

# Transportation Staff Meeting

December 12, 2012  
2:00 PM  
CMGC 601

## AGENDA

**1. I-277/I-77 Loop Study** (Coleman)

Description:

The purpose of the I-277/I-77 Loop Study is to evaluate the future capacity, operational, and safety conditions of the Loop in order to define projects for the 2040 Long Range Transportation Plan (LRTP). This presentation will provide an overview of the study, including overall conclusions and recommendations.

**2. Bicycle & Pedestrian Ranking Methodology Revisions** (Landa & McLamb)

Description:

In May 2011, the MPO approved a bicycle and pedestrian ranking methodology. Since that time, the criterion has been reviewed by the subcommittee tasked with developing it, and revisions for improving it have been proposed. In addition an application to supplement the criteria has been created. The proposed revisions and application have been presented to the TCC and MPO for information. This is an opportunity for final review and comment prior to TCC and MPO action in January.

Attachments:

Bicycle/Pedestrian Project Ranking Process Revisions & Application

**3. MOU Text: Thoroughfare Plan/CTP Amendments** (Cook)

Description:

The current MOU includes two references to how the Thoroughfare Plan/Comprehensive Transportation Plan is amended. The amendment process has been identified by the MOU Subcommittee as a key topic that needs to be addressed in a revised MOU.

Attachment:

MOU TP/CTP amendment references

**Access number: 704-432-5486**



## Mecklenburg-Union Metropolitan Planning Organization (MUMPO)

### [Bike/Bicyclist/Pedestrian Project Ranking Process Methodology](#)

**APPROVED BY THE MPO:** May 18, 2011

**BACKGROUND:** The MPO assigned a Bike/Pedestrian subcommittee in May 2010 with the task of developing criteria to recommend projects to the MUMPO based on a comprehensive and technically-oriented project ranking process. Since the total value of proposed projects often significantly exceeds available funds, an objective evaluation of proposals is necessary to determine the best use of Bike/Pedestrian funds.

The following project ranking criteria process is the result of research and discussions by transportation professionals from the MUMPO region. The committee considered specific quantitative criteria for each of the categories, although this did not always prove to be feasible. The overarching goal was to create a thorough assessment that did not place undue burdens upon the applicant. When a quantitative measure of the absolute effectiveness of the project was not possible or reasonable, criteria based on a yes/no answer was created.

The scoring list below contains work discussed over the course of four subcommittee meetings in July 2010, January 2011, February 2011 and March 2011. [The criterion was originally approved by the MPO on May 18, 2011, and has since been revised.](#)

**FINAL PRODUCT:** The MUMPO will have a process available that allows a wide variety of eligible projects to be evaluated for funding, without creating undue burdens on applicants.

#### PROJECT RANKING CRITERIA

##### Minimum Requirement

**Project [application and statement of justification:](#)** Provide a ~~written~~ [MUMPO bicycle and pedestrian project application, to include a transportation purpose statement for the project, appropriate map exhibits and photographs must be submitted to that describe the proposed facility, destinations, and surrounding land uses, as well as project scores for each category.](#) [\(The application can be found on the MUMPO website\)](#)

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1. **Connectivity and Access (5045 points possible):** Points will be awarded based on described strengths in design, location and function of facility per-based on the following-attributes below. The following definitions shall be used for reference in this section:

Origin – refers to the beginning of the proposed bicycle or pedestrian facility.

Destination – refers to the end point of the trip at an existing location of interest.

- a. Length to destination:** For this category determine if your project’s greater need is bicycle or pedestrian. If the project serves both modes of travel, then the applicant may choose either category (i.e. greenways and multi-modal paths). If the specific project is not directly adjacent to the noted destination, the project must be part of a greater bicycle or pedestrian system which connects to the destination, then the applicant may count that already built portion of the length to destination. Distance should be measured from the shortest distance of the un-built facility to the described destination.

- a.** (Only use one category from the table below – pedestrian or bicycle.)

<u>Pedestrian</u> (miles to destination)	<u>Bike</u> (mile to destination)	<u>Points</u>
0.0-.25	0.0-1.0	10
0.26-0.5	1.01-3.0	8
0.51-1.0	3.01-5.0	6
1.01-3.0	5.01-7.5	4
3.01-5.0	7.51-10.0	2
5.01>	10.01>	0

- b. Directness of facility:** Is the path of the facility the most direct feasible route from origin to destination (i.e.-shortest distance from origin to destination)?

i. Yes = 5 points

ii. No = 0 points

iii.

- c. Accessibility of facility design:** Is the facility designed above a minimum accessible manner (slope, materials, ADA, etc)? *Applicant must detail and show references to be granted points.*

i. Yes = 5 points

ii. No = 0 points

- c. Quality and perceived interest in getting to existing destination:** The following are examples of destinations of high interest: town center, transit stations, major employment center and mixed use commercial. Each high interest location is worth five (5) points. The following are examples of destinations of moderate interest: multi-family residential developments, schools, parks, bus stops and park-n-rides. Each moderate interest location is worth three (3) points. The following are examples of destinations of lower interest: low-

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density residential or privately accessible property. Each low interest location is worth one (1) point. A maximum of **20 points** can be earned for this section. This total is accumulated by adding each item of interest that is a destination for the project. A destination that provides more than one use may only be awarded points for the use of highest interest (e.g. a school with a ball park would receive 5 points for the school use, but would not receive additional points for the ball park).

The following table outlines possible uses and the points associated with each:

<u>High Interest</u> (5 points)	<u>Moderate Interest</u> (3 points)	<u>Low Interest</u> (1 point)
<u>Town Center</u> (proportional to town size)	<u>Multi-Family Residential Development</u>	<u>Low-Density/Single Family Residential Development</u>
<u>Mixed Use Development Center</u>	<u>Park-n-Ride Lot</u>	<u>Privately Accessible Property</u>
<u>Major Employment Center</u>	<u>Light Rail Stop</u>	<u>Bus Stop</u>
<u>Transit Station</u>	<u>Park</u>	
<u>School</u>	<u>Greenway</u>	

Uses not specifically listed in the table, but considered relevant, will be evaluated by the committee tasked with reviewing projects, and may be allocated points if deemed appropriate

**d.**

**d. Regional nature of facility and destinations:** Has the proposed project been identified through a previous planning effort or policy?

- i. Identified in current adopted plan = 5 points
  - o Transportation (LRTP, TIP, CTP, Bicycle Plan, Pedestrian Plan or other locally adopted transportation plan or list for community)
  - o Land Use or Comprehensive Plan
  - o Recreation Plan
  - o Economic Development Plan

ii. Not identified in current adopted plan = 0 points

**ii.**

**f.e. Shown path:** A shown path illustrates a known need. This can be an actual shown path on the side of the road, a high volume of observed cyclists along a roadway, etc.

- i. Yes = 5 points
- ii. No = 0 points

**2. Feasibility and Cost of Implementation (2530 points possible):** Points will be awarded based on described cost/benefit balance and progress made to date on the part of applicant based on the following attributes below. The following definitions shall be used for reference for this section:

Right-of-Way or easement acquired or dedicated – refers to r/w or an easement that has been acquired or dedicated specifically for use by the proposed project.

Financial Commitment – refers to funding that has been authorized by the decision making body of the jurisdiction proposing the project.

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Partial – refers to a minimum of 30% work complete.

**a. Right of Way or easement acquired or dedicated:**

- i. ~~10076%-76100%~~ = ~~105~~ points
- ii. ~~7551%-5175%~~ = ~~510~~ points
- iii. ~~21%-50%~~ = ~~5~~ points
- iv. ~~520%~~ or less = 0 points

**b. Preliminary construction plans in hand:** Has design work taken place for the proposed project?

- i. Completed = 5 points
- ii. Partial \_\_\_\_\_ = 3 points
- iii. No Work = 0 points

**c. Limited environmental impacts:** To what extent does the proposed project impact the environment?

- i. CE Type I & II = 5 points
- ii. EA \_\_\_\_\_ = 2 points
- iii. EIS \_\_\_\_\_ = 0 points

**d. Applicant Financial Commitment:** Does the applicant have a significant financial stake in the project? Are they contributing a significant amount of their own resources towards the total project cost? If so, then they will receive more points than those who may only contribute the minimum amount necessary. The range of percent match of total project cost, and corresponding points, are as follows:

- i. 50% or more = 5 points
- ii. 21-49% \_\_\_\_\_ = 2 points
- iii. 0-20% \_\_\_\_\_ = 0 points

**3. Safety (25 points possible):** Project must demonstrate a safer condition for bicyclists and/or pedestrians traveling between origins and destinations in the same general corridor or planning area. Qualities of a project improving bicycle/pedestrian safety including the following attributes:

**a.**

**Existing conditions:** Conditions must demonstrate a safety hazard to cyclists and/or pedestrians as currently designed. Examples of demonstrated safety hazards may include recorded crash data or a posted speed limit over 30 miles per hour.

- i. Yes = 10 points
- ii. No = 0 points

**b. Vehicular speed:** Proposed project design encourages a reduction in vehicular speeds (i.e. - traffic calming devices, narrowed travel lanes, or lower speed limits).

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i. Yes = 5 points

ii. No = 0 points

iii.

c. **Reduced exposure:** Proposed project reduces the exposure between the motor vehicles, bicyclists and/or pedestrians. Examples of a physical barrier may include an off-road greenway, pedestrian refuge island, or a bike boulevard separated by a vertical structure. Examples of a defined space include striped bike lanes, sidewalks adjacent to the curb, crosswalks, and signed bike routes. The applicant should recognize any new safety risks introduced by the project design, such as placing a multi-modal side-path separate from the roadway but crossing multiple driveways or conflict points.

i. Physical barrier = 10 points

ii. Defined space = 5 points

iii. No reduced exposure = 0 points

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## 1. Connectivity and Access (45 points possible)

- a. Length to destination:** If the specific project is not directly adjacent to the noted destination, the project must be part of a greater bicycle or pedestrian system which connects to the destination, then the applicant may count that already built portion of the length to destination. Distance should be measured from the shortest distance of the un-built facility to the described destination. *Only use one category pedestrian or bike*

<b>Pedestrian</b> (miles to destination)	<b>Bike</b> (mile to destination)	<b>Points</b>
0.0-.25	0.0-1.0	10
0.26-0.5	1.01-3.0	8
0.51-1.0	3.01-5.0	6
1.01-3.0	5.01-7.5	4
3.01-5.0	7.51-10.0	2
5.01>	10.01>	0

**Miles to Destination:**

**Points:**

- b. Directness of facility:** Is the path to the facility the most direct feasible route from origin to destination (i.e. shortest route from origin to destination)?

Yes = 5 points

No = 0 points

**Origin:**

**Destination:**

**Points:**

- c. Quality and perceived interest in getting to existing destination:** *See ranking criteria for examples of high interest, moderate interest and low interest locations*

High interest location = 5 points each

Moderate interest location = 3 points each

Low interest location = 1 point each

**List each location, and its associated points**

**Total Points** (maximum of 20 points possible):

- d. Regional nature of facility and destination:** Has the proposed project been identified through a previous planning effort or policy?

Identified in current adopted plan = 5 points

- Transportation (LRTP, TIP, CTP, Bicycle Plan, Pedestrian Plan or other locally adopted transportation plan or list for community)
- Land Use Plan or Comprehensive Plan



# Mecklenburg-Union Metropolitan Planning Organization

<ul style="list-style-type: none"><li>• Recreation Plan</li><li>• Economic Development Plan</li></ul> <p>Not identified in current adopted plan = 0 points</p> <p><b>Plan:</b></p> <p><b>Points:</b></p>
<p><b>e. Shown path:</b> A shown path illustrates a known need. This can be an actual shown path on the side of the road, a high volume of observed cyclists along a roadway, etc. <i>Provide evidence of shown path – visual, pedestrian counts, etc.</i></p> <p>Yes = 5 points No = 0 points</p> <p><b>Points:</b></p>
<b>2. Feasibility and Cost of Implementation (30 points possible)</b>
<p><b>a. Right of Way or easement acquired or dedicated:</b></p> <p>76-100% = 15 points 51-75% = 10 points 21-50% = 5 points 20% or less = 0 points</p> <p><b>Percentage of right of way:</b></p> <p><b>Points:</b></p>
<p><b>b. Preliminary construction plans in hand:</b> Has design work taken place for the proposed project?</p> <p>Completed = 5 points Partial = 3 points No work = 0 points</p> <p><b>Points:</b></p>
<p><b>c. Limited environmental impacts:</b> To what extent does the proposed project impact the environment?</p> <p>CE Type I &amp; II = 5 points Environmental Assessment = 2 points Environmental Impact Statement = 0 points</p> <p><b>Type of environmental document:</b></p> <p><b>Points:</b></p>

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**d. Applicant financial commitment:** Does the applicant have a significant financial stake in the project? Are they contributing a significant amount of their own resources towards the total project cost? The range of percent match of total project cost, and corresponding points, are as follows:

50% or more = 5 points

21-59% = 2 points

0-20% = 0 points

**Percentage of contribution:**

**Points:**

### 3. Safety (25 points possible)

**a. Existing conditions:** Conditions must demonstrate a safety hazard to cyclists and/or pedestrians as currently designed. *Examples of demonstrated safety hazards may include recorded crash data or a posted speed limit over 30 miles per hour*

Yes = 10 points

No = 0 points

**Safety hazard:**

**Points:**

**b. Vehicular speed:** Proposed project design encourages a reduction in vehicular speeds (i.e. traffic calming devices, narrowed travel lanes or lower speeds).

Yes = 5 points

No = 0 points

**Design feature:**

**Points:**

**c. Reduced exposure:** Proposed project reduces the exposure between the motor vehicles, bicyclists and/or pedestrians with the use of a physical barrier or a defined space. *The applicant should recognize any new safety risks introduced by the project design, such as placing a multi-modal side path separate from the roadway but crossing multiple driveways or conflict points.*

Physical barrier = 10 points

Defined space = 5 points

No reduced exposure = 0 points

**Device or design feature reducing exposure:**

**Points:**

## 2003 Memorandum of Understanding

### Thoroughfare Plan/Comprehensive Transportation Plan Amendment References

#### **Section I-E-12** (page 4)

The MUMPO is responsible for conducting public involvement and technical analyses to determine the preliminary alignments for transportation projects (both road and transitway) included in the Long Range Transportation Plan. These alignments will be used by local jurisdictions through their land development ordinances for right-of-way protection purposes. Once the MUMPO has adopted an official thoroughfare alignment, the alignment can only be modified by:

- a. Official MUMPO action; or
- b. Action of the MUMPO's Technical Coordinating Committee (TCC), (which is described in Section I.H of this Memorandum of Understanding) under the following criteria:
  - i. The TCC finds the proposed alignment to be technically reasonable; and,
  - ii. The proposed alignment enters and exits the affected property at the officially approved location and angle or curvature; and
  - iii. The TCC finds that the proposed alignment does not move closer than 500 feet to an adjacent land owner's property boundary; or
  - iv. If the proposed alignment is already within 500 feet of an adjacent property, the shift in the alignment is away from the property.

The MUMPO adopts the alignment for right-of-way purposes even if the alternatives are produced through a State or locally funded environmental study process. MUMPO decisions are subject to the voting guidelines contained in Section I.G of this Memorandum of Understanding.

#### **Section I-G** (page 6) MUMPO Voting Policy

1. A simple majority (weighted) vote shall determine all issues except as provided in 2, 3 and 4 below.
2. When any project is on a road that does not carry an I., U.S., or N.C. route designation, and is totally contained within a single municipality's corporate limits or sphere of influence, its location shall be determined only with the consent of that municipality.
3. The MUMPO cannot override the position of any individual local municipality on a project for a road that does not carry an I., U.S., or N.C. route designation when any portion of the project is within that municipality's corporate limits or sphere of influence except by 3/4 majority vote of all votes eligible to be cast.