Charlotte City Council

Transportation & Planning Committee

Meeting Summary for January 14, 2013

COMMITTEE AGENDA TOPICS

I. **Subject:** **Population and Employment Projections**
Action: For information only

II. **Subject:** **Prosperity Hucks Area Plan**
Action: For information only

III. **Subject:** **Capital Investment Plan Referrals**
Action: For information only

IV. **Subject:** **FY2014 Transportation Focus Are Plan**
Action: For information only

V. **Subject:** **Transportation and Planning Committee Agenda**
Action: Poll the Committee

COMMITTEE INFORMATION

Present:	David Howard, John Autry, Michael Barnes, Warren Cooksey, Patsy Kinsey
Time:	3:30 pm – 5:00 pm

ATTACHMENTS

Attachment and Handouts
Agenda Package

DISCUSSION HIGHLIGHTS

Mr. Howard called the meeting to order at 3:30 and asked everyone in the room to introduce themselves.

I. Population and Employment Projections

Hall: The purpose of the presentation today is to share some information regarding population and employment projections that MUMPO will be considering for adoption later this month. The information and data is important, not only because of what the data can tell us about the community and where we are in the organization, but there are implications for long-term transportation funding as well. With that, I'll hand it over to Anna Gallup and Ruchi Agarwal.

Ms. Gallup began the presentation with slide 2.

Howard: Do the projections cover all the urbanized area or just the urbanized area as it is today?

Gallup: What I've got today is actually specific to Mecklenburg County. What will go to MUMPO is specific to Union and Mecklenburg counties, which is a little bit larger than the existing MPO. We are doing this a large16-county region. The transportation modeling we do that feeds the LRTP and TIP processes not only covers the existing MUMPO, but we also cover into Iredell and Lincoln counties, so it's the expanded portion of MUMPO as well as other MPOs and RPOs.

Howard: So, it's actually about population and not the urbanized area?

Gallup: It's literally by county, and we've got it for 16 counties. But of course, what MUMPO will be ultimately asked to endorse is for the MUMPO region.

Ms. Gallup continued the presentation with slide 5.

Howard: Any idea how much of the Mecklenburg County projections is for Charlotte (see slide 8)?

Agarwal: We will be working on that step after the MUMPO endorsement. In 2010, Charlotte was almost 80% of Mecklenburg County, so we will likely see a percentage increase.

Gallup: One of the differences with the projections this time versus a decade ago is that it was assumed that the growth would start shifting out from Mecklenburg County more quickly than it actually has, so these projections are assuming a more central based growth.

Ms. Gallup continued the presentation with slide 9.

Council member Kinsey joined the meeting at 3:40.

Autry: What are the chances of exceeding these new projections (see slide 13)?

Gallup: Projections are a nice blend of art and science. Even with the blips we have had in the past few years, we have managed to hit the number closely with what was projected a decade ago. Because we can't predict blips, the best we can to is account for those when we do hit them, which is what happened this time around making it a little more challenging doing

projections based on this census information. The best we can do is to trend line that out. We revisit this every five years to see if we start exceeding or lagging behind.

Autry: If we are trending where a lot of people work but live somewhere else, that doesn't mean it doesn't put stress on our infrastructure and systems. How do we manage that?

Howard: We have to figure out a way. The trend didn't change a lot.

Autry: Could it bring a little more reality to the surrounding areas where people say that this is a haven for them to not have to deal with the challenges in Charlotte?

Howard: I think I also heard that the projections ten years ago said the number outside of Charlotte will grow faster. We are actually keeping more people than they thought we would keep.

Agarwal: I think that is the set of presumptions from the last projection. Even though it's a slight increase, the capture rate for Mecklenburg County among the surrounding counties is increasing every day, meaning that we are keeping more people here and reversing that trend. That is a nationwide trend translating into our area too.

Howard: I would be interested to know the next step. Is Charlotte losing more people outside of the City in Mecklenburg County than we thought we would ten years ago?

Barnes: One thing I would be interested in seeing is data we received a while back about income trends and some of the census data about real estate values. It would be interesting to see who is moving here and what they do based on the 2010 data.

Howard: The prior projections from what I understand said we are growing at 30,000 people per year. I'm not sure if that was for the city or the county, but do we know what that did to those projections? What are the quantitative numbers for some of the charts in this presentation?

Gallup: That is something we can provide the Committee.

Howard: I'm interested because of your explanation about the blip. I want to know what the trend is.

II. <u>Prosperity Hucks Area Plan</u>

Garret Johnson (Planning): This is an update of a plan we did about a decade ago.

Mr. Main began the presentation with slide 2.

Howard: I don't remember area plans having that many established single family areas in them, so this really more about planning the town center, right (see slide 4)?

Main: Yes, it is mostly about that. It's not uncommon. For instance, our Park Woodlawn plan is concerned more with the center than some of the more established neighborhoods.

Hall: Before we leave this slide (see slide 15), one of the road proposals that's in the CIP referral that you are getting ready to deal with is the yellow road section on this map. One of the proposed construction projects as a part of your CIP proposal is for the City to build that particular section in order to make that interchange work as well as leverage the development.

Main: Some of this neighborhood is also part of the Comprehensive Neighborhood Improvement Program.

Mr. Main continued the presentation with slide 16.

Howard: Isn't that interchange similar to the Trade St. & 5th St. interchange that we have downtown?

Main: These would not be one-way streets; they are all two-way streets. The freeway (see slide 22) is the central red area where you would get off on a ramp and have access to a roundabout.

Howard: Are there roundabouts at all three bridges?

Main: Yes.

Barnes: Having seen this proposal for quite some time, I think it's innovative and could have a positive impact on the area. I strongly suggest that we use clear directional signage to clarify how to get from point A to point B. Also, we want to be intentional about what we encourage, what we allow, and what we support and don't support. We want to be very clear just in case someone wants to build a big box store or something else that is not in line with the vision.

Howard: My concern is a little different. I am concerned about the open spaces between all those interchange ramps (see slide 22). It's all dead space and I worry about litter or other things that could happen in that space if it's not maintained. It's a maintenance intensive system.

Main: I don't think we would claim that any of this is open space. It is open in that it's not covered with things, but it is not useable by any means. All of that keys into what we have been hearing. We've been doing surveys and research each time we have gone out to the public on all of these concepts.

Mr. Main completed the presentation with slide 24.

Howard: Are there any other questions?

Barnes: Apparently the community feedback is very consistent with our concerns. Make sure you follow the plan.

III. Capital Investment Plan Referrals

Howard: Mr. Hall will go through each item on the Mayor's CIP Committee referral list, and if you have questions you would like to make sure are part of future presentations we'll collect them today, but we're not going to vet them today.

Hall: The second part of the Mayor's letter lists what projects are referred to Transportation. This particular CIP was developed in a unique way; not only how we compiled the information but how we developed it internally. We brought different departments and staff together to talk about the multiple ways that projects can create impact on a variety of different things.

Council member Cooksey joined the meeting at 4:15.

Mr. Hall reviewed the Transportation section of the Mayor's CIP referrals (see attachment).

Howard: The dollar amount for each project is not included on the list. Can you run through the cost?

Hall: Sure. The 26-Mile Trail is $35M, NECI is $102.5M, the Monroe Road Streetscape is $10M, Idlewild Road is $4M, Sidewalk and Bikeway improvements is $8M, Research Drive Bridge is $15M, University Pointe Connection is $14.5M, Prosperity Church Road is $5M, Eastern Circumferential/Railroad Bridge is $11.6M, Park South Drive Extension is $8.3M, Sidewalks and Pedestrian Safety is $60M (but that's total over the 5 or 8 year program, whichever you pick), Upgrade Traffic Signal System Coordination and Traffic Control devices combined is $34M, and Repair and Replace Bridges is $14M.

Autry: Is there some way we can know how many people would be employed to complete these projects?

Howard: We would like to know how many jobs, how much money, and the scope of investment surrounding these projects.

Hall: We can provide that.

Howard: Any questions about the 26-mile trail or NECI?

Barnes: I think it would be important to talk about the nature of the connections regarding the Multi-Use Trail. I received questions from my constituents in the fall concerning whether we are essentially building a greenway system, and the answer is no. It would be helpful for the benefit of the Committee and the public to hear more about the nature of the connections and the partnership that you referenced with the County. Also, with respect to the Northeast Corridor improvement funding, it would be useful to provide the South Corridor example in the presentation we saw about how that money could transform the Northeast Corridor. There were job numbers and economic impact numbers included in that presentation. I think it would be important to provide some specific data on the benefits of the Park South Drive Extension project.

Pickering: I would like to know what the ramification would be if we delayed or didn't go forward with a project?

Kinsey: Doesn't the Multi-Use Trail connect greenways that already exist?

Hall: Yes.

Kinsey: I think it's important that people know that. If they have ever been on the Little Sugar Creek Greenway or any of our greenways, they would be very impressed and would better understand what we are trying to do.

Hall: That is an excellent point. I think the trails piece is an example of having to present such a large program. We really didn't have an opportunity to talk through all of the specifics of that proposal, so those connections to the various pieces that are already out there are intended to leverage those kinds of partnerships. Right now it is segmented, so you may be on a wonderful trail and it just stops. Right now, if the City doesn't have some type of role in helping to move it forward, it could be a very long time before the trail is finished.

Howard: I want to know the County's anticipated build out on the trail? Why is it a very long time? As their finances improve are they planning to take projects like this back? I would also like someone from the County come to talk about other options to finish the trail.

Hall: We had a set of preliminary discussions. At this stage, this is a conceptual framework that we put forward with the intention of bringing back a more specifically developed plan and it was later in your five-year window for that particular reason. Part of the discussion wasn't so much that the County wouldn't eventually have resources, but about matching up our levels of expertise and where we were out in the community in terms of building projects. The discussion was about leveraging the work among City and County staff.

Howard: It sounds like regardless of what happens we should be doing that anyway.

Hall: This represents a deviation for us because we typically have not been in the trails development business.

Howard: I would also like to know why the projects on this list survived over other projects. Why are these significant to our future and how does it all fit together?

Hall: We can talk about criteria that staff used to make project recommendations and how we filtered it.

Howard: Mr. Kimble walked us through that in ED Committee. He talked about all the investments already going on in the corridors they are reviewing, why they were emergent areas and why it makes sense to piggyback and leverage on what other investments were going in. It would be nice to hear that type of narrative in addition to the criteria as to why these projects stood out.

Hall: We will do our best.

Autry: In regards to the cross county trail, do we have any examples that we can refer to? I would like to see some comprehensive information from other communities, for instance, Greenville, S.C.

Hall: We can do that. One question I would ask in terms of the order of these particular projects, I would like to be able to bring them forward at the best point in which they are ready. So, I might want to lead off with the road and sidewalk projects as it is the easiest material to bring together. That will give us a little more time to develop the answers to your other questions.

Howard: When you put the hard ones off, those are the ones that will probably have more conversation and it will put our backs against the wall. I understand starting off with easier project discussions, but we may not want to push the trail out and end up out of time. I'll call the Mayor and say we're not ready if we're not.

Hall: My intention would not be to leave the hardest ones till last. There have been a lot of requests for information, particularly when you start talking comprehensively about the total impacts of all these projects. We are working on some proposals on how to get there. Some of these are more difficult to gather in a 30-day period than others.

Howard: Thank you.

IV. FY2014 Transportation Focus Are Plan

Hall: You have the 2013 plan and it will be on the table for your February retreat. You are already familiar with almost half of these so the accomplishments piece will already be familiar to you. Staff has been working on some proposed concepts that we would like to put on the table for the 2014 plan, but we'll do that once we go through the February retreat. We suggest that all the committees review this before the retreat and be ready to talk about any questions you may have. We have been working on some proposals as it relates to the walkability score, which is a metric that has gotten some national recognition. We think there are advantages, disadvantages, and limitations. We have some ideas we would like to put on the table once the Committee gets back to the referral of the 2014 plans. We also need to suggest an amendment related to the participation in the Red Line.

Kinsey: Do you have any ideas on how to cut this down to one page?

Hall: We certainly could if there are items on this list that you prefer to omit from your plan.

Kinsey: Housing and Neighborhood Development has done a very good job of cutting theirs down to one page.

Hall: I think one page for Transportation and Planning would be hard because you have more categories to cover.

Cooksey: We should take the opportunity as a Council to adopt a more understandable format for the Focus Area Plan. The three types of items that are covered in these lists of initiatives are items that Council will be working on, items that Council will expect staff to achieve at a very high level, and items that are of interest to the focus area itself. These are metrics that we don't have direct control over. The items should be clearly assigned. This has been my request for three focus area committees now.

Howard: Please respond to what Mr. Cooksey asks.

V. Transportation and Planning Committee Agenda

Howard: The Advocacy Goals Conference is held at the same time as our next scheduled meeting, and it is my goal to spend more time in Raleigh this year, especially regarding transportation issues. There is a suggestion to move the meeting.

Hall: The options are either Jan 30 or 31 at noon.

Barnes: Will you have Mrs. Blue poll us please?

The meeting adjourned at 4:54.

Prosperity Hucks area plan

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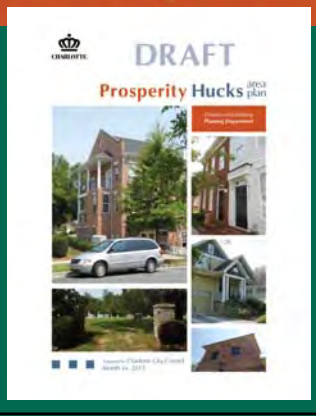

Transportation & Planning Committee

January 14, 2013

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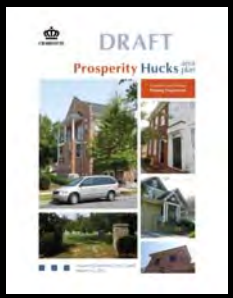
Meeting Agenda

1. Plan Boundaries & Existing Conditions
2. Plan Building Blocks & Process
   - Previously Adopted Plans/Policies
   - City/County Team
   - Survey Results
   - Developing the Vision
3. Next Steps



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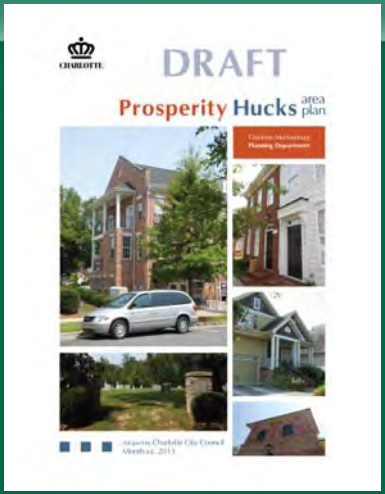
Plan Boundaries and Existing Conditions



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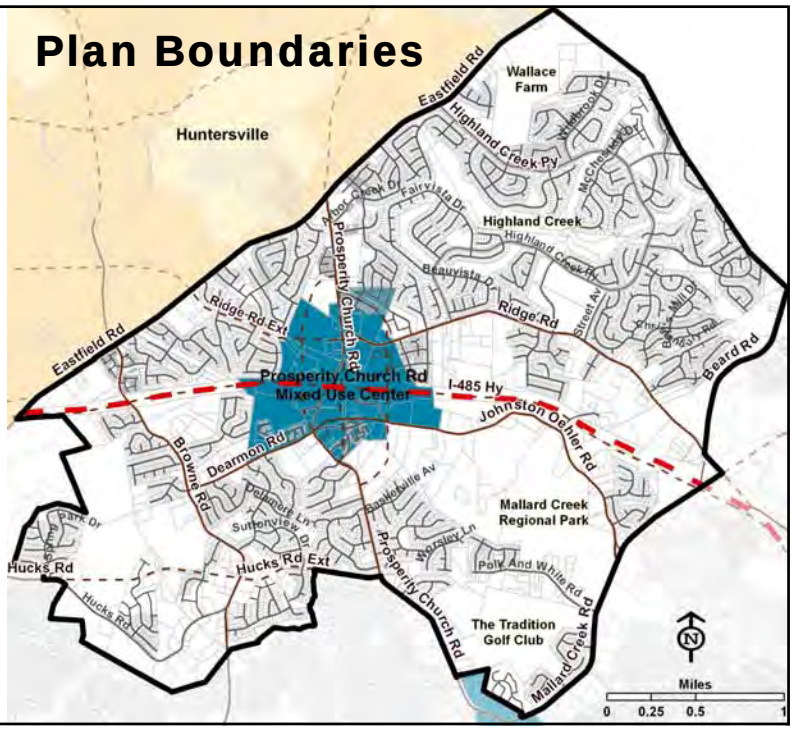
Plan Boundaries



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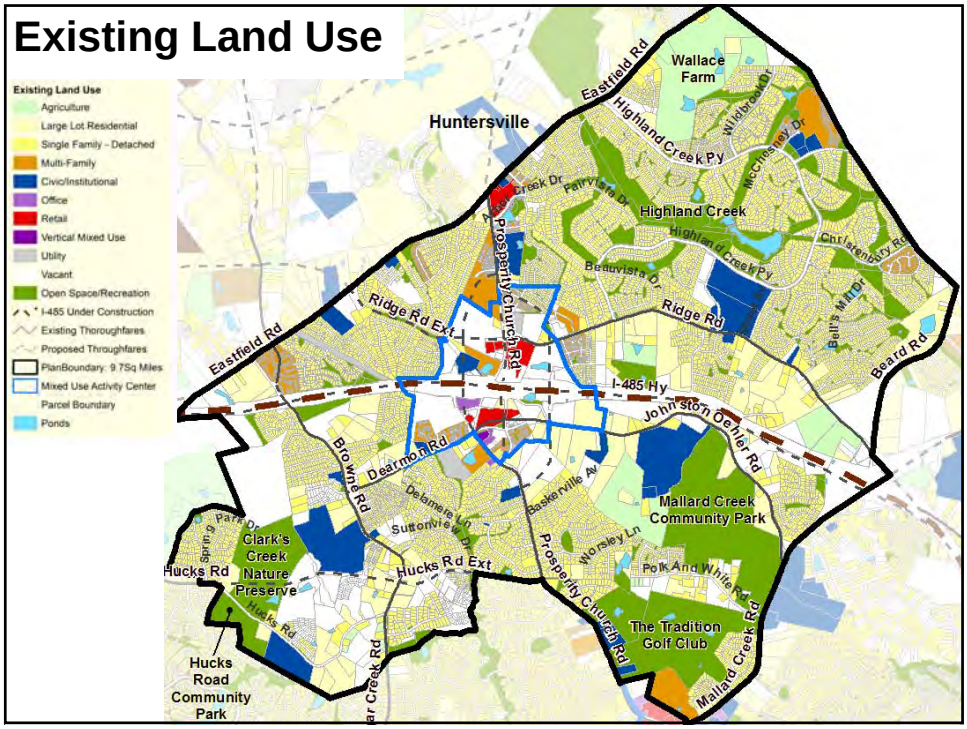
Existing Land Use



Freeway Construction

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Shopping Centers
201central
POSTNET
KARATE

CITY OF CHARLOTTE
Street-front Shopping
RITE AID
Hair Sale

CHARLOTTE.

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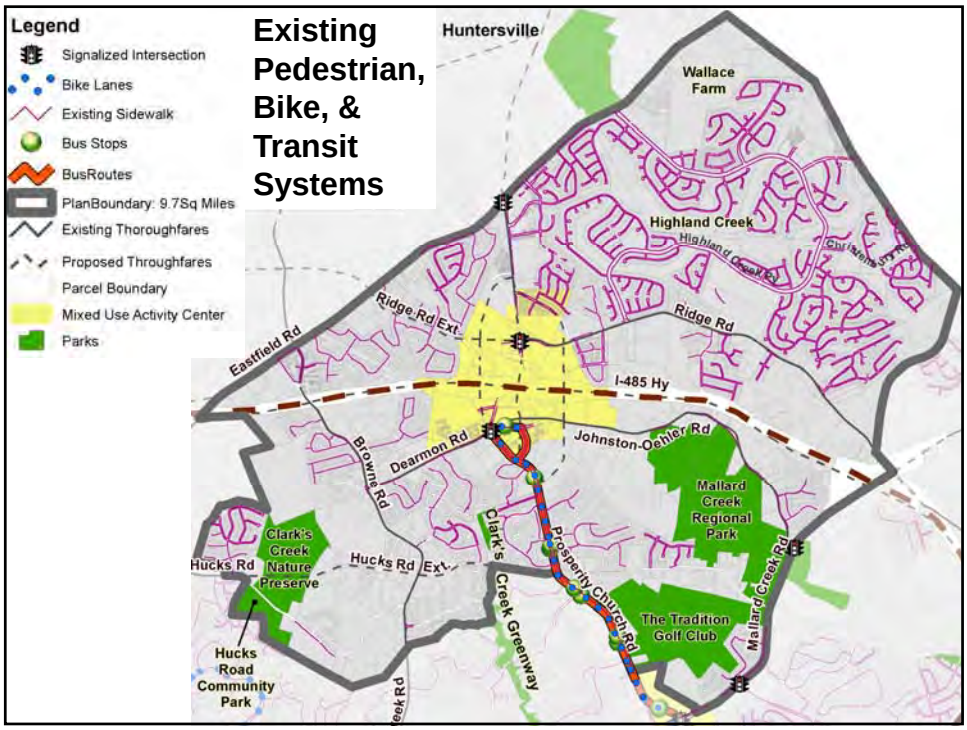
Emerging Village Center: Ridge Road Stub

Existing Pedestrian, Bike, & Transit Systems



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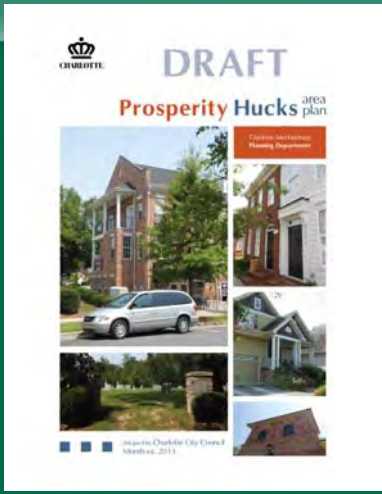
Plan Building Blocks and Process



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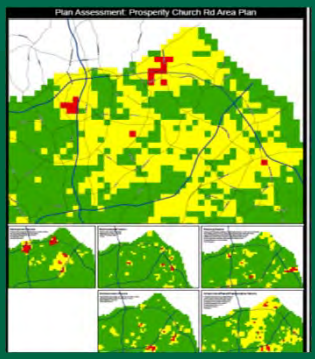
Plan Assessment Hot Spots

- Mixed Use Activity Center
- Amount of recent development inconsistent with adopted plans
- Development pressure
- Transportation projects
- Poor connectivity
- Impact of I-485 Interchange
- Opportunity to better integrate transportation and land use planning
- Environmentally sensitive areas



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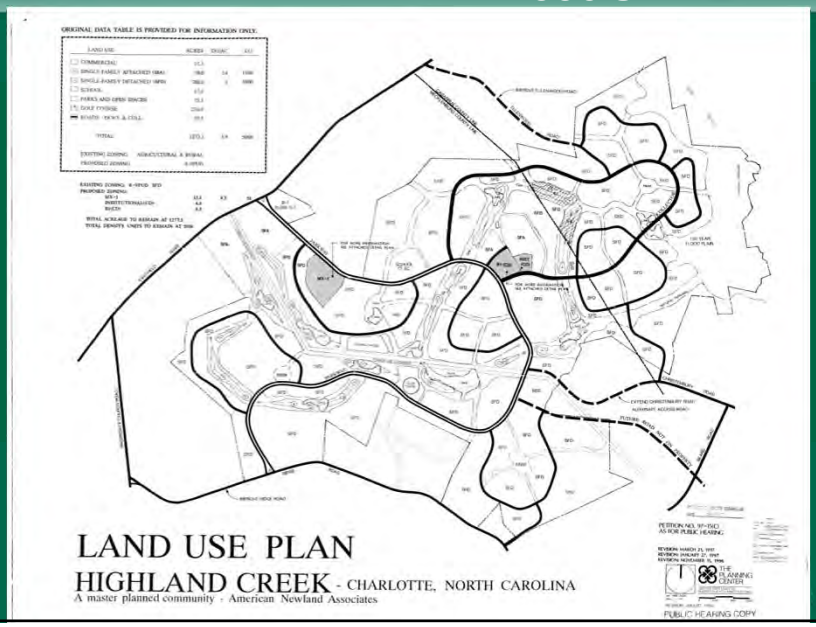
Highland Creek Master Plan 1990's



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Prosperity Church Road Villages Plan 1999

$1.00

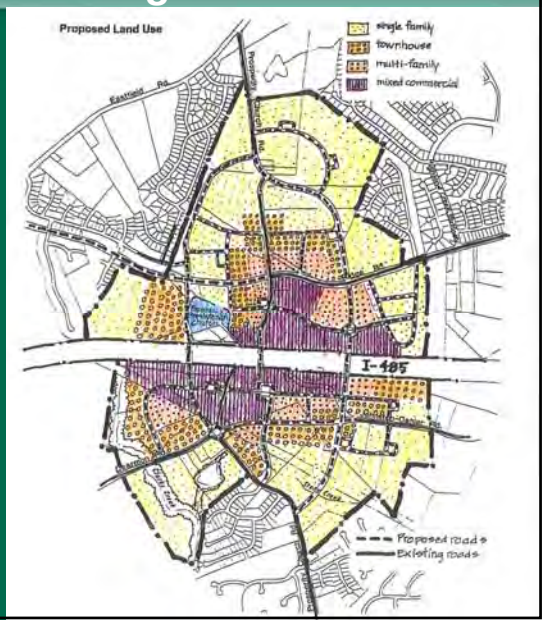
PROSPERITY CHURCH ROAD VILLAGES

A Land Use and Urban Design Plan for the Prosperity Church Road and I-485 Interchange

Prepared by

Charlotte-Mecklenburg Planning Commission
Mecklenburg County Engineering Department
Charlotte Department of Transportation

Adopted by Mecklenburg County Board of County Commissioners
March, 1999



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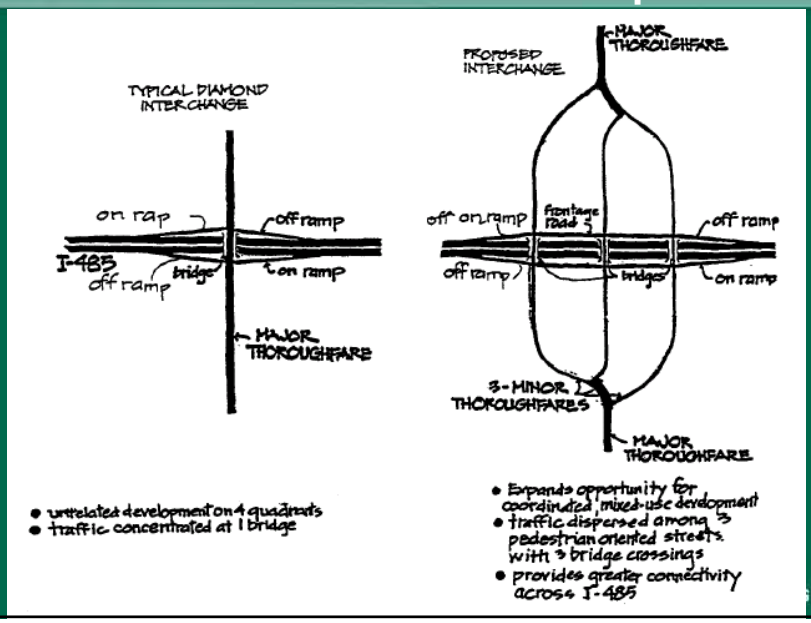
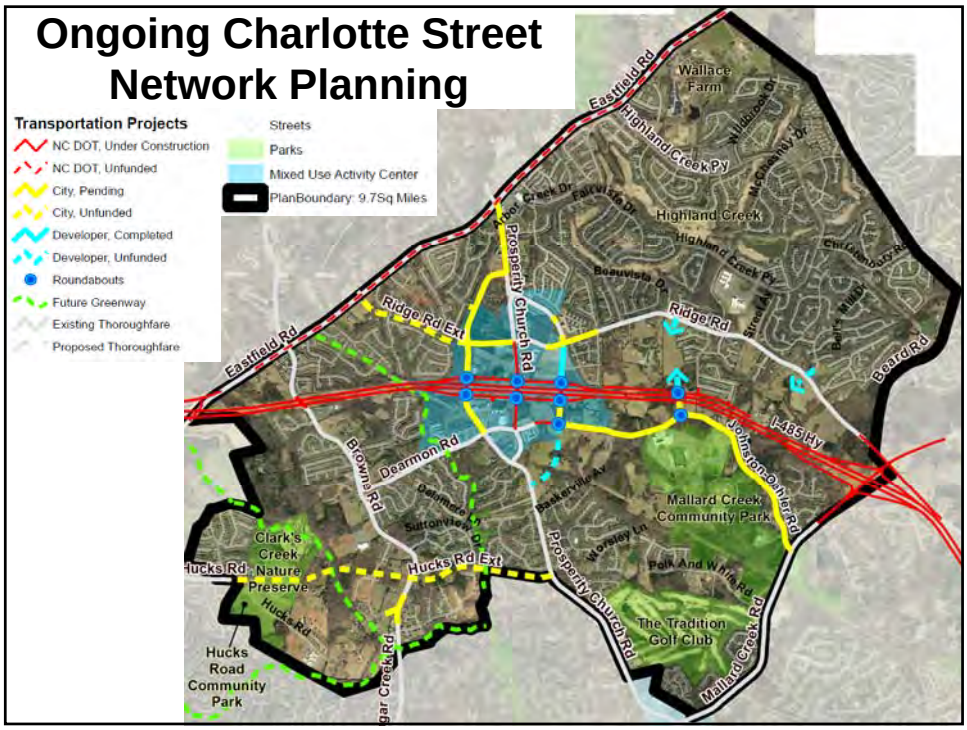
Expressway Interchange Concept



Ongoing Charlotte Street Network Planning



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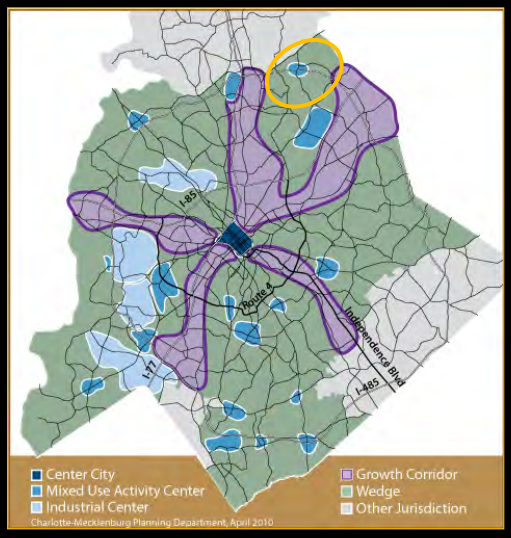
Centers, Corridors & Wedges Growth Framework

Activity Centers are generally appropriate for new growth, with generally increased intensity of development.

Growth Corridors are priority locations for new growth, but may include specific neighborhoods for preservation.

Wedges are predominantly low density residential with limited higher density housing and neighborhood serving commercial uses.



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City/County Plan Team

- Charlotte-Mecklenburg Planning Department
- Mecklenburg County Park and Recreation
- Charlotte Mecklenburg Schools
- Mecklenburg-Union Metropolitan Planning Organization
- Charlotte Department of Transportation (CDOT)
- Charlotte Area Transit System (CATS)
- Charlotte Engineering & Property Management
- North Carolina Department of Transportation

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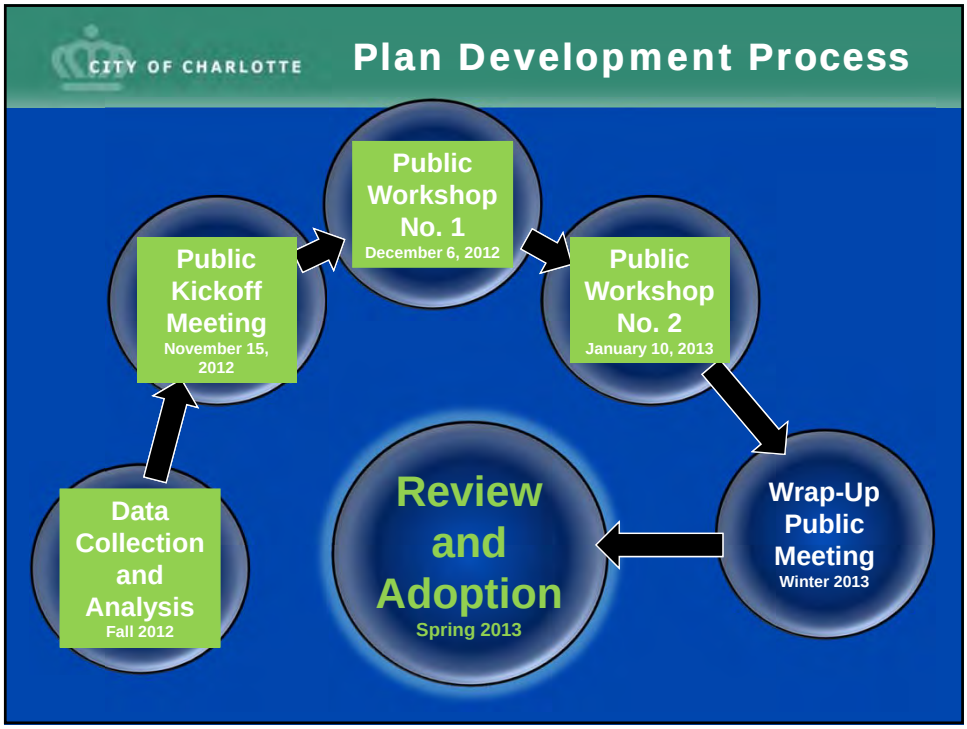
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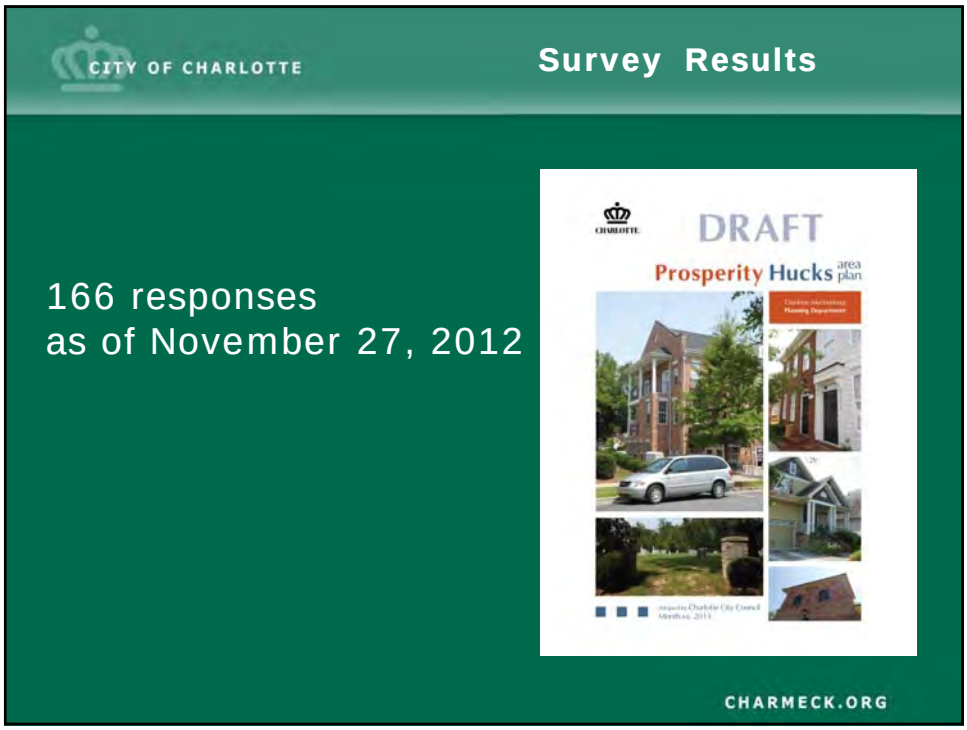
Plan Development Process
Public Workshop No. 1
December 6, 2012
Public Kickoff Meeting
November 15, 2012
Public Workshop No. 2
January 10, 2013
Data Collection and Analysis
Fall 2012
Review and Adoption
Spring 2013
Wrap-Up Public Meeting
Winter 2013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Survey Results
166 responses
as of November 27, 2012
DRAFT
Prosperity Hucks area plan
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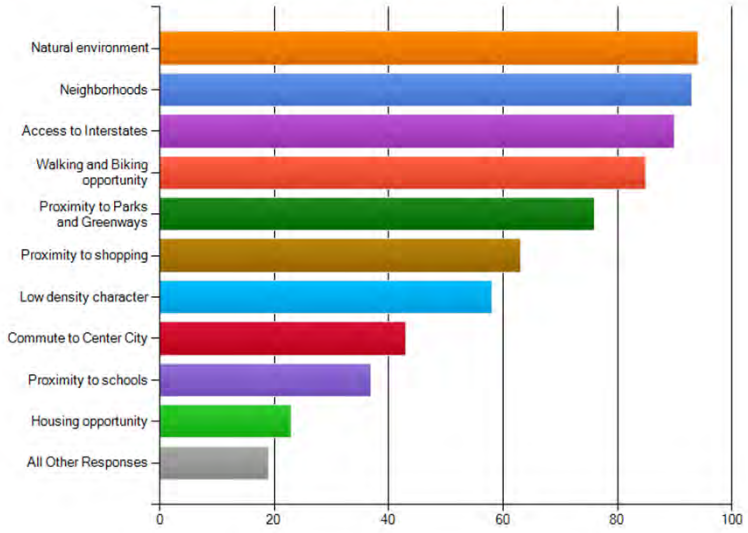
Q3

What do you value most about the plan area? (Check all that apply)



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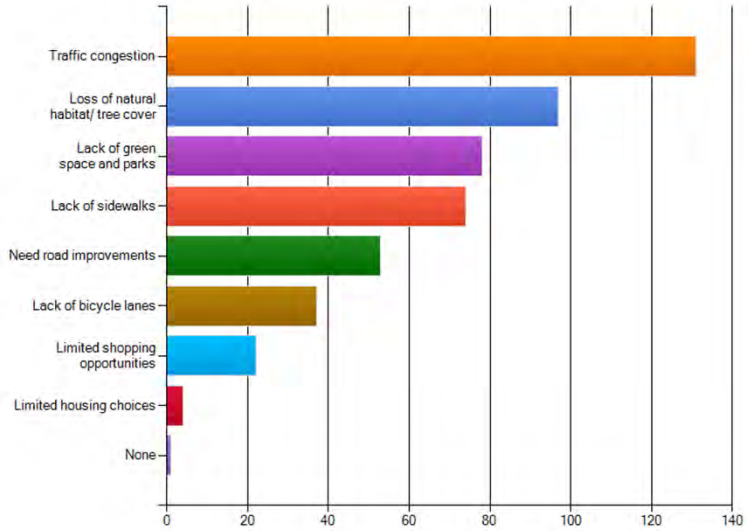
Q4

What concerns you the most about the plan area? (Check all that apply)



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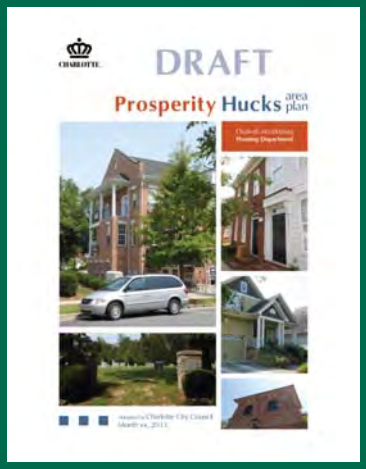
Developing the Vision



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A Draft Vision Statement

The vision for the Prosperity Hucks area is to create a unique and sustainable community that is a great place to live, work, and play. The blend of neighborhoods; along with an emerging mixed-use activity center; plus an array of civic and institutional facilities will provide for a thriving community.

The vision incorporates the following elements:

- **Mixed-Use Activity Center …**
- **Neighborhoods …**
- **Transportation …**
- **Open Space …**

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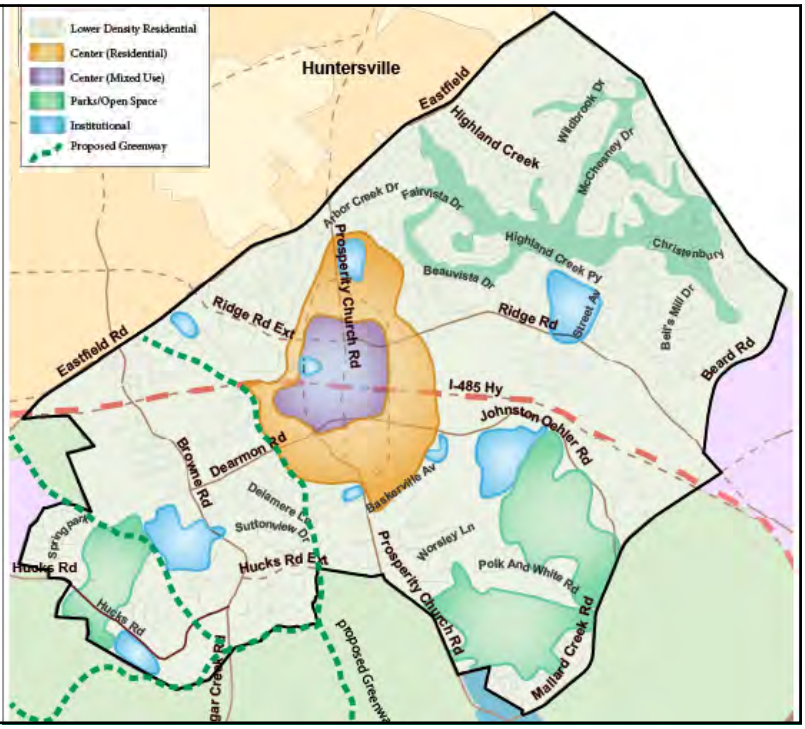
Draft Concept Plan



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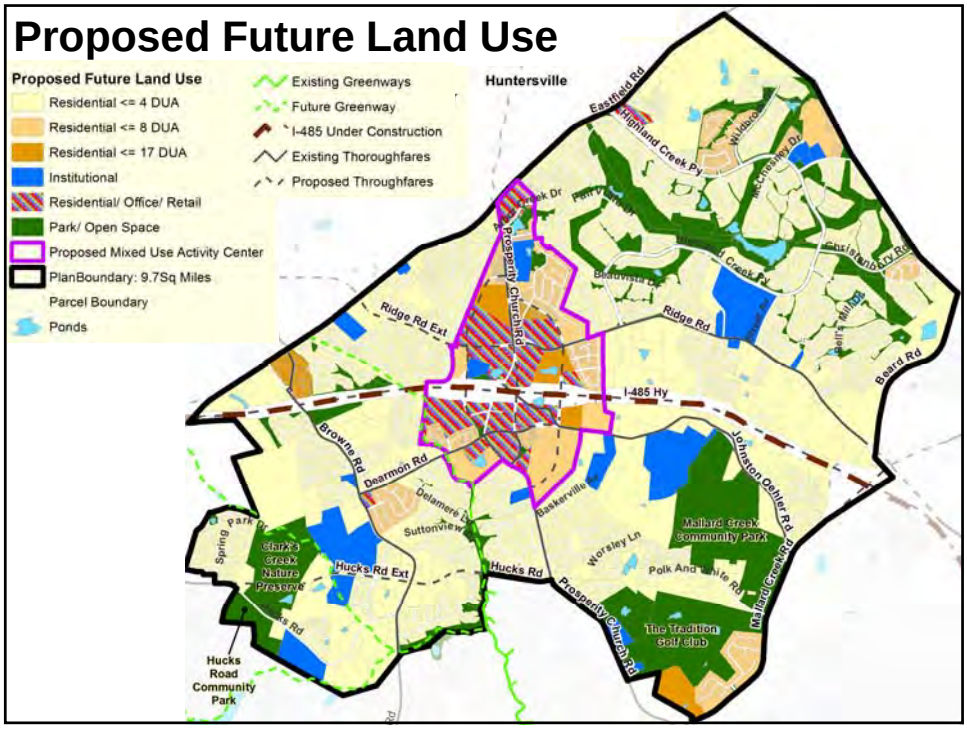
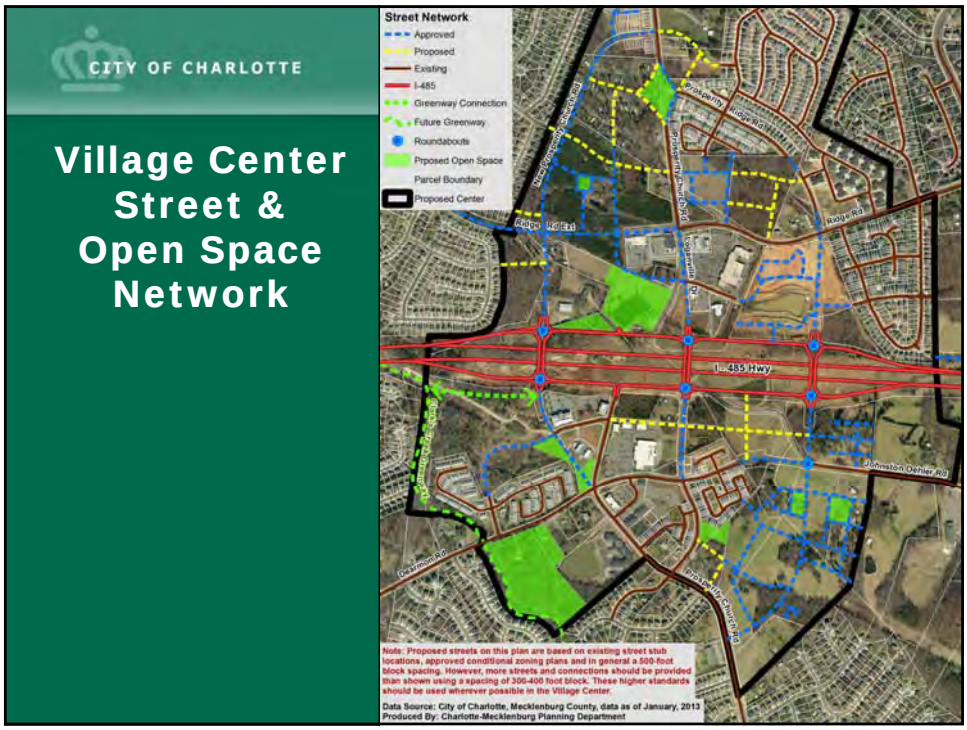

Proposed Future Land Use
Proposed Future Land Use
Residential <= 4 DUA
Residential <= 8 DUA
Residential <= 17 DUA
Institutional
Residential/ Office/ Retail
Park/ Open Space
Proposed Mixed Use Activity Center
PlanBoundary: 9.7Sq Miles
Parcel Boundary
Ponds
Existing Greenways
Future Greenway
I-485 Under Construction
Existing Thoroughfares
Proposed Throughfares
Huntersville
Eastfield Rd
Highland Creek Pky
Prosperity Church Rd
Ridge Rd Ext
Ridge Rd
I-485 Hy
Beard Rd
Browne Rd
Dearmon Rd
Delamere Dr
Sutton View
Baskerville
Johnston Oehler Rd
Mallard Creek Community Park
Worsley Ln
Polk And Wife Rd
Mallard Creek Rd
Hucks Rd Ext
Hucks Rd
Clark's Creek Nature Preserve
Spring Park Dr
The Tradition Golf Club
Hucks Road Community Park

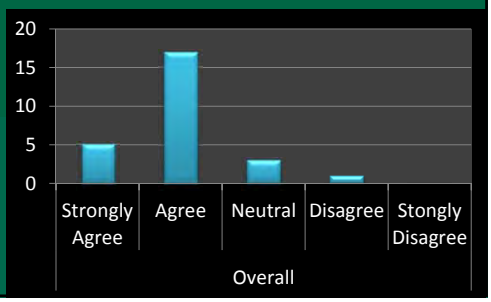

CITY OF CHARLOTTE
Village Center Street & Open Space Network
Street Network
Approved
Proposed
Existing
I-485
Greenway Connection
Future Greenway
Roundabouts
Proposed Open Space
Parcel Boundary
Proposed Center
Prosperity
Ridge Rd Ext
Ridge Rd
Prosperity Church Rd
I-485 Hwy
Johnston Oehler Rd
Dearmon Rd
Note: Proposed streets on this plan are based on existing street stub locations, approved conditional zoning plans and in general a 500-foot block spacing. However, more streets and connections should be provided than shown using a spacing of 300-400 foot block. These higher standards should be used wherever possible in the Village Center.
Data Source: City of Charlotte, Mecklenburg County, data as of January, 2013
Produced By: Charlotte-Mecklenburg Planning Department

CHARLOTTE

CITY OF CHARLOTTE

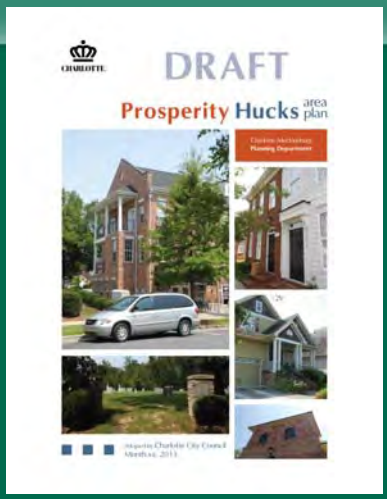
Ongoing Survey Results: Overall Plan Proposals

- Bicycle & Pedestrian friendly please!
- Make sure the village concept is completed and that developers do not control the progress.
- Thank you for providing a time for concerned citizens to voice their opinions and to be heard!
- Wary of overdevelopment of apartments, big box stores.
- The planned changes to add human-scale retail/grocery and empower walkability are great.
  Can't wait!
- Very well done.



CITY OF CHARLOTTE

Next Steps



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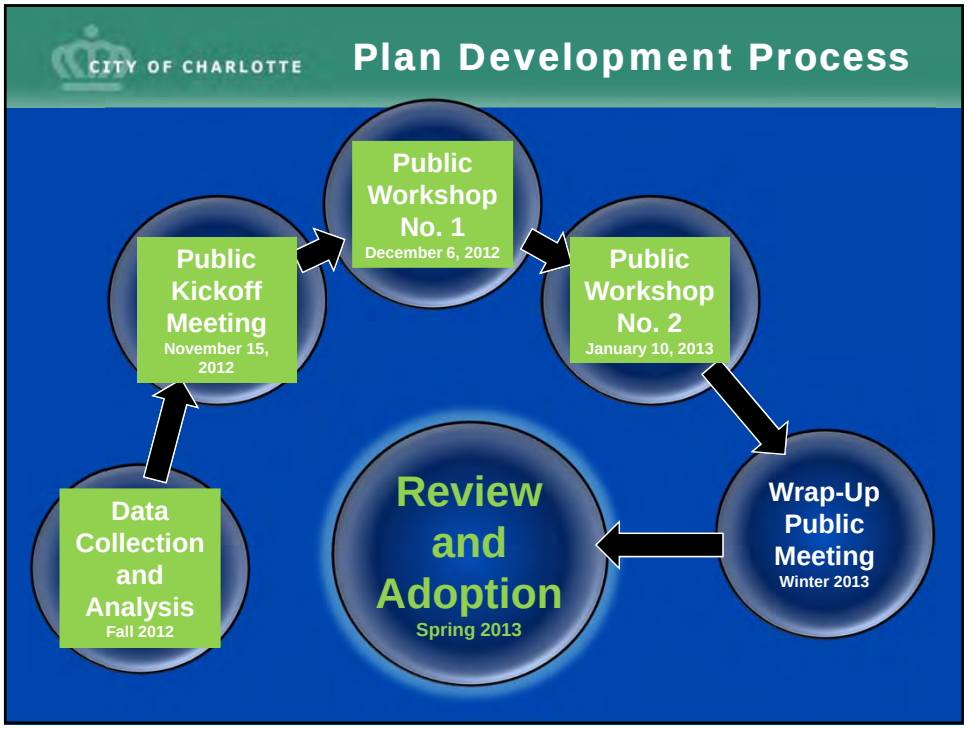
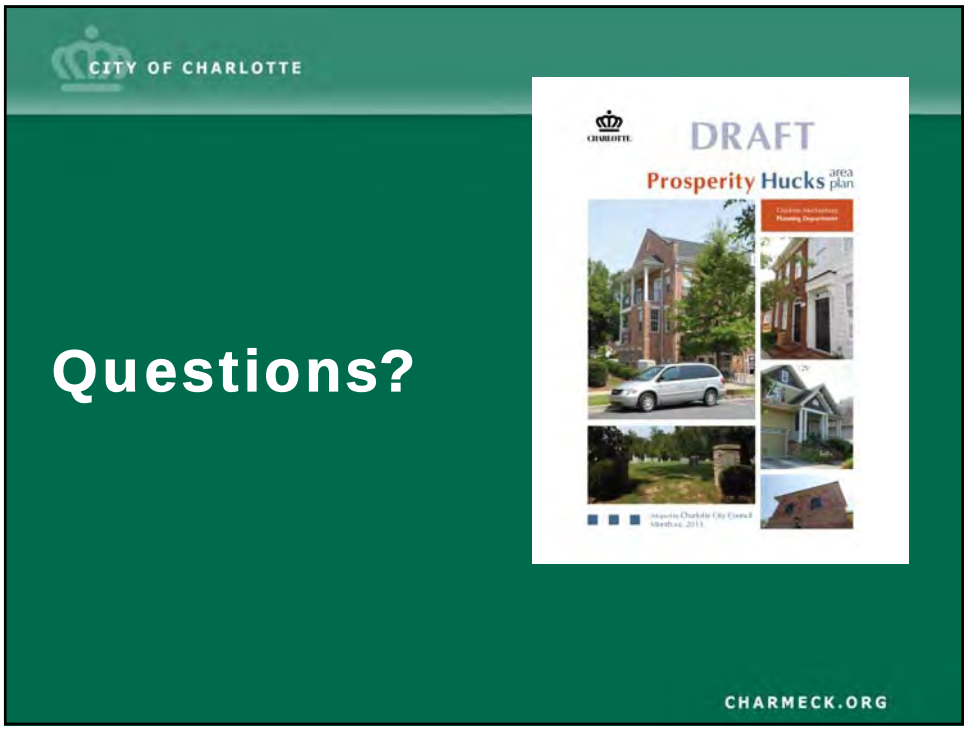

CITY OF CHARLOTTE
Plan Development Process
Public Workshop No. 1
December 6, 2012
Public Kickoff Meeting
November 15, 2012
Public Workshop No. 2
January 10, 2013
Data Collection and Analysis
Fall 2012
Review and Adoption
Spring 2013
Wrap-Up Public Meeting
Winter 2013


CITY OF CHARLOTTE
Questions?
DRAFT
Prosperity Hucks area plan
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CHARLOTTE

Transportation & Planning Committee
Monday, January 14, 2013
3:30 – 5:00 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
John Autry
Warren Cooksey
Patsy Kinsey

Staff Resource: Ruffin Hall, Assistant City Manager

AGENDA

I. Population and Employment Projections– 30 minutes
Staff Resources: Ruchi Agarwal, Planning & Anna Gallup, Transportation
Population and employment projections represent an important component of the development of the Mecklenburg Union Metropolitan Planning Organization's (MUMPO) Long Range Transportation Plan (LRTP). The LRTP is a federally-mandated document that, in our region, must be updated every four years and includes recommendations for federal and state funding for transportation projects. MUMPO will be asked to endorse county-level population and employment projections for the years 2010, 2020, 2030, and 2040 at their January 16, 2013 meeting. The purpose of this presentation is to provide information about the projections, together with staff's recommendation, in advance of the meeting.
Action: For information only
Attachment: 1.Mecklenburg County Level Employment and Population Projections.pdf

II. Prosperity Hucks Area Plan – 30 minutes
Staff Resource: Kent Main, Planning
The Prosperity Hucks Area Plan centers on the Prosperity Church Road interchange on I-485 now under construction, extending north to Huntersville and east to Cabarrus County. The interchange is expected to become the focal point of a mixed use center. This plan will integrate land use, transportation, open space, and other factors as the area reaches a critical growth point. Over the past few months, staff has conducted a series of public workshops to arrive at community consensus. Staff will present an overview of the plan process and concepts under discussion.
Link to the Plan website with agendas and materials:
http://charmeck.org/city/charlotte/planning/AreaPlanning/Plans/Pages/ProsperityHucks.aspx.
Action: For information only

III. Capital Investment Plan Referrals – 15 minutes
Staff Resource: Ruffin Hall, City Manager's Office
Provide overview of CIP Projects referred to the Transportation and Planning Committee and develop a process for the Committee's work.
Action: For information only
Attachment: 2. Mayor's Referral Letter.doc
3. Capital Investment Plan Referrals.pdf

IV. FY2014 Transportation Focus Area Plan – 10 minutes
Staff Resource: Ruffin Hall, City Manager's Office
Review of FY2013 Focus Area Plan in preparation for Council discussion at the February Retreat.
Action: For information only
Attachment: 4. FY13 FAP.doc

V. Transportation and Planning Committee Agenda – 5 minutes
Staff Resource: Ruffin Hall, City Manager's Office
Consider rescheduling the January 24 meeting due to a calendar conflict.
Action: Vote on date to reschedule January 24 meeting

Attachment:	Bicycle Advisory Committee Annual Report

Attachment:	Transit Services Advisory Committee Annual Report

Next Scheduled Meeting: Thursday, January 24, 2012 – 12:00 p.m. (may be rescheduled)
Future Topics - MPO Planning Area Boundary Expansion, Capital Investment Plan Referrals, Managed Lanes Phase 3

Distribution:	Mayor & City Council Transportation Cabinet Kent Main	Curt Walton, City Manager Anna Gallup	Leadership Team Ruchi Agarwal

CHARLOTTE

Mecklenburg County Level Population and Employment Projections

Presentation to Transportation and Planning Committee

January 14, 2013

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CITY OF CHARLOTTE

Population and Employment Projections

January 2013

- MUMPO adopts county level population and employment projections

March 2014

- MUMPO adopts 2040 LRTP

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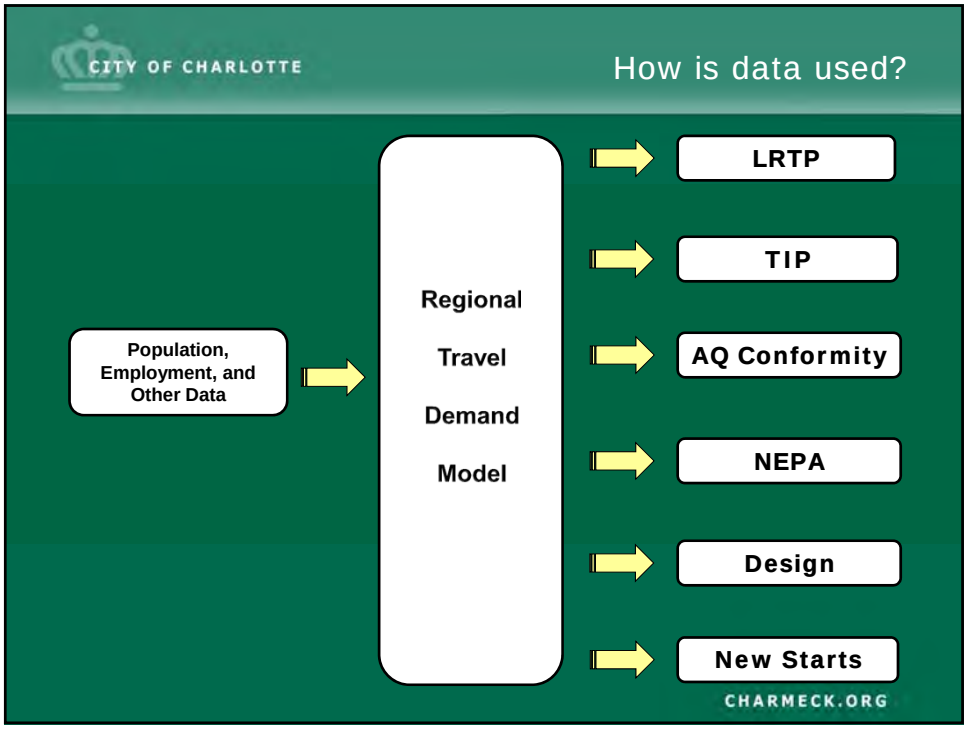
CITY OF CHARLOTTE
How is data used?
Population, Employment, and Other Data
Regional Travel Demand Model
LRTP
TIP
AQ Conformity
NEPA
Design
New Starts
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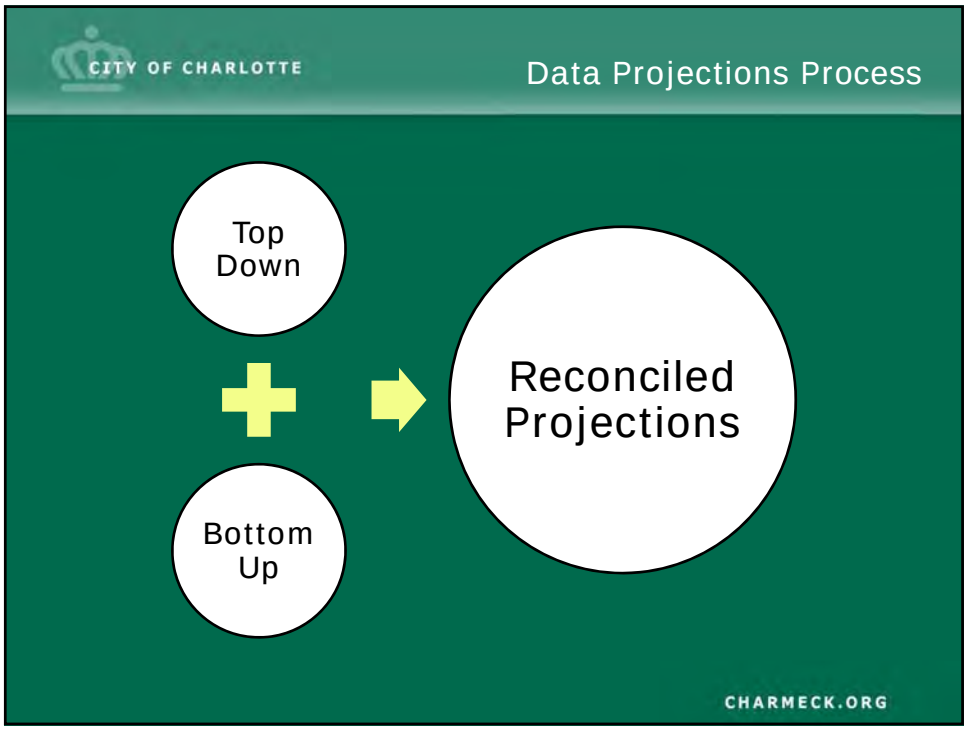
CITY OF CHARLOTTE
Data Projections Process
Top Down
Bottom Up
Reconciled Projections
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CITY OF CHARLOTTE

Assumptions in Top Down Analysis

National → Regional → County

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Assumptions in Top Down Analysis

- Long-term trends continued
- Short-term adjustments due to current economic conditions

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16 County Region

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CITY OF CHARLOTTE

Recommended Population Projections

	2010	2020	2030	2040
16-County Region	2,647,800	3,058,100	3,506,400	3,990,300
Mecklenburg County	919,600 (35%)	1,112,300 (36%)	1,300,900 (37%)	1,492,100 (37%)

Note: Based on historical Census Bureau Data

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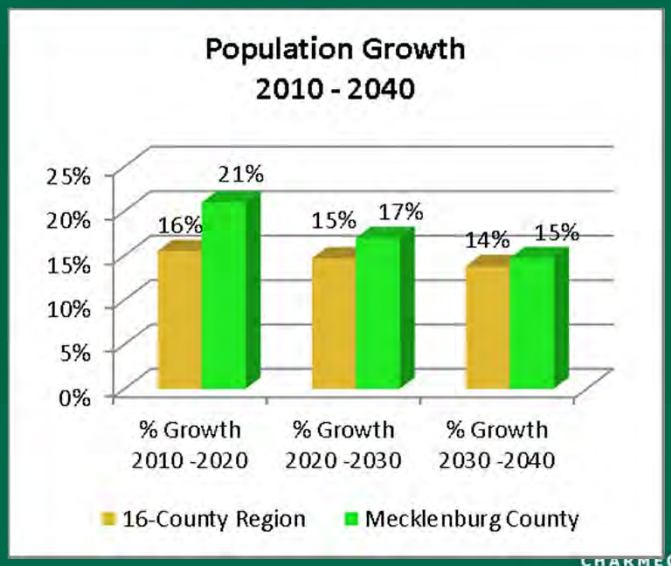
Recommended Population Projections



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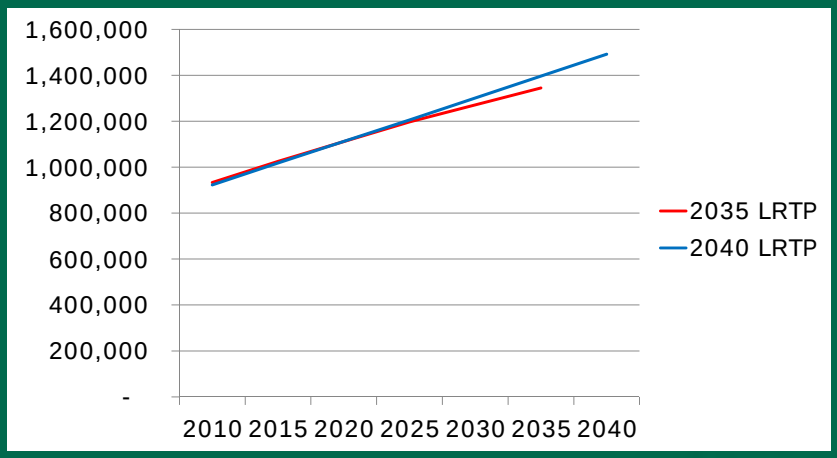
Comparison to Previous Projections

Mecklenburg Population



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Recommended Employment Projections

	2010	2020	2030	2040
16-County Region	1,452,000	1,682,100	1,851,400	2,073,300
Mecklenburg County	692,900	843,500 (50%)	951,600 (51%)	1,080,500 (52%)

Note: Data based on 42-year Bureau of Economic Analysis (BEA) time series

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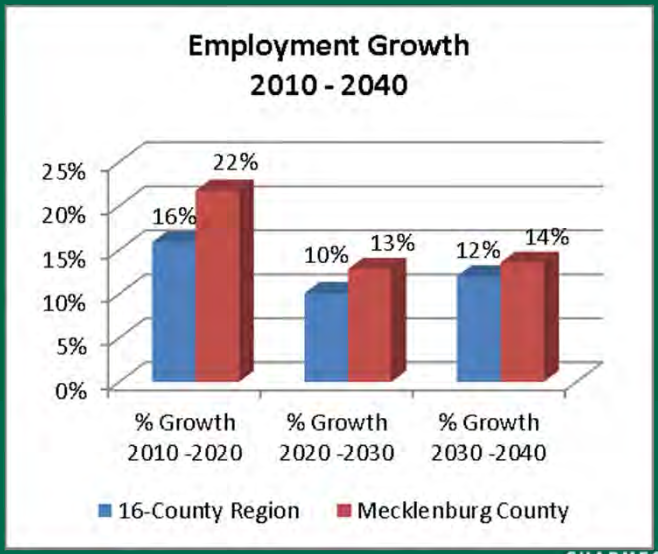
Recommended Employment Projections



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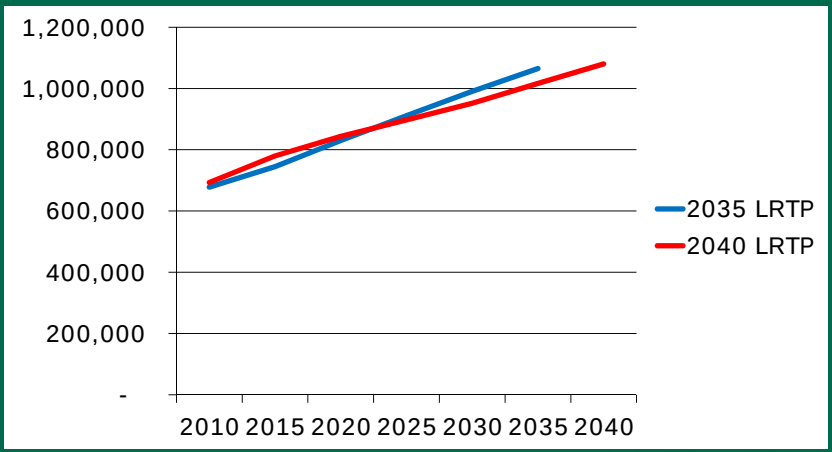
Comparison to Previous Projections

Mecklenburg Employment



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Questions?

Contact Information:
Anna Gallup agallup@charlottenc.gov
Ruchi Agarwal ragarwal@charlottenc.gov

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CHARLOTTE.
OFFICE OF THE MAYOR

TO: Charlotte City Council
FROM: Mayor Anthony Foxx
DATE: January 3, 2013
RE: Capital Investment Plan – Committee Referrals

Pursuant to the City Council's recent decision to defer consideration of the Capital Investment Program and with input from city staff, I am referring items in the Manager's Recommended FY2013-2017 Capital Investment Plan to the Charlotte City Council's Committees on Budget, Economic Development, Housing & Neighborhood Development, Transportation, and Community Safety. According to city staff, this Council will need to approve a CIP recommendation by April 10th if one is to be included in the May budget presentation. For that to happen, committees will need to meet in January-February and report out at the March 20th Budget Workshop.

There are three items that deserve special attention: the Comprehensive Neighborhood Improvement Program, Streetcar project and affordable housing.

The CNIP takes a different approach than previous neighborhood investments by engaging other local governmental bodies and affected neighborhoods in a collaborative effort to improve neighborhoods. With the additional time we now have, I am requesting that the HAND committee work with city staff to develop specific plans on how the allocated funds would be used.

Based on your feedback, I am asking the Economic Development Committee to review the Streetcar project from a number of different perspectives: (1) determining, based on all potential options, whether the project is our best strategic investment to promote economic opportunity on the East and West sides of Charlotte (including updating the BAE study); (2) examining existing alternative revenues that may mitigate the property tax impact of the project; and (3) developing a specific land use strategy and, where possible, obtaining commitments from the private sector to leverage any city investment.

Finally, I am asking the HAND Committee to review and recommend funding the Affordable Housing Strategy Report Recommendation (attached) as part of the CIP.

Budget

- Maintenance Facilities/Customer Service
    - Sweden Road Maintenance Yard Replacement
    - Northeast Equipment Maintenance Facility

Economic Development

- Airport/West Corridor
    - Spine Dixie Berryhill Infrastructure (New Garrison Road)
    - Spine Dixie Berryhill Infrastructure (Widen Dixie River Road)

- East Southeast Corridor
    - Bojangles/Ovens Redevelopment
    - Public/Private Redevelopment Opportunities
    - Streetcar Infrastructure Project/East-West Revitalization
- Northeast Corridor
    - Applied Innovation Corridor
    - UNCC Informatics and Innovation Partnership

Housing & Neighborhood Development

- Affordable Housing
- Comprehensive Neighborhood Improvement Program
    - West Trade, Prosperity Village, Central/Eastland/Albermarle, Whitehall, Sunset

Transportation

- 26-Mile Cross Charlotte Multi-Use Trail
- Northeast Corridor Infrastructure (NECI)
- East/Southeast Corridor
    - Monroe Road Streetscape
    - Idlewild Road/Monroe Road Intersection
    - Sidewalk and Bikeway Improvements
- Northeast Corridor
    - Research Drive – J.W. Clay Connector over I-85
    - University Pointe Connection – IBM Drive to Ikea Blvd
- Road/Infrastructure Projects
    - Prosperity Church Road
    - Eastern Circumferential/Railroad Bridge
    - Park South Drive Extension
- Sidewalks and Pedestrian Safety
- Traffic Control and Bridges
    - Upgrade Traffic Signal System Coordination
    - Upgrade Traffic Control devices
    - Repair and Replace Bridges

Community Safety

- Public Safety Facilities
    - Joint Communications Center
    - 6 Police Division Stations
    - Land Purchase for Future Fire Stations

CHARLOTTE

Capital Investment Plan Referrals

Transportation and Planning
Committee Meeting

January 14, 2013

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Capital Investment Plan
Transportation Committee Referrals

- 26-Mile Cross Charlotte Multi-Use Trail
- Northeast Corridor Infrastructure (NECI)
- East /Southeast Corridor
  - Monroe Road Streetscape
  - Idlewild Road/Monroe Road Intersection
  - Sidewalk and Bikeway Improvements
- Northeast Corridor
  - Prosperity Church Road
  - Eastern Circumferential/Railroad Bridge
  - Park South Drive Extension
- Road/Infrastructure Projects
- Sidewalks and Pedestrian Safety
- Traffic Control and Bridges
  - Upgrade Traffic Signal System Coordination
  - Upgrade Traffic Control devices
  - Repair and Replace Bridges

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26-Mile Cross Charlotte Multi-Use Trail

Camden at Tremont along the Lynx Multi-Use Trail

Kings Drive – along the Little Sugar Creek greenway

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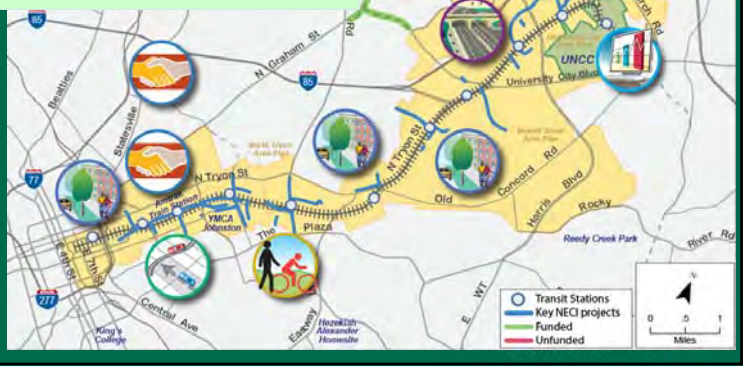
Northeast Corridor Infrastructure (NECI)

These investments will help implement several area plans including *Center City, University Research Park, North Tryon* and station area plans along the Blue Line Extension. They include:

- New bridges over I-85
- Transit connections for pedestrians, bicyclists and motorists
- Key development opportunities
- Streetscapes and connectivity improvements
- UNCC Informatics and Innovation



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East/Southeast Corridor

Monroe Road Streetscape Improvements

Idlewild/Monroe Rd Intersection

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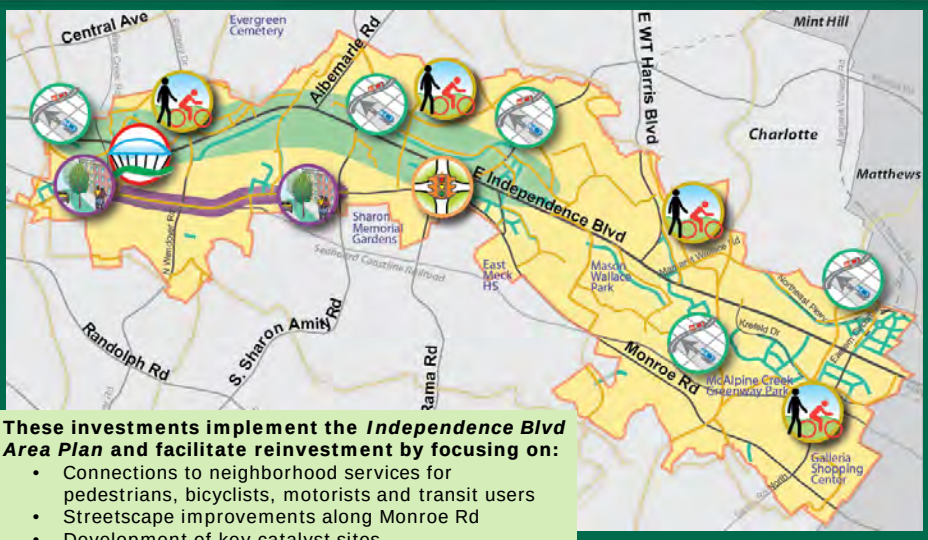
East/Southeast Corridor



These investments implement the *Independence Blvd Area Plan* and facilitate reinvestment by focusing on:

- Connections to neighborhood services for pedestrians, bicyclists, motorists and transit users
- Streetscape improvements along Monroe Rd
- Development of key catalyst sites

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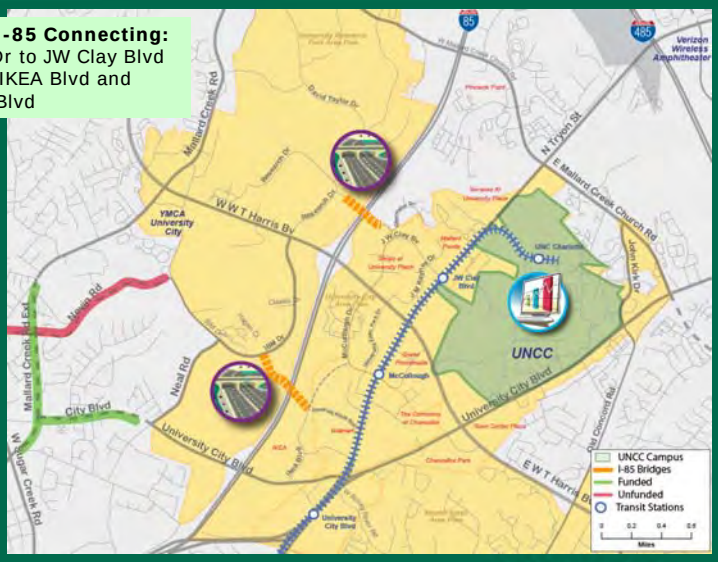
Northeast Corridor

New Bridges over I-85 Connecting:
- North: Research Dr to JW Clay Blvd
- South: IBM Dr to IKEA Blvd and University Pointe Blvd



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Northeast Corridor

North Bridge over I-85 to Connect Research Dr to JW Clay Blvd:

- Implements the *University City* and the *University Research Park* area plans
- Links the University Research Park, a major employment area, with the North Tryon corridor
- Improves connectivity from University Research Park to:
  - Shopping and services at University Place
  - LYNX light rail station at JW clay Blvd
  - Charlotte Research Institute
  - UNCC campus
- Relieves congestion on the existing crossings of I-85 (Harris Blvd and Mallard Creek Church Rd)

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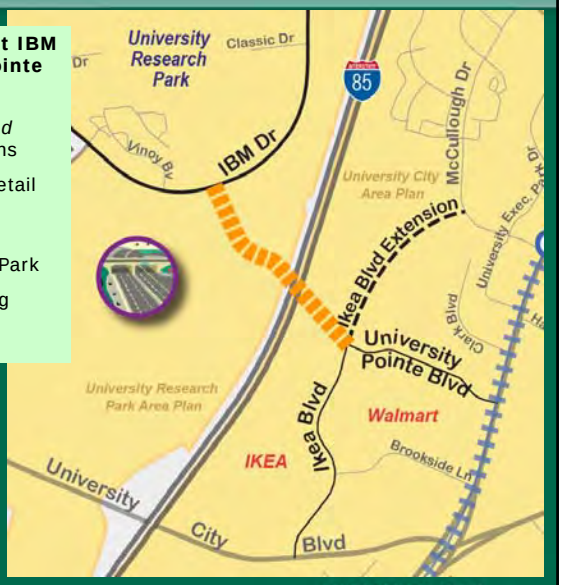
Northeast Corridor

South Bridge over I-85 to Connect IBM Dr to IKEA Blvd and University Pointe Blvd

- Implements the *University City and University Research Park* area plans
- Connects employment, housing, retail and services
- Facilitates future mixed use development within the Research Park
- Relieves congestion on the existing crossings of I-85 (Harris Blvd and Mallard Creek Church Rd)



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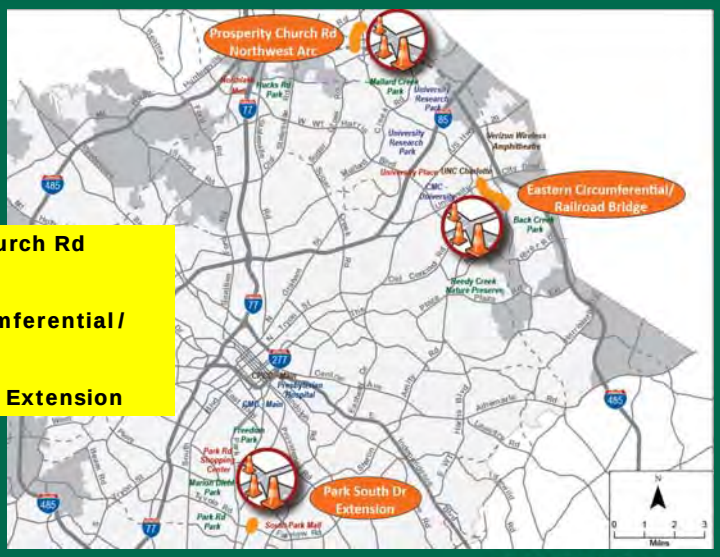
CITY OF CHARLOTTE

Road/Infrastructure Projects

- **Prosperity Church Rd Northwest Arc**
- **Eastern Circumferential/ Railroad Bridge**
- **Park South Dr Extension**



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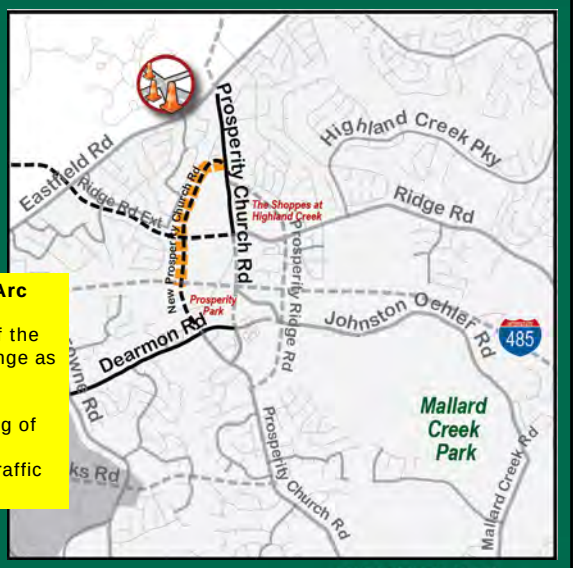
Road/Infrastructure Projects



Prosperity Church Rd Northwest Arc

- Completes the northwestern leg of the I-485/Prosperity Church Rd interchange as envisioned in the area plan
- Corresponds with the 2014 opening of I-485 in this area to ensure that the interchange functions properly and traffic does not back up onto I-485

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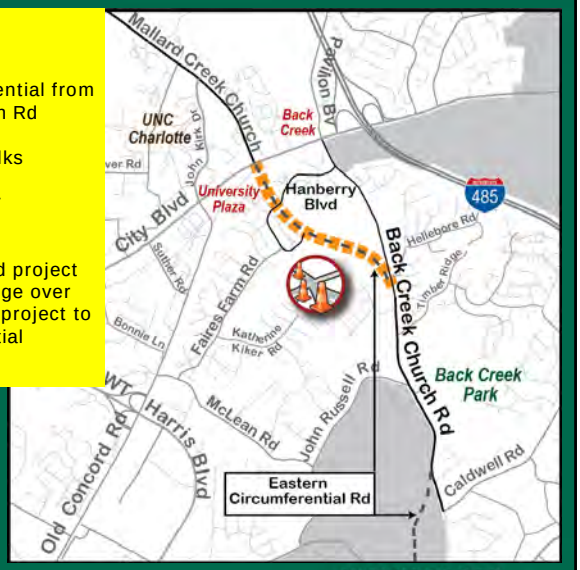
Road/Infrastructure Projects

Eastern Circumferential/ Railroad Bridge

- Constructs the Eastern Circumferential from Hanberry Blvd to Back Creek Church Rd
- Includes bicycle lanes and sidewalks
- Built to urban street standards for improved safety and traffic flow
- Coordinated with NCDOT's railroad project that proposes to build a railroad bridge over the future road and a future NCDOT project to build the portion of the Circumferential between NC 49 and Hanberry Blvd



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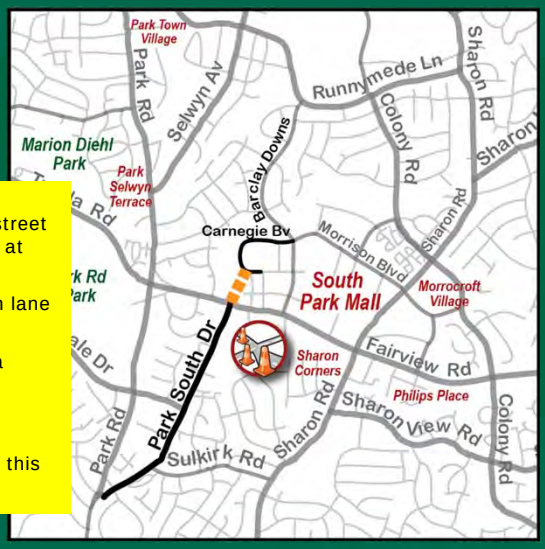
Road/Infrastructure Projects

Park South Dr Extension

- Extends Park South Dr as a 2-lane street from Fairview Rd to a new roundabout at Carnegie Blvd
- Extends existing eastbound left-turn lane on Fairview Rd
- Enhances street network in the area and reduces delays at other signalized intersections along Fairview Rd
- Consistent with two recent rezoning approvals which will build a portion of this alignment and the roundabout



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Sidewalks and Pedestrian Safety

Sidewalks and Pedestrian Safety

Ashley Road

Raintree Lane

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Traffic Control and Bridges

- **Upgrade Traffic Signal System and Control Devices**
- **Repair and Replace Bridges**

Highland Ave – After

Highland Ave – Before

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CITY OF CHARLOTTE

Committee Meeting Schedule

Transportation and Planning Committee Meeting Schedule

- January 24th (to be rescheduled)
- February 11th
- February 28th
- March 18th

City Council Budget Retreat

- March 20th
  - Committee to Report on CIP Referral Recommendations

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CHARLOTTE

FY2013 Strategic Focus Area Plan

"Charlotte will be the premier city in the country for integrating land use and transportation choices."

Safe, convenient, efficient, and sustainable transportation choices are critical to a viable community. The City of Charlotte takes a proactive approach to land use and transportation planning. This can be seen in the *Centers, Corridors and Wedges Growth Framework*, the *Transportation Action Plan* and the *2030 Transit Corridor System Plan* that provide the context for the Transportation Focus Area Plan.

The City's strategy focuses on integrating land use and transportation choices for motorists, transit users, bicyclists and pedestrians. A combination of sound land use planning and continued transportation investment will be necessary to accommodate Charlotte's growth, enhance quality of life and support the City's efforts to attract and retain businesses and jobs.

Focus Area Initiative	Measure	FY2011 Actual	FY2013 Target
Enhance multi-modal mobility, environmental quality and long-term sustainability	Reduce annual hours of congestion per traveler, as measured by Texas Transportation Institute, for the Charlotte Urban Area compared to top 25 cities	.8% increase Top 25: .7%	Any increase will be less than 5-year average of top 25 cities
	Vehicle Miles Travelled (VMT) per capita (New measure for 2013)	TBD – New Measure	Reduce VMT from prior year
	Accelerate implementation of 2030 Transit Corridor System Plan as conditions allow: 1. LYNX BLE 2. Street Car 3. Transit Ridership	DEIS Complete PE Complete 2.2%	1. Full Funding Grant Agreement by 12/31/12 2. Begin construction on Starter Streetcar Project by 3/15/13 3. Maintain ridership at prior year level
Promote transportation choices, land use objectives, and transportation investments that improve safety, promote sustainability and livability	Increase the % of City population within ¼ mile of parks, schools, shopping, and transit greater than the 2004 baseline	16.5% 12.5% 52.3% 56.1%	Parks: >16.9% Schools: >13.0% Shopping: >45.6% Transit: >63.5%
	Review and strengthen relationship between transportation infrastructure and economic development in the City's Capital Investment Plan	New Measure	Include targeted investments in the 5-Year CIP
	Pavement Condition Survey Rating	88	Achieve Survey Rating of 90
	Miles of new sidewalks and new bikeways constructed annually	18.8 sidewalk 11.1 Bikeway	10 miles new sidewalk 10 miles new bikeways

Focus Area Initiative	Measure	FY2011 Actual	FY2013 Target
Promote transportation choices, land use objectives, and transportation investments that improve safety, promote sustainability and livability (Continued)	% of transportation bond road projects completed or forecast to be completed on schedule	79%	90% or better
	Decrease vehicle accidents per mile traveled by monitoring crashes annually and identifying, analyzing and investigating hazardous locations and concentrating on patterns of correctable crashes	-23.5%	Decrease below prior year
Communicate land use and transportation objectives as outlined in the Transportation Action Plan (TAP)	Complete and present TAP Annual Report to the City Council	Met	By January 2013
	The City will work with MUMPO to initiate the 2040 Long Range Transportation Plan	N/A	By September 2012
Seek financial resources, external grants, and funding partnerships necessary to implement transportation programs and services	City Council, in partnership with the County and the Charlotte Chamber of Commerce, will continue to consider the Transportation Task Force Committee of 21's funding and process recommendations to the legislature as needed for implementation	N/A	By December 2012
	Leverage increased transportation partnership opportunities in support of the Democratic National Convention, including a possible bike-share program	N/A	Seek new partnerships in FY2013

CHARLOTTE.

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

DATE: December 17, 2012
TO: Transportation and Planning Committee Members
FROM: Stephanie C. Kelly, CMC, City Clerk
SUBJECT: **Bicycle Advisory Committee Annual Report**

The attached report of the Bicycle Advisory Committee 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 these committees, 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.

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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.

Bicycle Advisory Committee
December 2012

To: Mayor and City Council

From: Bicycle Advisory Committee

Subject: Report of Committee Activity for Calendar Year 2012

As required by the Charlotte City Council's current policy for boards and commissions, the Bicycle Advisory Committee (BAC) is submitting this report of committee activity for the period of January 2012 through December 2012.

The BAC serves in an advisory capacity. This includes:

- Making recommendations to the City Council and County Commission on policies and issues related to bicycle transportation.
- Seeking the implementation of bicycle-related transportation plans and policies within the jurisdiction of the City of Charlotte or Mecklenburg County.
- Participating in the development and update of those plans and policies.
- Making recommendations on actions that are appropriate and necessary to improve the efficiency and safety of bicycle transportation.
- Discussing and advocating issues and opportunities to create a more bicycle-friendly Charlotte.

The BAC is composed of eleven (11) members. Six (6) of these members are appointed by the Charlotte City Council, three (3) by the Mayor of Charlotte and two (2) by the Mecklenburg County Commissioners. Committee members serve without compensation.

The 2012 BAC members were:
Jane Cacchione, Chair
Ann Gabrielson, Vice-Chair
Haley Beaupre
Hal Bouton
Chris Gladora
Jonathan Harding
Scott Kusel
D.C. Lucchesi
Andrew Pike
Jane Wasilewski

All members have attended meetings in CY 2012. There will be three committee vacancies at the end of CY 2012. The term of one Mayoral appointee will expire in December 2012 and he has requested not to be reappointed after having already spent five years on the committee. A Council appointee with seven years of committee experience has provided notice he will be unable to complete the final year of his current term. One Mayoral appointment remains vacant following a resignation earlier this calendar year due to professional conflicts
.
Regularly scheduled meetings of the committee are held at 6:00pm on the fourth Tuesday of the month at the Charlotte-Mecklenburg Government Center.

During calendar year 2012, the BAC members regularly met and addressed such agenda items that included, but were not limited to, the following:

- Reviewed and made recommendation to Council on the proposed Cross City Bikeway Trail included in the new approach for the Capital Improvement Program.
- Participated in and monitored the development of the North East Corridor Infrastructure action plan for implementing bicycle facilities in the corridor.
- Recommended additional installations of bicycle specific detection devices at problematic signalized intersections, with a goal of decreasing red light violations by cyclists uncertain if their bicycle was able to trigger a signal change.
- Developed the theme for the 2012 BIKE!Charlotte series of cycling events intended to raise awareness of bicycle transportation and safety. Among the events was a BAC led ride open to the public intended to raise awareness of bicycle friendly streets and routes. BAC members participated in the annual Mayor's Ride to Breakfast as a signature event of BIKE!Charlotte.
- Monitored the annual collection of data of bicycle boardings on transit buses.
- Monitored the progress of additions to the Mecklenburg County greenway system.
- The BAC Silver subcommittee met seven times during CY2011-12. This subcommittee was appointed by the BAC and is composed of five BAC members. It is charged with review of the City's bicycle transportation progress since receiving a bronze Bicycle Friendly Community Award from the League of American Bicyclists in 2008 and to submit updated information for the next review in 2012. This resulted in the City of Charlotte maintaining its status as a Bronze level Bicycle Friendly Community until the next review in 2016.
- Participated in the launch of Charlotte B-Cycle, the City's first bike share network.
- Received a report on the statewide bicycle and pedestrian planning effort underway by the North Carolina Department of Transportation.
- Received a report on the accessibility and security protocols related to cyclists during the Democratic National Convention, and similar security issues related to CMGC activities by the committee.

- Monitored the plans to route through Charlotte the annual across North Carolina bicycle ride sponsored by NC Amateur Sports.
- Discussed new approaches to bicycle transportation, including green bicycle lanes, buffered bicycle lanes and bike boxes, and how they may be utilized in Charlotte.
- Monitored the construction of a new signalized intersection with the City's first bicycle box, designed to provide a safer crossing of South Blvd connecting Carson Street and Lexington Street, in an effort to improve connectivity for bicycling.
- Continued monitoring street resurfacing projects and restriping to ensure creation of bicycle facilities when practical.
- Participated in on-bicycle field visits to potential bicycle routes and assess the level of comfort when cycling in Charlotte.
- Development of the third edition of the Charlotte Cycling Guide. The guide includes a map of all bicycle lanes, signed bicycle routes and greenways in the city and includes recommended routes and safety information. The Guide is expected to go to print prior to Spring 2013.
- Reviewed and monitored the Commonwealth Streetscape Project to ascertain impacts on bicycle transportation.
- Received a presentation on the bicycle component of the Nations Ford Road improvement project.
- Reviewed proposed improvements on Providence Road in the vicinity of NC 51.
- Established a Bicycle Routing Subcommittee to investigate posting of additional signed bicycle routes for bicycle friendly connections to existing bicycle routes and destinations.
- Discussed feasibility of a joint proposal by area local governments for the development of a bicycle trail which would connect Charlotte with Mooresville in Iredell County.
- Received regular reports from CATS and Mecklenburg County Greenways.
- Discussed potential impacts of bicycle funding of the federal MAP-21 act of transportation related projects.
- Reviewed plans for the University Blvd multi-use path.
- Discussed the potential use of on-street bicycle parking corrals.
- Monitored zoning text amendment to permit bicycle share facilities
- Discussed issues leading to fatal bicycle crashes and potential solutions.
- Received a presentation on the I-277 Loop Study.
- Drafter support letter for proposed CIP program.
- Reviewed the routing plan for the extensions of the signed Bicycle Routes 2 and 3.
- Monitored the development of the NCDOT street design guidelines as they apply to bicycle facilities.
- Suggested improvements to the greenway crossing of Margaret Wallace Road.
- Received a report from the first North Carolina Bicycle Summit held in Raleigh, NC.

- Received a presentation of the Elizabeth Area connectivity plan and how it would improve opportunities for bicycle transportation.
- Initiated planning for 2013 BIKE!Charlotte series of events to raise bicycle awareness.
- Discussed bicycle related webinars as education tools for engineering and planning staff.
- Monitored use of Shared Lane Arrows as a new practice in Charlotte.
- Recommended locations for the experimental use of green colored bicycle lanes in Charlotte.

The BAC also wishes to express its appreciation to City Council for its continued support of projects and policies furthering bicycle transportation, safety of cyclists and creating a more bicycle friendly Charlotte.

CHARLOTTE.

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

DATE: January 10, 2013
TO: Transportation and Planning Committee Members
FROM: Stephanie C. Kelly, CMC, City Clerk
SUBJECT: **Transit Services Advisory Committee Annual Report**

The attached report of the Transit Services Advisory Committee 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 this committee, please convey those to staff support for a response and/or follow-up.

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Date: January 7, 2013

To: Mayor and City Council

From: Rick Sanderson, Chairman
Terry Lansdell, Co-Chair
Transit Services Advisory Committee

Subject: 2012 TSAC Annual Report

The 15-member Transit Services Advisory Committee (TSAC) operates under the Metropolitan Transit Commission (MTC) Transit Governance Interlocal agreement. No publicly elected office holder may serve on TSAC. TSAC reviews, makes recommendations and provides input into short-range transit operations. The TSAC focuses on day-to-day operations of the transit service to ensure that it meets the needs of the community. It makes recommendations to the MTC on issues within its sphere of interest, and acts as a vehicle to promote public involvement in short-term transit planning. TSAC members are riders of the CATS system (i.e. Local Buses, Express Buses, Van Pools, Special Transit Services, and the Lynx Blue Line light rail system). The committee members provide valuable input and insight of the transit system operations, policies, fare structure, and customer service from a "User/Rider" perspective. Members are appointed by the governing bodies of the City of Charlotte, Mecklenburg County and the six towns in Mecklenburg County for three-year terms as follows:

- One appointed by the Charlotte City Council (Suburban Employer served by CATS);
- Four appointed by the Charlotte City Council;
- One appointed by the Charlotte City Council (Van Pool CATS rider);
- One appointed by the Mayor of Charlotte (Riders with Disability);
- One appointed by the Mayor of Charlotte;
- One appointed by the Mecklenburg County Board of Commissioners;
- One appointed by the Town of Huntersville;
- One appointed by the Mayor of Cornelius;
- One appointed by the Town of Matthews;
- One appointed by the City of Davidson;
- One appointed by the Town of Pineville; and,
- One appointed by the Town of Mint Hill.

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 and special meetings of the committee during the concluding term. Any member who fails to attend any three consecutive regular committee meetings shall be removed from the committee.

Current Members

Members are appointed to three-year terms. Per the 11-23-09 Charlotte City Council Resolution, Resolution of the Charlotte City Council Establishing its policies and procedures for public notification, nomination, and appointment of persons to boards, committees, and commissions, and stating City policies for consecutive terms, oaths of office, residency, and attendance, and for the submittal of review reports of boards and commissions. , "No member of any board, committee, or commission may

serve more than two full consecutive terms. An exception to this rule may be made on a case by case basis (i.e., a need for continuity or experience)." The current members of TSAC (as of December 8, 2011) are:

Members	Appointed by	Term Expires
Rick Sanderson, Chairman	City of Charlotte (Suburban Employer served by CATS)	2/1/2015
Terry Lansdell, Co-Chair	City of Charlotte	1/31/2014
Christine Bryant	Town of Huntersville	10/4/2013
D. Evans	Mayor of Charlotte (Riders w/Disability)	1/31/2014
Walter Horstman	Town of Matthews	1/31/2014
Rob Cornwell	City of Davidson	6/1/2015
George Schaeffer	City of Charlotte	1/31/2014
Anthony Wesley	City of Charlotte	1/31/2013
Chris McKillop	Mecklenburg County	2/3/2013
Michael Warner	City of Charlotte	2/1/2015
Marvis Holliday	City of Charlotte (CATS Van Pool Rider)	1/31/2013
Tom Low	Mayor of Charlotte	7/1/2015
Jean Veatch	Mayor of Cornelius	12/31/2013
Vacant	Town of Pineville	
Vacant	Town of Mint Hill	

TSAC 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. The committee's responsibilities include: comment and make recommendations with respect to the Transit Program operations and budge; Review, comment and make recommendations on proposed transit rules and policies presented to the MTC for approval; Engage in proactive efforts to seek and provide insights on the community attitudes towards the transit system operations, efficiencies, and service issues; Annual review and comment on market research results; and working with CATS staff to improve the rider's transit experience on the CATS system (i.e. park n' ride lots, route scheduling, stop amenities, driver interactions, etc.).

In 2012, TSAC had presentations on the following information items and voted on the following action items:

- Information Items:
    - Bus Stop Committee (January)
    - Van Pool (January)
    - Advertising Update (January)
    - CATS 2012 Budget Update (February)
    - Fare Increase (February)
    - CEO Carolyn Flowers presented the State of CATS (March)
    - June Service Change (April)
    - DNC Update (May)
    - Marketing Survey (May)
    - Alcohol Advertising Update (June)
    - Tour of Vehicle Maintenance Facility (June)
    - Fare Box Replacement (September)
    - Post DNC Report (September)

- October Service Change (September)
- Station Area Plans for Blue Line Extension (October)
- February 2013 Service Change (October)
- Streetcar Update – How it impacts CATS (November)
- STS Scheduling (November)
- Bus Stop Announcements (December)

- Action Items:
  - Fare Increase (April)
  - February 2013 Service Change (November)
  - Chairman & Co-Chairman Elections (December)

TSAC along with CATS staff is developing a list of important topics to review and discuss in 2013. We will be reviewing TSAC's mission and updating the newer committee members on the policies of TSAC and CATS in early 2013.