Charlotte City Council

Transportation & Planning Committee

Meeting Summary for October 11, 2010

COMMITTEE AGENDA TOPICS

I. **Subject:** **Area Plan Implementation**
Action: None

II. **Subject:** **Bus Stop & Service Planning and Evaluation**
Action: Provide information in a Council-Manager Memo

III. **Subject:** **Urban Street Design Guidelines**
Action: None

COMMITTEE INFORMATION

Present: David Howard, Nancy Carter, Warren Cooksey, Patsy Kinsey
Time: 3:35 pm – 5:00 pm

ATTACHMENTS

1. Agenda Package

DISCUSSION HIGHLIGHTS

Acting Chairwoman Patsy Kinsey called the meeting to order and asked everyone in the room to introduce themselves. She stated that Chairman Howard would arrive shortly. She then turned it over to Debra Campbell to introduce the first item on the agenda.

I. Area Plan Implementation

Ms. Campbell stated that today's presentation will be given by Kent Main. The purpose is to expose the Committee to a program of Area Plan Implementation. She stated that the Council approves, as part of the Transportation Bond package, funding to implement area plans and today the Committee will be shown how the projects are selected. Mr. Main began reviewing the "Area Plan Implementation" presentation (copy attached). He stated that "Volume 1" is the

Concept Plan and "Volume 2" is a very detailed Implementation Plan. Mr. Main then reminded the Committee of what the area plan's purpose is. He went on to describe the implementation strategies and discussed the table (referencing slide 6) that goes through all the things they have recommended for land use and transportation. The table also identifies specific things that need to be done and the lead agency that would be involved in that. There is also a priority list within that table.

Carter: Can an abnormal designation expire if the land use doesn't match the area plan?

Campbell: A land use recommendation is a policy recommendation. What really controls how the land is used is zoning. However that plan is zoned, is how it can be used. In addition, there can be plan amendments. If an adopted plan recommends something the land has not been used for, at some point in time, someone could come in and ask for a plan amendment. A plan can also be amended through the rezoning process.

Carter: Do the corrective rezonings have a certain priority in the implementation?

Campbell: Yes, and that is through the planning process. They usually get a high priority or at least a medium priority. Corrective rezonings are one of the "easier" rezonings for the Planning Department to gear up for because we manage the rezoning process. We can usually do them quickly after a plan is adopted.

Carter: It's number 14 on the chart here, and that's at the bottom of the page. We have a 97% approval rate for following your plans. There is some tension here and I'm still hearing from my constituents that this is an important issue for them.

Howard: Is this chart a list of to do in order? It seems Council member Carter's concern is that it's listed at the bottom as number 14.

Campbell: It's not in priority order. The priority is the last column on the right. It's simply listed out how it fell in the document.

Cooksey: It's human nature to look at numbers as a ranking order. It might be better to have the number column to be a page number reference, if that is applicable.

Mr. Main continued reviewing the presentation and read through the agencies they partner with. He talked about the Streetscape/Capital Projects that are funded right now. They are receiving $2.5 million per year currently for Area Plan Funds, as well as some additional funds for Business Corridor/Pedscape. Mr. Main read through the background of the area plans and stated that they have been doing the area plan projects since 1999 and the original amount of funding they received for carrying out the capital projects was about $300,000 per year. At that time, the capital projects were not being done in a timely manner, so when approaching 2006, they were looking to put together a program to start tracking the projects better. The voters approved the Transportation Bond Referendum in 2006 and again in 2008.

Chairman Howard questioned the formal process of working with the other agencies. Mr. Main

stated that it was an informal process. Ms. Campbell said that it's also throughout the budget process and making sure they are implementing highest priorities for capital improvements through the area plan process. Ms. Campbell said there is a CIP Staff Review Team and also an internal Planning Implementation Team within the Planning Department, which cross boundaries with other Key Business Units (KBUs). Council member Carter mentioned that there is anxiety around the donut of the Center City and the benefits they get. Ms. Campbell replied that there are many different programs that have linkage with the area plan process. When Neighborhood and Business Services (N&BS) are discussing their Neighborhood Improvement Projects, one of the criteria is that there is an adopted area plan. There is also a Growth Strategy Steering Team that includes the schools and Park and Recreation.

Mr. Main continued reviewing the presentation and talked about varying project scopes and specificity, street cross-sections, and showed a typical project list and map. He read through the original 10 pilot plan areas from 2006 and showed a list of the plans that had been added since then. He also read through the future plan areas. He stated that for the first 10 pilot areas, Engineering did some generalized rule of thumb costing for them and came to a figure of $298 million just to do the planning for those. That includes things being taken care of by other departments. This is to show that it would take a long time to get the plans done if all they had was $2.5 million a year.

Mr. Main went on to say that the data is being used in collaboration with other KBUs and some of our leveraging partners. He said that in some cases they have shared costs if another department is doing a project at the same time to fulfill an area plan priority. Planning has also digitized the recommendations of the Westside and Eastside Strategic Plans & Business Corridors. They have made accomplishments there from many different funding sources. The Business Corridor/Pedscape program is also administered by Planning and focuses on projects in distressed business corridors as designated by N&BS.

Mr. Main discussed the regulatory aspect of the implementation of area plans. Most of the plans identify a number of corrective rezonings. Rezoning requests, as well as corrective rezonings, are judged against what they call out in the plans. They review every rezoning plan and that's where the recommendations come from. They also judge for their urban districts where they have specific design guidelines. They also have subdivision reviews, particularly for park and greenway reservations, as identified in area plans.

Mr. Main said that as they proceed with this implementation, they will continue to catalog all past plans, look to expand the use of the system to identify larger Capital Improvement Projects and ensure they have linkages to other capital planning processes for other departments, specifically for the Transportation Action Plan. Chairman Howard asked the Committee if they had any questions.

Carter: I just would like to say congratulations to you all. I have seen the movement over the last 11 years of getting things done with our plans. I'm wondering if there is perhaps a potential for grant writing, not just from the federal government, but from some community entities and foundations. You all are doing unique work and it should be pushed forward.

Campbell: We certainly hope that you all don't take this as a request for funding. We wanted to make sure you all understood that we were doing more than just planning. We were fortunate enough that we were able to get our area plan capital funds raised to an amount that we could actually start implementing things that were recommended in plans.

Kinsey: On slide 4 you mention area plans refine Centers, Corridors, and Wedges boundaries. Explain that to me.

Campbell: What we want to make sure of is that when we do an area plan, that as part of the area plan, we can specifically carve out an area that may potentially be in a Corridor, Center, or Wedge. That enables us to get very parcel specific. For example, the Elizabeth Community Area Plan is all in a Corridor, but you will find that we have carved out neighborhood preservation areas.

Johnson: We define where the boundary is of the established neighborhood and where the general Corridor is, so you can actually see it on the map.

Kinsey: How soon can I see that plan?

Johnson: There is stakeholder meeting in a few weeks. We come back in either November or December to show the Committee the plan.

Howard: Who maintains the improvements for landscaping and art that is put in?

Campbell: I believe it's a combination, but it's mostly Landscape Management.

Howard: The $2.5 million and the $2.3 million are not for maintenance, right?

Campbell: Right, and we are getting a little bit of push back from some departments because their budgets are shrinking as well. We've heard from Landscape Management that we need to allocate a little bit of money for long term maintenance when we are costing out some of the projects.

Howard: That's something, going into the next budget cycle, that we need to talk about.

Carter: Green areas that are being donated to the City within developments are also a concern to me, because that is not going to Parks and Recreation, that's going to us and it is a maintenance issue.

Kinsey: When private organizations give us art, we have to maintain that as well.

Howard: You should talk about that, Mr. Schumacher, at your retreat coming up. Are there any outstanding corrective rezonings right now?
Main: There is a Bryant Park Ped Plan that we have identified because of changes to the Ped Ordinance. There may be a few for the Catawba Area Plan.

Howard: Okay, thank you all for the information. Let's move on to the next agenda item.

II. Bus Stop & Service Planning and Evaluation

Charlotte Area Transit System (CATS) Director Carolyn Flowers stated that Larry Kopf will review the presentation today on handling bus stop requests. This is an informational item that will go through the process that CATS uses for evaluating requests for additional bus stops and other transit amenities. Over the last 10 years, they have added 300 additional bus stops and have expanded transit amenities. She then turned it over to Mr. Kopf.

Mr. Kopf began reviewing the "Handling Requests at CATS" presentation (copy attached). He stated that the current budget environment shows the sales tax level is down to the 2005 level. They have cut back some service hours and positions, which makes their operating expense down to the 2008 level. The ridership is still at the 2009 level. They have fewer resources, but are still trying to serve a core ridership.

Mr. Kopf explained the Countywide Transit Service Plan and said it is a short range 5-year plan. The current plan expires in January 2012 and they are currently updating the plan. They have a Technical Committee that consists of employees from CATS, Planning Commission, CDOT and N&BS. They also have a citizen input process for this plan.

Mr. Kopf described that there are various ways that people get their requests to CATS. They can send it through email, a letter, a phone call, or they can stop in their offices. All requests go to the Customer Service Representatives and then they contact the appropriate Division Manager to handle the request. They attempt to respond to customers within 5 days. They create a file and log all requests and their responses. For this FY11, they have received 58 requests.

Howard: How do you differentiate requests from the ones you just do automatically because a certain area has more people?

Flowers: We have a policy for bus stop spacing. There are standards as to how far you place a stop, usually ¼ of mile.

Howard: Do you look for places to serve or would you wait for that new neighborhood or developed area to say that they would like service?

Kopf: The Countywide Transit Service Plan is the way we are proactive in trying to be out in front of the requests. It's like a look-ahead. We also react to requests that come into us, so there are both methods.

Mr. Kopf described the process they use when they get a request. The Service Change Committee meets monthly to go over all the requests they receive. They look at different criteria when they are looking at requests. They do a budget analysis, ridership analysis and a safety review. They also try to determine the effect on existing customers and they look at their MTC Policies. Ms. Flowers added that for the safety review, they have to ensure they are compliant with the ADA. Mr. Kopf talked about the different service standards and said they try to

evaluate requests on objective measures that are set out.

Mr. Kopf went on to discuss the number of bus stops, shelters and benches. There is a Bus Stop Committee that responds to requests for new bus stops. They also meet monthly to review requests. There are many criteria that are looked at when looking at new bus stops, such as; property issues, safety issues, location of utilities, Solid Waste Services pick up of trash cans, accessibility to the stop and coordination with CDOT. There are also passenger amenities that need to be met when looking at a new stop. Those would include the number of boardings per day, lengthy wait times, transfer points, accommodations for seniors or the disabled, and the infrastructure, like sidewalks. Mr. Kopf also quickly discussed the criteria for bus stop spacing, which are based on density factors.

Ms. Flowers added that they get a lot of requests for stops on some state roads, but the high speeds and lack of the buses' ability to stop and merge back into traffic, has precluded them from complying with a lot of those requests.

Carter: That's been a problem on Independence Blvd.

Flowers: We have been talking to the state about making sure that as they do other segments, that they take into consideration the transit issues.

Kinsey: Do we have very many buses that go over the speed humps?

Kopf: We do have some routes that go over speed humps. Typically, we don't have a problem with them.

Kinsey: The Fire Department has a lot of problems with them. First of all, it slows them down by about 15 seconds for each speed hump. Second, it wears and tears on the trucks.

Kopf: We do have to slow down and we accommodate that in the scheduling. That mostly happens in the shuttle routes.

Chairman Howard said this would be great information for the Council, especially district representatives. It was agreed that it would be sent out in a Council-Manager Memo. Chairman Howard thanked staff for the information and requested to move on to the next agenda item.

III. <u>Urban Street Design Guidelines</u>

Danny Pleasant said that Council has a Workshop Dinner Briefing on this item tonight at 5:00 p.m. He said they wanted to touch base with the Committee for 5 minutes and see what they are hearing about the USDG and if there are any particular issues and concerns they had before going into the Workshop. Mr. Pleasant stated that there are a couple of pending items still out there. Those are for more information on Alternative Compliance and the block size averaging idea. There was some interest in extending that beyond single-family subdivisions in Wedges.

Kinsey: Why just in Wedges?

Pleasant: Primarily, because some of the people that produce the standard type of subdivisions brought it to our attention and they thought it would be more challenging to reduce the maximum block length from 1,000 feet to 800 feet. From our perspective, the 1,000 feet gives them some flexibility. Remember, that maximums are seldom used, but in some cases they help space the streets out.

Davis: Also, we do believe the Development Review Board will need more discussion and that directly relates to what the right membership of the Board will be.

Howard: Has there been any interaction with the community since the last time we talked?

Davis: No.

Howard: I have gotten a couple of questions on the Development Review Board, which I directed to Debra Campbell because they were from the Planning Commission.

Campbell: I've gotten the suggestion that the Planning Commission itself serve as the Development Review Board. We presented to the Planning Commission last Monday and that was the only issue raised by them.

Howard: Is there any response on block average in other places?

Pleasant: Other than talking within ourselves, it's worth investigating to see if it makes sense for our community. We are open to it.

Howard: Given the schedule of getting this to Council you kind of want to figure that out sooner than later.

Davis: We'll be back here October 28 and I expect we will be able to reveal recommendations at that point.

Chairman Howard thanked everyone for attending and adjourned the meeting at 4:50 p.m.

Transportation & Planning Committee

Monday, October 11; 3:30 – 5:00 PM
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
Nancy Carter
Warren Cooksey
Patsy Kinsey

Staff Resource: Jim Schumacher

AGENDA

I. Area Plan Implementation – 30 minutes
Staff Resource: Kent Main
Staff will provide an overview of the Planning Department's program to track and implement Area Plan recommendations, including capital improvement projects as well as regulatory actions.
Action: None at this time.
Attachment: 1. Area Plan Implementation.ppt

II. Bus Stop & Service Planning and Evaluation – 30 minutes
Staff Resource: Larry Kopf
The CATS presentation provides an overview of the process and criteria that guide the response to citizens who request bus service and/or bus stops. It is presented to the Committee for information.
Attachment: 2. Handling Requests at CATS.ppt

III. Urban Street Design Guidelines – 5 minutes
Staff Resources: Mike Davis & Shannon Frye
The October 11 dinner agenda includes a workshop on the Urban Street Design Guidelines for the full City Council. This Committee time is available for any follow-up questions from Committee members in preparation for the workshop.

Attachment: Citizens Transit Advisory Group Report – Information Only

Next Scheduled Meeting: Thursday, October 28 at 2:00 pm in Room 280

Distribution:	Mayor & City Council	Curt Walton, City Manager	Leadership Team
	Transportation Cabinet	Larry Kopf	Kent Main

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CHARLOTTE-MECKLENBURG PLANNING

Area Plan Implementation

Transportation & Planning Committee

October 11, 2010

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Presentation Outline

1. Area Plans
2. Area Plan Implementation
   - Implementation Plan
   - Planning's Program
     - Streetscape/Capital (Area Plan, Pedscape/Business Corridor Funds)
     - Regulatory (Rezoning and Subdivision)
     - Next Steps

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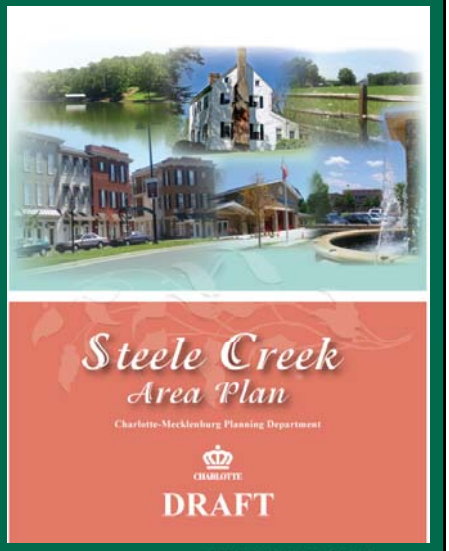
Area Plans

- Volume 1: Concept Plan
- Volume 2: Implementation Plan
- Appendix: Existing Conditions



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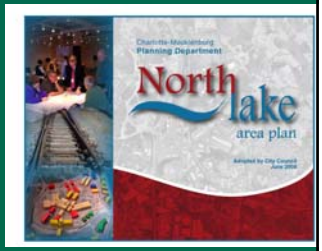
Area Plan Purpose

- Defines vision for area
- Makes recommendations for land use and community design, transportation, infrastructure and environment
- Identifies public & private investments needed to achieve the vision
- Refines the Centers, Corridors and Wedges boundary in the plan area
- Amends adopted land use policies (District Plan or other plan)
- Serves as the official streetscape plan for the study area



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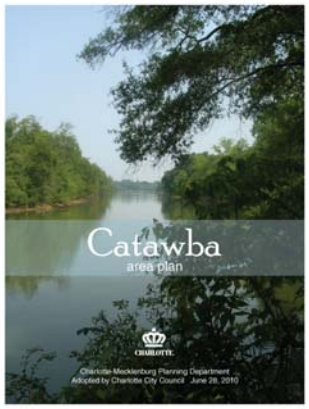
Area Plan Implementation

- Volume 1: Concept Plan
- Volume 2: Implementation Plan
- Appendix: Existing Conditions



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- Implementation Plan not adopted by Council
- Identifies actions and programs needed to implement plan items
- Includes lead agency and priority/timing
- Items almost always require further action/funding

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Implementation Strategies

The number of each action corresponds to the number for the recommendation in the Concept Plan.

	Action Item	Type	Lead Agency	Priority
	Land Use and Community Design			
1	Support continuing use of major industrial operations located adjoining or in close proximity to the Sharon Station.	Zoning	Planning	as devel occurs
2a	Rezone area recommended for transit oriented development to TOD-M per Map 6.	Zoning	Planning	Short (0-5 yr)
2b	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
3	Encourage capacity expansion of the I-485 park-and-ride facility.	Transit	CATS	Medium (0-5 yr)
4	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
5	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
6	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
7	Create open space or pedestrian amenities at both transit stations.	Zoning	Planning	as devel occurs
8	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
9	Not Applicable	NA	NA	NA
10	Not Applicable	NA	NA	NA
11	New street connections - Provide new street connections needed to create typical block lengths of 400 feet desired, or 600 feet maximum, as shown on Map 4. Specifically, extend streets as noted in the plan.	Transp.	CDOT	as devel occurs
12	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
13	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
14	Maintain the existing Pine Valley single-family neighborhood through corrective rezoning to R-5.	Zoning	Planning	Short (0-5 yr)

Sharon & I-485 Transit Station Area Plan
IMPLEMENTATION PLAN

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- Agencies/Partners
  - City/County
  - Non-Profits
  - Business/Community Organizations
  - Developers/Builders

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	Action Item	Type	Lead Agency	Priority
31	Plan for the extension of Myrtle Avenue to South Blvd. as a condition for TOD within the Sterling neighborhood areas south of the I-485 Station.	Transp.	CDOT	Long (>10 yrs)
32	Widen sidewalks along thoroughfares.	Transp.	CDOT	as devel occurs
33	Improve the sidewalk network in the Transit Station Area.	Transp.	CDOT	as devel occurs
34	Enhance pedestrian and bicycle crossings on major thoroughfares and major collectors.	Transp.	CDOT	Medium (5-10 yr)
35	Site new developments to allow future addition of bicycle lanes on thoroughfares.	Transp.	CDOT	as devel occurs
36	Install pedestrian scale lighting in key locations.	Transp.	CDOT	Medium (5-10 yr)
	Infrastructure and Public Facilities			
37	Conduct and infrastructure study to evaluate the adequacy of infrastructure.	Utilities	E&PM / CMU*	Medium (5-10 yr)
38	Encourage the burying of utilities.	Utilities	Planning	as devel occurs
39	Provide opportunities for expansion and improved access for the Little Sugar Creek and Kings Branch Park.	Park	Park & Rec / CDOT	as devel occurs
40	Encourage urban open spaces in the Transit Station Area.	Park	Planning / Park & Rec	Medium (5-10 yr)
	Environment			
41	Make trees a key feature of the entire plan area.	Zoning/ Tree Ord.	Planning / Park & Rec	Medium (5-10 yr)
42	Design site plans for new buildings and renovations in the station area to improve water quality for stormwater run-off.	Stormwater	E&PM	as devel occurs
43	Protect or enhance the watersheds when possible.	Stormwater	E&PM	as devel occurs
44	Assist property owners with remediation of sites known or perceived to have contaminated soil.	Brownfield	Econ. Dev.	as devel occurs

Sharon & I-485 Transit Station Area Plan
IMPLEMENTATION PLAN

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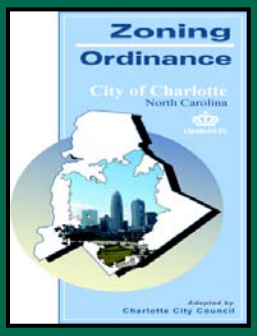
Planning's Program

- Streetscape/Capital Projects
  - Area Plan Funds $2.5 mill/yr.
  - Strategic Plan Funds (Eastside and Westside)
  - Business Corridor/Pedscape

- Regulatory
  - Rezonings
  - Subdivision



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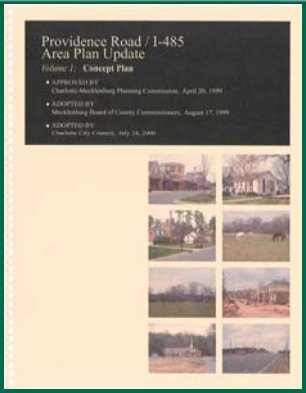
Background

- Area Plan Fund program was approved by Council in 1999.
- Original amount was $300,000.
- Capital items not being implemented in a timely manner.
- Staff wasn't tracking, didn't know order of magnitude of all area plan recommendations.



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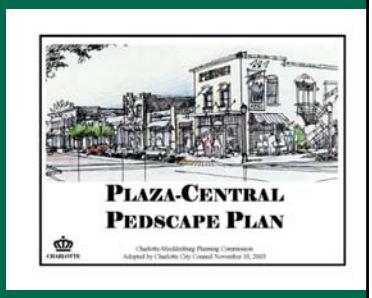
Background

- In 2006, in anticipation of Transportation Bond Referendum that would increase area plan funds, staff created plan implementation program.
- Voters approved bonds in 2006 and again in 2008, providing $2.5 million per year for Area Plan Implementation.
- Had dozens of adopted plans and hundreds of plan recommendations; needed means to press for and track physical results.
- Created system to analyze, track and implement capital and other projects originating from City Council adopted area plans.



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Background

- The plan implementation team created an initial database of ten area plans, since expanded to 26 plans.
- Hundreds of recommendations were extracted, including “hard” recommendations such as sidewalks, corrective rezonings, and pedestrian scale lighting.
- Also included “soft” recommendations such as community safety, increased home ownership and creation of neighborhood organizations.

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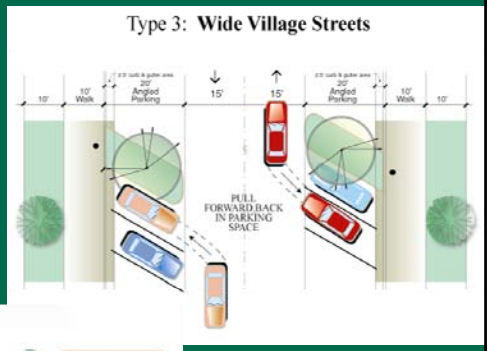
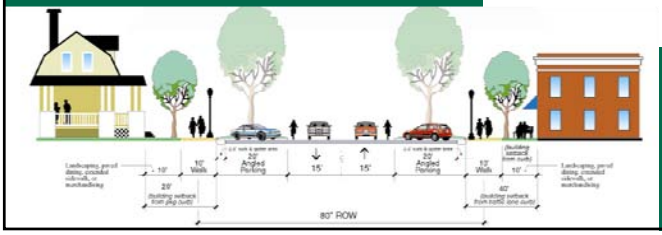
Varying project scopes and specificity

Some plans have very specific project proposals:





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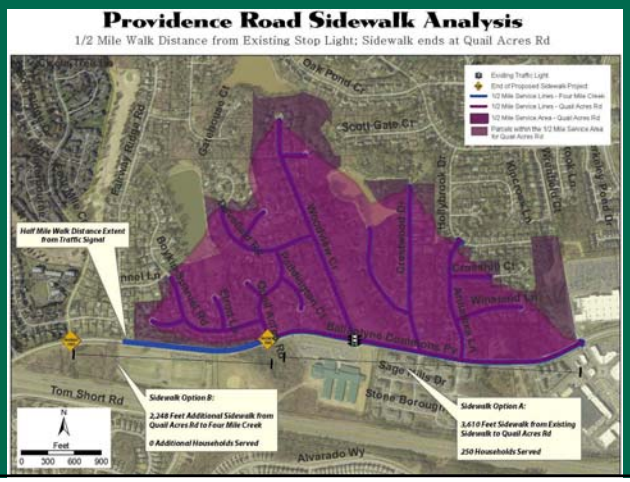
Street Cross-Sections

Some plans have more generic recommendations:

- Providence/I-485 plan: infill sidewalks not likely to be built through new development.



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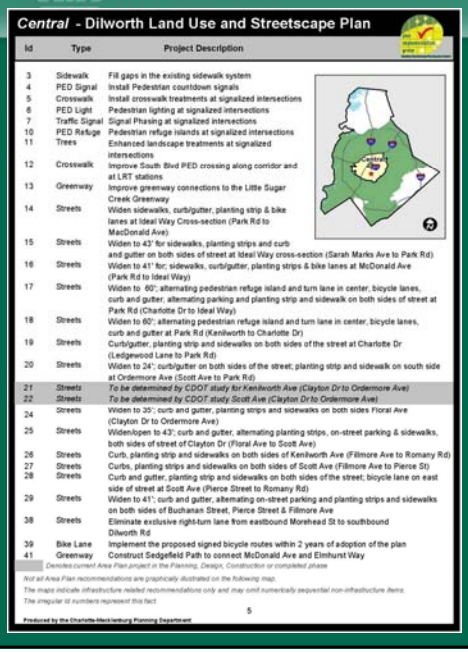
Typical project list and mapping



Central - Dilworth Land Use and Streetscape Plan

Id	Type	Project Description
3	Sidewalk	Fill gaps in the existing sidewalk system
4	PED Signal	Install Pedestrian countdown signals
5	Crosswalk	Install crosswalk treatments at signalized intersections
6	PED Light	Pedestrian lighting at signalized intersections
7	Traffic Signal	Signal Phasing at signalized intersections
10	PED Refuge	Pedestrian refuge islands at signalized intersections
11	Trees	Enhanced landscape treatments at signalized intersections
12	Crosswalk	Improve South Blvd PED crossing along corridor and at LRT stations
13	Greenway	Improve greenway connections to the Little Sugar Creek Greenway
14	Streets	Widen sidewalks, curb/gutter, planting strip & bike lanes at Ideal Way Cross-section (Park Rd to MacDonald Ave)
15	Streets	Widen to 43' for sidewalks, planting strips and curb and gutter on both sides of street at Ideal Way cross-section (Sarah Marks Ave to Park Rd)
16	Streets	Widen to 41' for; sidewalks, curb/gutter, planting strips & bike lanes at McDonald Ave (Park Rd to Ideal Way)
17	Streets	Widen to 60'; alternating pedestrian refuge island and turn lane in center, bicycle lanes, curb and gutter, alternating parking and planting strip and sidewalk on both sides of street at Park Rd (Charlotte Dr to Ideal Way)
18	Streets	Widen to 60'; alternating pedestrian refuge island and turn lane in center, bicycle lanes, curb and gutter at Park Rd (Kenilworth to Charlotte Dr)
19	Streets	Curb/gutter, planting strip and sidewalks on both sides of the street at Charlotte Dr (Ledgewood Lane to Park Rd)
20	Streets	Widen to 24'; curb/gutter on both sides of the street; planting strip and sidewalk on south side at Ordermore Ave (Scott Ave to Park Rd)
21	Streets	*To be determined by CDOT study for Kenilworth Ave (Clayton Dr to Ordermore Ave)*
22	Streets	*To be determined by CDOT study Scott Ave (Clayton Dr to Ordermore Ave)*
24	Streets	Widen to 35'; curb and gutter, planting strips and sidewalks on both sides Floral Ave (Clayton Dr to Ordermore Ave)
25	Streets	Widen/open to 43'; curb and gutter, alternating planting strips, on-street parking & sidewalks, both sides of street of Clayton Dr (Floral Ave to Scott Ave)
26	Streets	Curb, planting strip and sidewalks on both sides of Kenilworth Ave (Fillmore Ave to Romany Rd)
27	Streets	Curbs, planting strips and sidewalks on both sides of Scott Ave (Fillmore Ave to Pierce St)
28	Streets	Curb and gutter, planting strip and sidewalks on both sides of the street; bicycle lane on east side of street at Scott Ave (Pierce Street to Romany Rd)
29	Streets	Widen to 41'; curb and gutter, alternating on-street parking and planting strips and sidewalks on both sides of Buchanan Street, Pierce Street & Fillmore Ave
38	Streets	Eliminate exclusive right-turn lane from eastbound Morehead St to southbound Dilworth Rd
39	Bike Lane	Implement the proposed signed bicycle routes within 2 years of adoption of the plan
41	Greenway	Construct Sedgefield Path to connect McDonald Ave and Elmhurst Way

Denotes current Area Plan project in the Planning, Design, Construction or completed phase

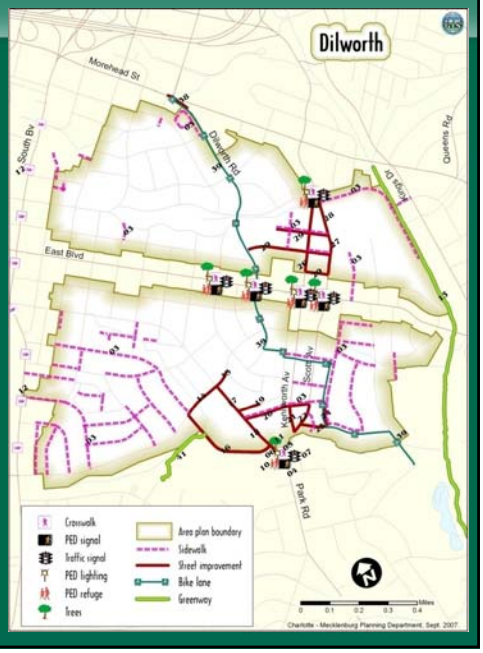
Not all Area Plan recommendations are graphically illustrated on the following map.

The maps indicate infrastructure related recommendations only and may omit numerically sequential non-infrastructure items.

The irregular id numbers represent this fact

5

Produced by the Charlotte-Mecklenburg Planning Department



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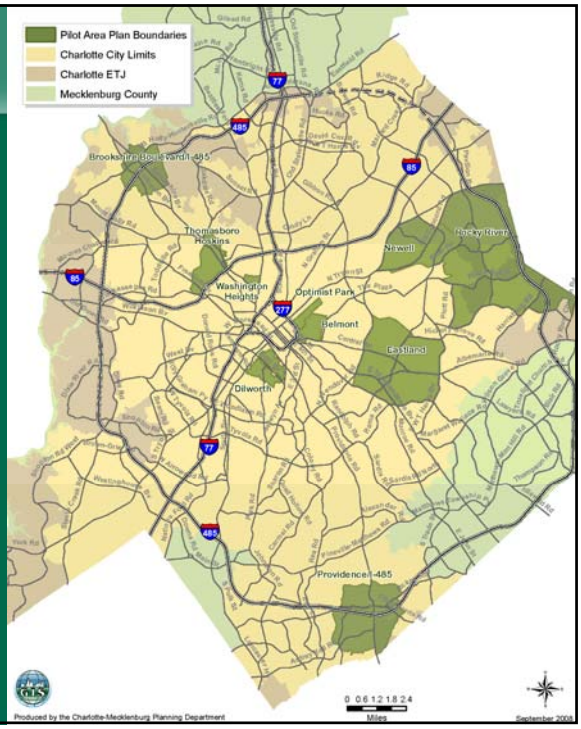
Original 2006 Pilot Plan Areas

Belmont Revitalization Plan
Brookshire Boulevard/I-485 Area Plan
Dilworth Land Use and Streetscape Plan
Eastland Area Plan
Newell Area Plan
Optimist Park Area Plan
Providence Road/I-485 Area Plan
Rocky River Road Area Plan
Thomasboro/Hoskins Neighborhood Plan
Washington Heights Neighborhood Plan



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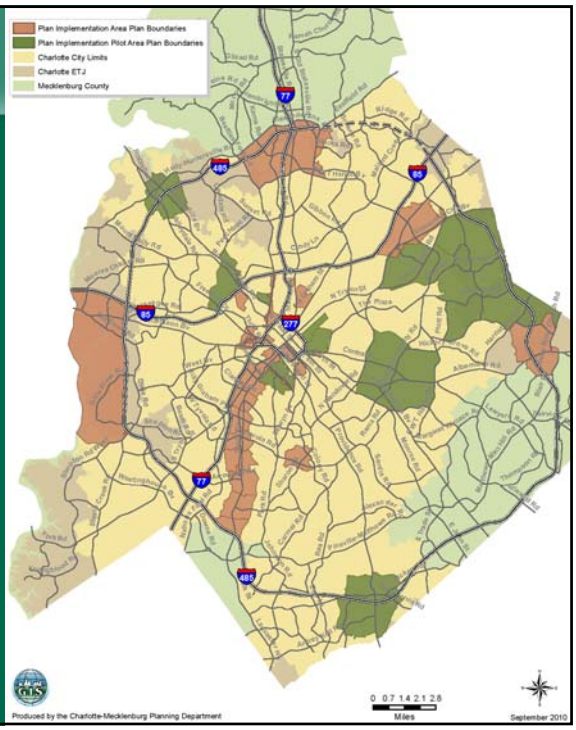
Added Plan Areas

Albemarle Road/I-485 Interchange Study
Bryant Park
Cherry Small Area Plan
Dixie Berryhill Strategic Plan
East Boulevard Pedscape Plan
Lakewood Neighborhood Plan
Northlake Area Plan
Second Ward Neighborhood Plan
SouthPark Small Area Plan
Statesville Avenue Corridor Plan
Sunnyside Land Use & Pedscape Plan
University City Area Plan
West End Land Use & Pedscape Plan
West Morehead Corridor Vision & Concept Plan
West Morehead Land Use & Pedscape Plan
Transit Station Area Plans



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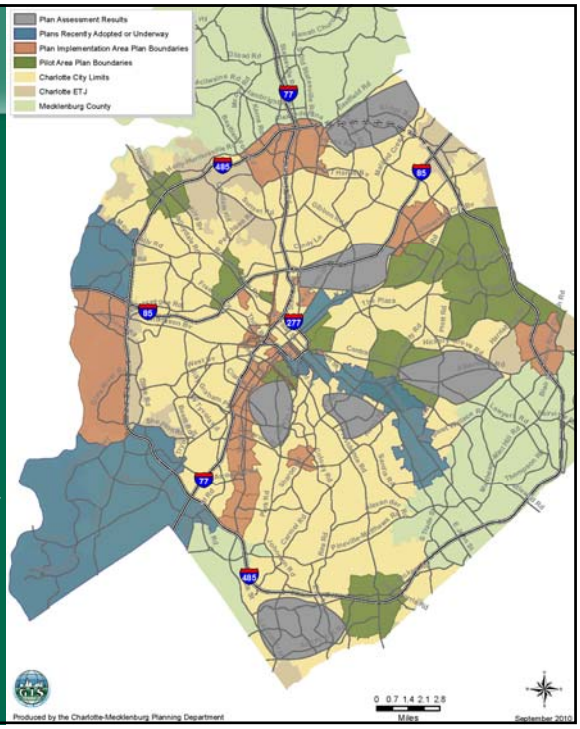
Future Plan Areas

Plans Recently Adopted
Catawba Area Plan
North Tryon Area Plan

Plans Currently Underway
Independence Blvd Area Plan
Elizabeth Area Plan
Steele Creek Area Plan
Midtown Morehead Cherry Area Plan

Plans Identified in Area Plan Assessment
Prosperity Church/ Eastfield/Ridge/Hucks
Ballantyne
Costwold
Albemarle/Lawyers
Woodlawn/Scaleybark/Park
I-85/Sugar Creek/N. Tryon/Graham



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Area Plan Capital Needs

- For first 10 pilot area plans, Engineering estimated cost of quantifiable high and medium priority projects at $298 million dollars based on rule of thumb costs.

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Background

- The data is also used to identify collaboration opportunities with other KBU's to further expand the program's reach.
- Leveraging partners:
  - Neighborhood Improvement Program
  - Sidewalk program
  - Bike Program
  - Street Resurfacing
  - Storm water
  - Transit infrastructure programs (SCIP, NECI)
- Sometimes share costs or add a design element that fulfills an area plan priority.

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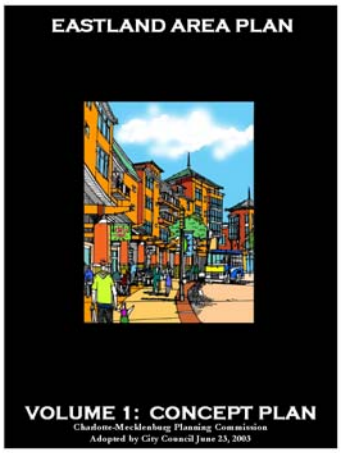
Background

- Planning also digitized projects from Westside & Eastside Strategic Plans & Business Corridors (different funding sources)
- Business Corridor/Pedscape program also is administered by Planning, focusing on projects in distressed business corridors and PED plan areas.



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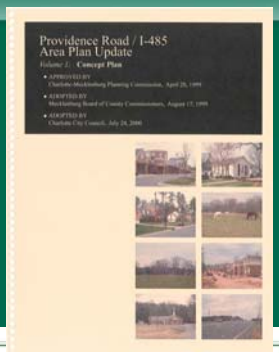
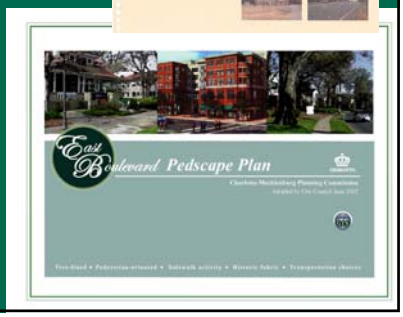
Active Area Plan Projects

- Brookshire/I-485
- Providence/I-485
- John Kirk at University Place
- Toby Creek Connectivity (leverage)
- Bryant Park: West Morehead west of Freedom Drive
- Fifth Street Streetscape





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Completed Area Plan Projects

- Optimist Park Sidewalk
- Hoskins / Bradford Dr. Sidewalk
- Washington Heights Ped Lighting & Trees
- Kenilworth/Scott Street Analysis
- Dilworth Roundabout
- Clanton Rd. Landscaping
- Grier Heights Connectivity
- Thomasboro/Hoskins drainage (leverage)

(partial listing)

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Active Business Corridor Projects

- Beatties Ford Rd. Median (*LaSalle St. to I-85)*
- Commonwealth Streetscape (*at the Plaza)*
- Tuckaseegee/Berryhill/Thrift Roundabout *(early planning)*
- North Tryon Streetscape (*Dalton to 30th Street)*
- Eastland Central Avenue Streetscape (*Sharon Amity to Albemarle Road)*

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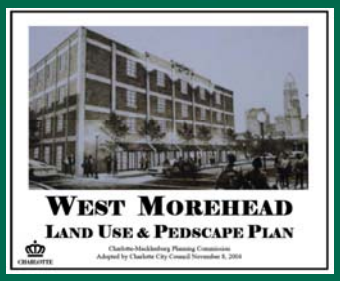
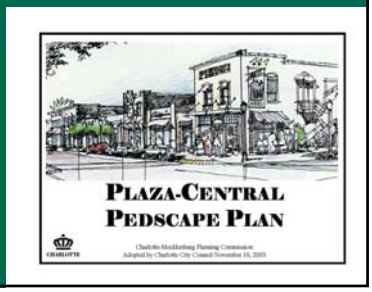
Completed Business Corridor Projects

- Wilkinson Blvd Business Corridor
- Freedom Drive Business Corridor
- Beatties Ford Road Business Corridor
- West Blvd Business Corridor
- West Morehead, Freedom to I-77
- North Davidson Street Business Corridor
- Graham St North Business Corridor
- Plaza Central Business Corridor
- Elizabeth Ave Business Corridor
- South Blvd Business Corridor
- North Tryon Corridor Improvements
- Harlee Stafford Improvements
- Hawthorne Lane Re-striping

(partial listing)





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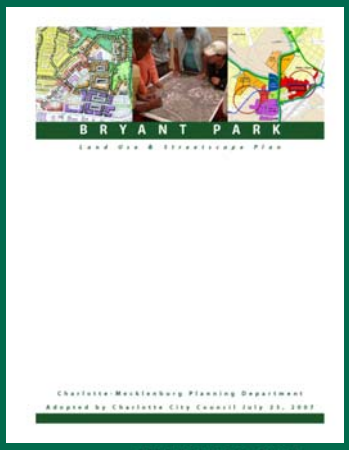
2010 Bond Proposal

- Area Plan Projects
  ($2.5 million/yr. for 2 yrs.)
- Business Corridor/
  Pedscape Projects
  (2.3 million/yr. for 2 yrs.)



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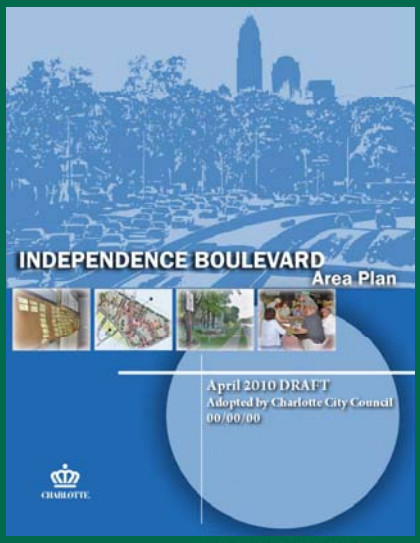
Regulatory



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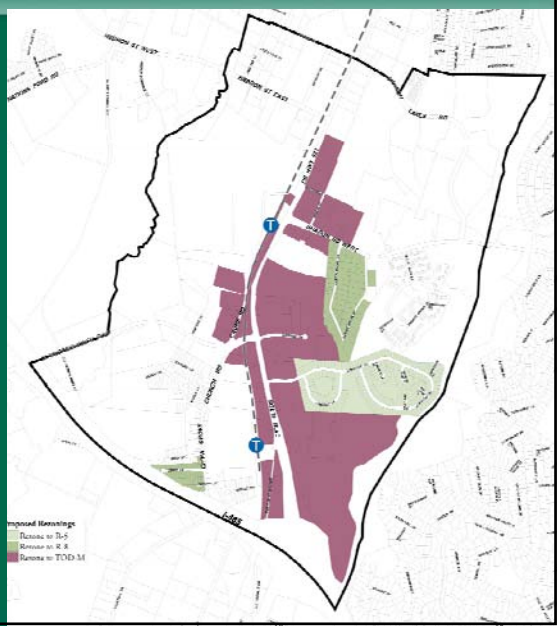
Proposed Corrective Rezonings

- Many plans contain recommendations for corrective rezoning of parcels.
- These are now identified and tracked through the Plan Implementation program.



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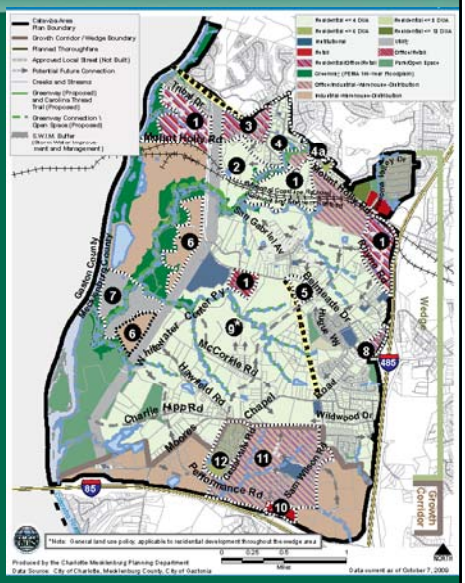
Regulatory Reviews

- Rezoning requests are reviewed on basis of plan recommendations, including urban design guidelines for conditional plans.
- Site plans for urban districts are reviewed against all area plan standards.
- Subdivision review includes requests for park and greenway reservation as identified in area plans.



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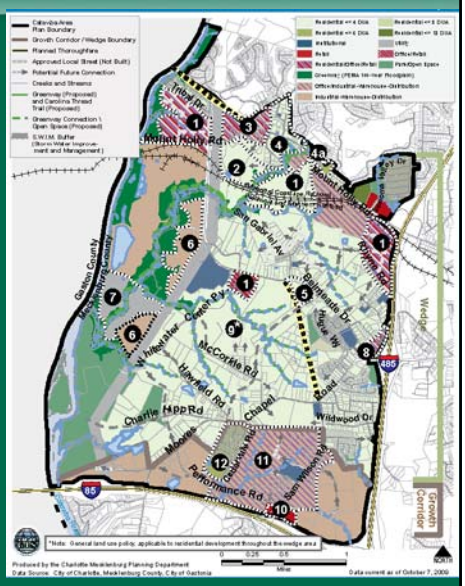
Next Steps

- Expand use of system to identify larger Capital Improvement projects for separate funding.
- Continue cataloging of recommendations from past area plans.
- Ensure linkages to other departmental capital planning processes such as Transportation Action Plan.



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Questions

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Handling Requests at CATS

Presented to the

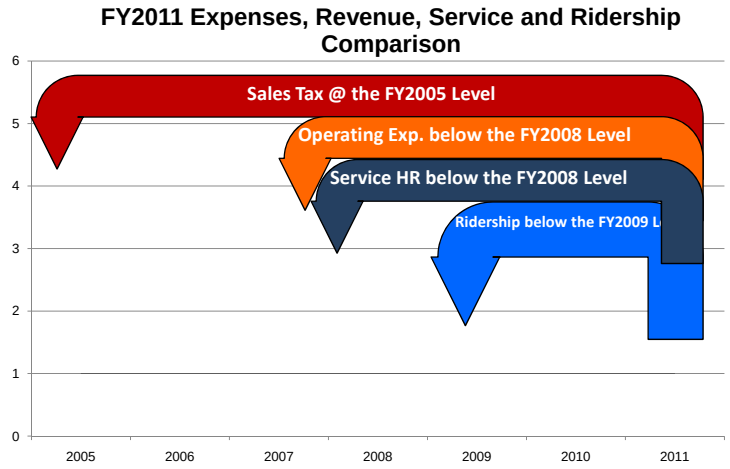
Transportation & Planning Committee

October 11, 2010

Overview

- Current Budget Environment
- Countywide Transit Services Plan
- Citizen Service Request Process
- MTC Policies
- Citizen Bus Stop Request Process

Revenue vs. Demand Paradox



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Countywide Transit Service Plan

- Five Year Short Range Planning Document
- Current Plan Jan. '07 – Jan. '12
- Technical Committee (CATS, Planning Commission, CDOT, Neighborhood Dev.)
- Citizen Input
- Recommendations For New Services and Facilities

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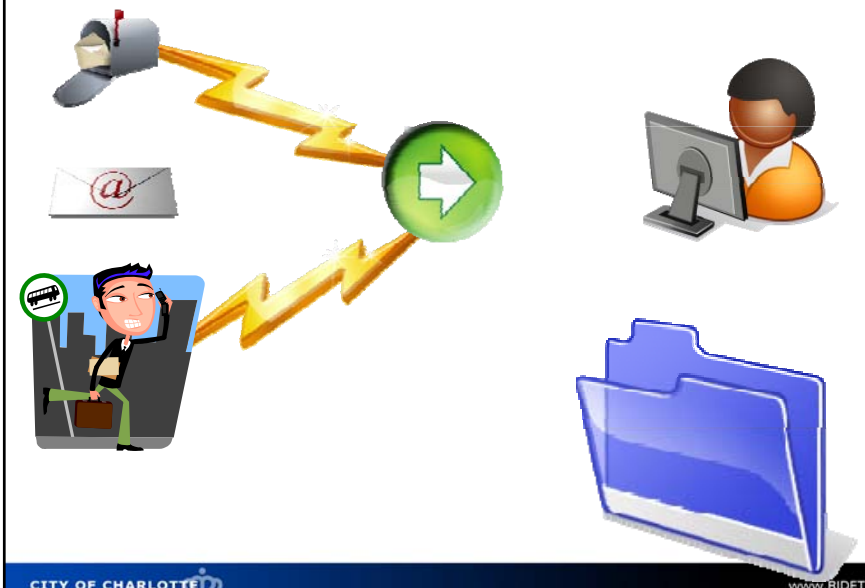
Processing Requests



Requests for Service

- 58 Requests So Far in FY11
- 35% For New Service to New Areas
- 31% For More Service (e.g. weekend)
- 30% For Route Adjustment
- 4% For Schedule Adjustment

Service Change Committee

- Service Development Division
- Marketing/Customer Service Division
- Facilities Division
- Bus Operating Division
- Monthly Meetings (or as needed)

Analysis of Requests

- Budget Analysis
- Ridership Analysis
- Effect on Existing Customers
- Safety Review
- MTC Policies

MTC Policies

- **Route Performance Monitoring**
- **Travel Markets Policy**
- **Service Standards**

Policy Number: **MTC-05** Date Issued: May 16, 2001
Subject/Title: **TRAVEL MARKETS** Date Revised:

Approved by: Metropolitan Transit Commission
Responsible Division: CATS Operations

Page Number: 1 of 1

Public Transportation cannot realistically serve all person trips made within a metropolitan area. The flexibility of the automobile combined with existing land use patterns and cost considerations make it impossible for transit to compete for all trips. However, transit can compete effectively for market share in many situations.

To guide decisions on resource allocation and to provide a basis for measuring performance over time, CATS has identified those markets where it will seek to be competitive. The selected local travel markets are consistent with the CATS Mission and will support attainment of the CATS Vision and the goals of the 2025 Integrated Transit/Land Use Plan.

The local travel markets for public transit have been organized into two categories to help delineate their priority and to define "transit competitive trips" as utilized in the CATS Vision statement. The two categories are defined as follows:

PRIMARY MARKETS
These markets must be well served to achieve the goals of the adopted Centers and Corridors Land Use Vision and the 2025 Plan and for CATS to achieve its Mission and Vision. ***The primary markets for CATS listed in priority order are:***

1. All trips/all purposes by those individuals who do not have access to or cannot utilize private transportation and require public transit for mobility.
2. Existing customers from existing service areas.
3. All trips/all purposes to, from and within one of the five original corridors and major employment and activity centers and the connections between them.
4. All trips/all purposes to/from Transit Oriented Developments (TOD) in the "wedges" between the original five corridors.
5. Commuter trips in congested travel corridors outside the original five corridors within the "wedges."
6. Commuter trips to/from surrounding counties in one of the original five corridors.

SECONDARY MARKETS
Lesser (or secondary) priority markets are those that will only be served when it is cost-effective to do so and when it will not detract from CATS' ability to serve its Primary Markets. Examples of Secondary Markets are:

- Trips to/from non-TOD developments and areas regardless of location.
- Local trips totally outside Mecklenburg County.
- Inter-county trips outside of the original five corridors.

The Primary Markets delineated above are the markets where CATS will strive to achieve an increasing share of the trips made each day. Therefore, these are the markets where transit will compete and thereby define what is meant by "transit competitive trips".

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Service Standards

- **Service Frequency**
- **Load Thresholds**
- **Density Factors**
- **Directness of Service**
- **Reliability Factors (OTP)**

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Bus Stops

- 3,400 CATS Bus Stops
- Approximately 300 Shelters
- Approximately 100 Benches
- 28 Bus Stop Requests So Far in FY11

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Bus Stop Committee

- Service Development Division
- Bus Operating Division
- Safety & Security
- CATS Facilities Division
- Accessibility Coordinator
- CMPD
- Monthly Meetings

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Bus Stop Criteria

- Property Issues
- Safety Issues
- Location of Utilities
- Solid Waste Review of Trash Can Requests
- Accessibility
- Coordination with CDOT

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Passenger Amenities

- 25 Boardings Per Day for Shelter/Bench Consideration
- Lengthy Wait Times
- Transfer Points
- Accommodations for Seniors and/or Disabled
- Infrastructure (e.g., Sidewalks)

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Bus Stop Spacing

- CBD: Every 500 feet
- High to Medium Density: 750 to 900 feet
- Medium to Low Density: 900 to 1,300 feet
- Low Density: 1,500 to 2,500 feet

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THANK YOU!

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M E M O R A N D U M
FROM THE
OFFICE OF THE CITY CLERK

DATE: September 17, 2010
TO: Transportation and Planning Committee Members
FROM: Stephanie C. Kelly, CMC, City Clerk
SUBJECT: **Citizens' Transit Advisory Group Annual Report**

The attached report of the Citizens' Transit Advisory Group is being sent to you pursuant to the Resolution related to Boards and Commissions adopted by City Council at the November 23, 2009 meeting. This resolution requires annual reports from City Council Boards and Commissions to be distributed by the City Clerk to both City Council and to the appropriate Committee for review.

If you have questions or comments for the board, please convey those to staff support for a response and/or follow-up.

Section 6. **REPORTS OF BOARDS, COMMITTEES, AND COMMISSIONS**

The City Council finds it appropriate to periodically review each standing board, committee, and commission to which they make appointments for the purpose of assessing whether said board, committee, or commission should be renewed, dismantled, expanded or its charge redefined. To this end, each board, committee, and commission that is part of the City, or that was established by the City Council, whether acting alone or in conjunction with one or more other local governments, is required to submit annual written reports that must contain in depth reviews of the body's activities, including goals, objectives, successes, problems, and/or the need for City Council assistance. These reports shall be submitted to the City Clerk and will be staggered through the year according to a schedule established by the City Clerk. The City Clerk shall then provide the Mayor and City Council with copies of the reports and refer the reports to the appropriate Council Committee for the Committee's information.

Boards, committees, and commissions that are not part of the City shall submit reports in accordance with the reporting requirements set forth in their contract, if any, with the City.

In addition to required written reports, the City Council may request on a case-by-case basis that an oral report be made to the Council.

CHARLOTTE AREA TRANSIT SYSTEM

www.ridetransit.org
600 East Fourth Street
Charlotte, NC 28202
PH: 704-336-6917
FAX: 704-353-0797

MEMORANDUM

OFFICE OF THE CITY CLERK

DATE: September 15, 2010

TO: Mayor and City Council

FROM: _____

Tom Cox, Co-Chair
Mary Barker, Co-Chair
Citizens Transit Advisory Group

SUBJECT: 2010 Annual Report

The 13-member Citizens Transit Advisory Group (CTAG) operates under the Metropolitan Transit Commission (MTC) Transit Governance Interlocal agreement. No publicly elected office holder may serve on CTAG. Members are appointed for two-year term as follows: one co-chair appointed by Mecklenburg County; one co-chair appointed by Charlotte Mayor, City of Charlotte; two appointed by Charlotte City Council; two appointed by Mecklenburg County Board of Commissioners; one appointed by board of Education; one appointed by each of the six town in Mecklenburg County (Pineville, Mint Hill, Cornelius, Matthews, Davidson, Huntersville).

All members are required to attend at least 65% of the regular and special meetings held in any one calendar year with no excused absences. In order to be eligible for reappointment, the member must have attended at least 75% of the regular scheduled meetings during the term. Any member who fails to attend any three consecutive regular committee meetings shall be removed.

Current Members
Members are appointed to two-year terms and any term limits shall be in the discretion of the member's appointing authority.

Members	Appointed by	Term Expires
Tom Cox, Co-Chair	Appointed by Charlotte Mayor	6/30/2011
Mary Barker, Co-Chair	Appointed by Commissioner	6/30/2012
Henry M. Antshel	City of Charlotte	6/30/2011

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600 East Fourth Street
Charlotte, NC 28202
PH: 704-336-6917
FAX: 704-353-0797

Bob Bischoff	Mecklenburg County	6/30/2011
John Eberle	Town of Cornelius	6/30/2013
Jonathan P. Goldberg	City of Charlotte	6/30/2011
Craig Lewis, LEED AP, AICP	Town of Davidson	6/30/2011
Samuel R. Spencer	Charlotte Mecklenburg Schools	6/30/2011
Todd Steiss	Town of Huntersville	6/30/2011
George Sottilo	Town of Matthews	06/30/2012
Vacant	Mecklenburg County	
Vacant	Town of Mint Hill	
Vacant	Town of Pineville	

CTAG is an advisory board to the MTC. The MTC members are Mayors and managers from the municipal and county elected bodies that are party to the Transit Governance Interlocal Agreement. This committee's responsibilities include Annual review, comment and make recommendations with respect to the Transit Program and budget; Review, comment and make recommendations on proposed transit policies presented to the MTC for approval; Review, comment and make recommendations on Corridor rapid transit alignments and technology plans recommendations coming out of preliminary engineering and environmental studies; Engage in proactive efforts to seek and provide insights on community attitudes towards transit plans and system performance; Annual review and comment on market research results; Provide input and advice on increasing community awareness of transit-oriented land use planning and its relationship to the implementation of transit investments; and Engage in proactive efforts to increase awareness within the community and key stake-holders on the total value of investing in transit.

In 2010, CTAG received an overview of the proposed FY2011 Transit Operating Budget and the FY2011-2015 Capital Investment Plan; updates on the MTC policies; presentations on fare enforcement, bus livability grant, the 2010 legislative priorities, 2030 Corridor System plan, proposed fare increase, the City's sustainability policy, Blue Line Extension, service changes and the new process for New Starts. They also received updates from the CEO on FY11 priorities, future work plans, and on trips to Washington and to DC.

CTAG will have a workshop in October 2010 to review their mission and to educate the new members on the policies.