ramps (signalized)	D (C)	40.5 (23.4)	D (C)	39.6 (23.0)	No lane geometry improvements; reduced the cycle length from 105 to 90 seconds; optimized the intersection splits
Old Monroe Road & Campus Ridge Road (stop-controlled)	F (F)	65.7 (99.7)	F (F)	60.9 (74.7)	Does not warrant a signal; no lane geometry improvements; right-in/out was considered but not recommended due to downstream u-turn distance and the increase in turning volumes at the already congested Old Monroe Road & Potter Road / Stallings Road intersection
Old Monroe Road & Potter Road / Stallings Road (signalized)	D (E)	44.8 (68.1)	D (C)	37.6 (34.3)	Added an exclusive right-turn lane on the eastbound and westbound Old Monroe Road approaches; reduced cycle length from 145 seconds to 110 seconds; optimized the intersection splits
Old Monroe Road & Pleasant Plains Road (stop-controlled)	E (E)	38.0 (42.1)	E (E)	38.0 (42.1)	Does not warrant a signal; warrants and recommend an exclusive left-turn lane for the westbound Old Monroe Road approach
Old Monroe Road & Chestnut Lane (stop-controlled)	C (D)	20.9 (25.3)	C (D)	20.9 (25.3)	Does warrant a signal but is not recommended; warrants and recommend an exclusive left-turn lane for the westbound Old Monroe Road approach
Old Monroe Road & Waxhaw Indian Trail Road (signalized)	E (E)	60.7 (75.6)	D (D)	38.8 (45.3)	Added an exclusive right-turn lane on all approaches; increased eastbound Old Monroe Road left-turn storage bay length; optimized the intersection splits
Old Monroe Road & Brandon Oaks Parkway / Midway Drive (signalized)	D (C)	35.5 (21.7)	C (C)	31.7 (21.1)	No lane geometry improvements; reduced cycle length from 115 seconds to 90 seconds; optimized the intersection splits
Old Monroe Road & Mustang Drive (signalized)	C (C)	27.5 (20.1)	B (B)	17.3 (13.9)	No lane geometry improvements; optimized the intersection splits; optimized the signal offset
Old Monroe Road & Wesley Chapel-Stouts Road (signalized)	D (E)	36.4 (64.3)	C (C)	33.0 (31.3)	Added an exclusive right-turn lane on the northbound Wesley Chapel-Stouts Road approach and westbound Old Monroe Road approach; added a right-turn overlap phase for northbound Wesley Chapel Stouts Road and westbound Old Monroe Road; optimized the intersection splits; optimized the signal offset
Old Charlotte Highway & Sun Valley High School (signalized)	B (A)	12.3 (8.4)	B (A)	10.8 (5.2)	No lane geometry improvements; optimized the intersection splits; optimized the signal offset

Note: AM peak hour
(PM peak hour)