Charlotte Region HOV/HOT/Managed Lanes Study
Regional Technical Team
Meeting #3

October 23, 2007 10:00AM – 12:00 noon

Metrolina Regional Transportation Management Center
2327 Tipton Drive, Charlotte, NC

Meeting Summary

Welcome and Introductions

- The meeting started at 10:05AM.
- Jack Flaherty (NCDOT) welcomed meeting attendees and asked participants to introduce themselves.

Review of Work Progress

Tasks 1.3 Evaluation Criteria and 1.5 Corridor Screening

- Anna Gallup (CDOT) commented that the performance results for the managed lanes study are from the regional travel demand model adopted by the MPOs. The model was used for the conformity analysis adopted in spring 2007. CDOT has changed the mode choice portion of the model for the managed lanes study and have run several scenarios for two horizon years, 2013 and 2030. CDOT also has packaged model outputs so the results could be used by ECONorthwest's RapidTOM model. CDOT is continuing to work on validating truck projections using arterial classification counts and new freeway classification counts, to be provided by NCDOT.
- In response to a question from Norm Steinman (CDOT), Chuck Fuhs (PB) noted that HOT lanes have not been implemented on any arterial roads in the country. Joe McLelland (CDOT) added that the managed lane alternatives along arterials being tested in the Charlotte regional model include grade separations at signalized intersections to avoid signal delays. Norm noted that the arterials may need to be widened between intersections in order to provide travel time benefits in the managed lanes.
- During discussion of the screening methodology, Jonathan Parker (NCDOT) inquired into the omission of the Monroe Connector-Bypass from the corridor map. Joe replied that the study was not analyzing HOV lanes along this proposed facility because MUMPO had decided that the road would be tolled. Norm noted that the Garden Parkway is included in the study because it is being financed with NCDOT funds.

- Norm commented that upcoming education and outreach materials should focus on the benefits of managed lanes, such as attracting motorists from the general-purpose lanes and reducing the duration of peak periods.
- Chuck stated that corridor segments receiving scores between 3 and 5 could receive further consideration for Phase 2 analysis.
- Norm requested that both 2+ and 3+ HOV demand be identified for each of the study corridor segments.
- Jonathan noted the potential conflict of implementing managed lanes along US-74 East and the Light Rail Transit (LRT) concept still under consideration for the Southeast Corridor. Joe replied that the travel demand model includes HOV and Bus Rapid Transit (BRT) along US-74. The managed lanes results from the model reflect operation of commuter rail service in the North Corridor and LRT operations in the South and Northeast Corridors. Chuck added that multiple transportation modes can work in a corridor because they serve different travel markets.
- Meeting attendees discussed the operating characteristics of US-74 and US-321 with regard to being classified as freeways, expressways or arterials in the model for the managed lanes study. This discussion will be incorporated in the analysis.

Task 2.8 Study Coordination and Outreach (Conclusions from Stakeholder Interviews)
- Mary Hopper summarized major themes from her one-on-one interviews of 12 stakeholders in the region representing a broad cross-section of interest groups.
- Interviewees did not seem to be concerned about the equity issue for HOT lanes. Most persons noted that persons could access the lane either by changing behavior (ridesharing or transit) or by paying a toll (HOT facility).
- Several interviewees mentioned a need for action because of public frustration with the length of time for transportation improvements to be completed.
- US-74 was mentioned most frequently as a congested corridor. I-77 and I-85 were mentioned next as corridors needing congestion relief, and I-77 identified as one corridor with frequent accidents.
- A written summary of the interviews will be prepared as part of this task.

Study Name and Logo
- Keith Richardson (City of Charlotte Corporate Communications) described his group's work with CDOT and MUMPO in identifying a name and logo. Three objectives include 1) identifying a "catch phrase", 2) capturing the essence of the study, and 3) determining a name that can be used as the study ends and facilities are implemented.
- The recommended name is Charlotte Fast Lanes Study. Keith passed around several logos with different design features. Meeting attendees preferred the color version of the logo which incorporated a checkered flag. Keith will move forward with this design concept.

Managed Lane Website

- Tim Gibbs (CDOT) thanked MUMPO for hosting the website and adding information as study materials become available.
- Tim stated that Corporate Communications was working on securing a dedicated location for the website. It will come on-line after November 6.
- In response to Norm's request, Keith noted that the project website will be linked to and from various agencies websites.
- Subscription link could be added to the site so that updated information could be distributed to interested parties.
- Keith added that Corporate Communications would develop a video showing how HOT lanes might be implemented in the Charlotte region. The need for this education and outreach element stems from similar videos done in other cities. Chuck played a video from Denver illustrating how the public could use HOT lanes in that city.

HOV/HOT/Managed Lanes Presentations

- Tim Gibbs distributed a list of presentations to be made throughout the region in November, December and January.
- The screening results from Phase 1 will be presented to TCCs, TACs and MPOs for information only.
- The November 15 workshop may be re-scheduled. Tim will notify RTT members of the new date if the workshop is postponed.

Other Items of Discussion

- Tim noted that the multi-party agreement has been executed by all parties except NCDOT.

Attendees

- Sign-in sheet is attached.