CITIZENS TRANSIT ADVISORY GROUP (CTAG)
Agenda

November 20th, 2018
7:30 am to 9:00 am
Charlotte Mecklenburg Government Center
CMGC Conference Room CH-14

I. Call to Order
II. Approval of October 16th, 2018 Meeting Summary
III. 2019-2020 State and Federal Legislative Agendas
IV. Envision My Ride Initiative Update
V. Cancellation of the December 2018 Meeting (Christmas)
VI. CEO Remarks
VII. Other Business
VIII. Adjournment
I. Call to Order
The regular meeting of CTAG was called to order at 7:40 a.m. by Paulus Ford, CTAG Staff Resource, Executive Assistant for CATS; to inform the group that neither CTAG Co-Chairmen would be in attendance. The floor was opened for nomination to appoint an acting chairman for CTAG to conduct business. Jennifer Braganza, Town of Pineville Representative, volunteered for the assignment; brought the meeting to order and moved the agenda items forward.

II. Approval of April 17th, 2018 Meeting Summary
The meeting summary was approval.

III. LYNX System Update
Mr. Jason Lawrence, CATS Transit Planner, gave an update LYNX System Update Status. This effort to update our LYNX system plan really kicked off in 2015 when we started talking about the southeast corridor, and this body adopted a Light Rail corridor called the Silver Line from uptown Charlotte to the Town of Matthews turning into Central Piedmont College, Levine Campus. And since then we've been engaging Union County and some of the towns at the border to talk about transit-related development and actually submitted a grand proposal to the Federal Transit Administration for an east-to-west TOD study area that will reach from Gaston County all the way into Union County along that east-west corridor.

How we got into the system update was when we got to the Center City piece of this southeast corridor we had to determine where it went. Should it go west, what we should do with north corridor, and that's really been kind of the bedrock of how we started this effort and have been engaging the public for just over a year now with this. We've conducted a summer public engagement series to talk about those north and west corridor options and introduce some Center City options as well.
There was an open to August 31st. We had over 3000 people fill out our corridor studies, online surveys, close to 400 people come to our meetings. 2400 people saw that online. We streamed live all of our nine workshops all except for the Huntersville National Night Out.

The online survey had our four north corridor options, our two west corridor options, and our four Center City options to receive feedback on. We are starting to narrow down at least for the west, and provide more detail to those north corridor options and really start firming up how do we go through our uptown. As far as the breakdown of responses to that survey, we had just over 1000 from Charlotte, a large number from Gaston County, and then very good representation from communities north, from uptown Charlotte all the way into Mooresville.

So just to recap, the west corridor we talked -- I'll quickly wrap up our west corridor conversation. We talked a lot about the north corridor tonight, but we are as stated, looking at Light Rail along the Wilkinson primary corridor. We have recommended that streetcar being the rapid transit alternative to serve the airport that we focus on Light Rail. And then we're also recommending -- we told you all last month that we're recommending this be a corridor that goes across the county from Matthews all the way through uptown and to the west, so it will extend through uptown as a Light Rail corridor.

What are some of those highlights that we heard from the surveys and what we've heard from the public thus far is that the Wilkinson Boulevard Light Rail option ranked a bit higher than our Allegheny option. It went through the Wesley Heights neighborhood, so we're probably focusing a bit more on looking at Wilkinson in its entirety. We will be looking at bus recommendations, like corridor level busing, enhanced bus for Freedom Drive, the River District area, and West Boulevard.

We are looking to meet with NCDOT's structures division with Gaston County officials, this month, to start talking about the South Fork Bridge and the bridge across the Catawba. And we're talking with the airport about a station workshop around where our property is near Wilkinson Boulevard and Little Rock and start talking about how can Light Rail fit with what their development plans and their future airport people universe. Mayor Reid stated recently that the City of Gastonia did pass a resolution in support of Light Rail extending to downtown Gastonia, along Franklin Boulevard.

For the north corridor, we talked about taking four options all the way through to the completion of the study, and tonight I want to give a bit of feedback of what we have heard from the community, what we've heard from the town staff, and give you a bit more detail about what that path forward can potentially look like. From our summer of 2018 survey there was an indicator for preference for rail options with a slightly higher preference for commuter rail, but that doesn't necessarily line up with what we heard last fall where people said they wanted more frequent service and more of an access to events and destinations and entertainment types of options, whereas, commuter rail is more for that peak service.

Talking with NCDOT, any kind of options that US 21 is going to require a lot of coordination with NCDOT, and I'll show some detail about what that could look like. And then we did meet with the towns that we showed on the map earlier, workshops with each of the towns to talk a bit more about the I-77 enhanced bus option. And those four options that I'll talk a bit about with the path forward is just a preview of what this is going to look like as we go through the study. This will be firmed up over the coming months, but I wanted to give you a sense of what it means and what we're talking about as we start to define what path forwards for each of the four options up there, being the commuter rail option, enhanced bus DOT on I-77, and anything that involves utilizing US 21/Statesville Avenue throughout Mecklenburg and into Iredell County.
Along the commuter rail line we know that we need to continue this conversation with Norfolk Southern about the ability to use that rail corridor, but there are a number of highway projects that are underway that we need to make sure that are closely coordinated with the commuter rail, that we're looking at how those widening projects can potentially impact encroachment on that corridor right-of-way and making sure that we still have the access that we need to ensure a station. And then there's a number of Highway 115 widening committed that's going to right-of-way between 21 is roughly from 485 down to Harris in Charlotte, and there is an uncommitted widening that's planned that would run through much of the towns along 115.

And then as we put out the request for proposals for that Charlotte Gateway development stationary plan, that we make sure that that platform and gaining access to that station can still be achieved through that development, that we're still making sure that that space is being reserved.

Another big piece, we do have station sites along there across five jurisdictions -- including into Mooresville, that if we want to continue to have station sites there, that as development occurs in a rapidly developing area that we are protecting those station sites that we're talking about park-and-rides at those, that either we're coordinating the parking with those stations, or at the very least making sure that the way the site is laid out that the station can still occur, continue to coordinate with NCDOT, and that as the zoning around those stations, if we still want to have that more compact mixed use development around those stations, to ensure that that is still occurring along the line.

And then protecting that rail line and into Center City are these things that we need to make sure that people still have access to the Charlotte Gateway station, and of course, that we continue to engage Norfolk Southern about the use of that rail corridor. So we've lumped together the Light Rail and PRT options for 21 into one for simplicity sake because they're both very interrelated, that as you start looking at the potential coordination needs along that corridor. They are two committed highway projects along that corridor now. The US 21 at Catawba and Cornelius and the widening of 21 from roughly Westmoreland down to Gilead, those are both committed projects. They're going to right-of-way in the near future and going to construction shortly after that. There is a superstreet design that will be built along that section so left turns will be removed. Those will be accommodated outside of the intersections along there. If a Light Rail corridor is to be constructed along there we would need to start talking to North Carolina DOT about what does that mean for that superstreet cross-section, so the rapid transit cross-section would have to modify that superstreet cross-section into the future.

Sections that are not committed we have an opportunity to engage North Carolina DOT about those projects as an uncommitted. There was an opportunity to talk to them about the right-of-way that's there and how could a potential rapid transit be a Light Rail or a bus rapid transit along those corridors. And a new concept, that US 21 stops at Catawba Avenue in Cornelius. It does not continue across the Lake Davis and Lake Cornelius. If a Light Rail option were to continue into Iredell County we would have to begin talking about new bridges across those two lakes. From a planning standpoint we would need to start thinking about all these things if we wanted to have this as a path forward for either one of the Light Rail or bus rapid transit options for US 21.

With our effort we're going to work on these items to refine the alignment to better understand the property impacts along those corridors. They're going to be widened soon. To really understand what that means, like how many parcels, how many buildings will be impacted, work with NCDOT to preserve those viable line locations or those uncommitted
projects for LRT and would think about those additional bridges, what would that mean across, and there's some environmental considerations to look at. And then a big piece of this is that over time for north corridor the commuter route has been, we've wanted those transit station areas to occur. If that changes, we would have to have a conversation about US 21, in the land use sense of new transit station areas.

In Charlotte there have been some changes along Statesville Avenue and recently that will require a change to the character of that road. This is near town. This is near Statesville Avenue just below I-85. This is 2007. It was a four-lane road. There was some multi-family that has since redeveloped. It's called the Brightwalk Development. In just over 10 years, that has redeveloped and now that it's more -- it has been rotated now to more of a free rein cross-section with bike lanes and turning lanes.

If Light Rail were to occur through this section of Statesville we would have to have a conversation about well, what does that mean to that cross-section, and that's a dialogue that we have not yet had with the City of Charlotte so that would be another thing that we would need to -- would occur if we wanted to advance this option.

Anything coming in on Statesville, it does cross over the Norfolk Southern O-line just outside of uptown Charlotte. That line is not used today, however, it doesn't mean that we would not have to start a dialogue with Norfolk Southern about what happens there, is that a grade crossing, do we separate that. So that would be another dialogue with Norfolk Southern outside of using the commuter rail line that we would have to talk about what that crossing is, and that would be another thing that we'll detail as we go through developing these path forwards.

I-77 enhanced BRT, the coordination requirements, there are a number of highway projects that are being looked at that we'll be crossing over. I-77, there's the Fairview Road overpass, and in Mooresville Exit 25 and Exit 23 are both looking to be reconfigured. How does the BRT or enhanced bus services along this corridor coordinate with these projects? In Cornelius there is a desire to have an interchange at Westmoreland Road and a flyover at Bailey Road. Since those are uncommitted is there a potential to start talking about future direct connects with the State. And having those, if you're familiar with the Hambright and Lakeview direct, and could one of those be located along this section of the roadway? If this option is advanced the path forward then was to continue to work with NCDOT to term acceptance of new types of bus facilities along this corridor.

We would also have once again another conversation about land use. BRT cannot do everything that Light Rail can do, but BRT can do things that Light Rail cannot. It's a bit more flexible, so how can it serve existing land uses and be coordinated with the land use projects in each of the towns and the City of Charlotte. We would be talking to the Center City Charlotte, and our partners here about can we have bus party lanes in our downtown. If the express lane service for the buses are coming off of I-77 how can we continue that dedicated travel time through uptown Charlotte.

Then advanced design of individual bus access improvement projects, coordinating with those NCDOT projects we would need to think of a timetable with NCDOT of how to make that occur. Then at each of the station areas it would be important to talk about what is a mobility environment around that, what kind of shuttle services should come out of those station areas, with scooters and bike sharers and ride sharers, all these things that are occurring, how do we make these stations future ready for the things that are down the pipeline.

The different types of concepts we looked at, these are examples from Denver, Colorado. There is a service from Denver to Boulder called the Flatiron Flyer that uses express lanes,
uses direct connects, has the slip ramps, and has not just express service but has a service throughout the day. So that kind of graphic on the bottom shows the different stops that are along that corridor as express service from each of the communities along there, but also service that goes throughout the day to each of the corridors. In some instances, there were some developments that actually developed around the station area where there was like shared parking or an event center, and mixed-use development occurred with that. It has six stations, six routes, with 15 minutes of the frequency. It does really start at 3 AM on one day and it's all the way around to 1 AM so it has almost a full day, full night types of service. Through that time, it does dial back, but it does have very frequent service throughout the day and it carries -- in 2016 it was about 14,000 or so riders a day, and it had a 45 percent increase over prior service that was done in large part on the amount of frequency that was put out there.

These concepts that we started talking with the towns is we go through and digest all the information you heard. We'll come back to this body and talk in more detail about that I-77 TOD concept, but when we say an in-line station or a slip ramp type of station, so this in the typical diamond interchange thing. The Town of Davidson, their Exit 30 is where, you know, they'll have roundabouts, but this is simple, more simple diamond type of interchange, because you have ramps that come off of that, the exit ramp that serves as a BRT station, and then you could go walk directly to the developments and the bus has that quick and easy access to there.

We are trying to cater this type of proposal to meet the needs of each of the towns, and so not every interchange is the same. As we try to develop this concept it will be different for each exit. And this will be from like at the corridor you see then the Hambright direct connect being constructed while they view the direct connect. These are direct-connect lanes in San Diego coming straight out of the express lanes and directly serving the park-and-ride. It comes off the lanes to where it can serve that park-and-ride and comes back. And now, we're not proposing this scale of development or even this intensity, but it's intended to show that -- how a direct access ramp can directly serve a transit station and have that flexibility right back onto the express lanes.

The third part of this comprehensive study is how does it all fit together in uptown, and we're starting to talk more in detail about that. When we first started looking at all the different lines from all the different corridors come together, we looked at everything inside the I-277 loop. We everything is combined, it's close to 15 different types of options you could have, and we quickly narrowed those down to some options to consider during a planning workshop coming up in October.

After starting with 50 concepts, that has been narrowed 3 concepts. We took these concepts back out to the public for input and are narrowing that process down and engaging our stakeholders and our staff teams to talk in more detail about each of the three remaining options. We looked at how you tie into the LYNX Blue Line for that Silver Line corridor coming from Matthews out to the airport, potentially using the Gold Line. Even thought about a tunnel that would go through the link to uptown Charlotte, we'll call that our East-West tunnel. And then the North End option that would go around uptown on 12th Street and along Graham Street up to the Charlotte Gateway area, and from the north, primarily the north corridor would come in around Graham Street area.

We've narrowed our more intense planning analysis to these three categories: looking at more of the city LYNX Gold Line, looking more about how north corridor interacts coming in around Graham, then that North End option coming around uptown Charlotte along the
Brookshire and into Graham Street. We held a charrette on October 8th to the 12th, a week-long effort to really dive into these details.

- First day were tours with our core staff.
- Tuesday were having technical sessions designed to tell what the tunnels look like, what does transit, all types of things look like, what does that overall bus network need to be part of uptown.
- Wednesday and Thursday, we dove into the Trade Street and 12th Street option
- Friday there were summary presentations.

Our next steps will be refining alternatives. We're doing some ridership scenarios and doing some traffic analysis. There's a lot of other discussions that need to occur. The conversation of affordable housing has been mentioned. That's something that we'll be talking about with each of these corridors, is that Charlotte looks to revamp its housing locational policy, how does it change when you start putting in our future station areas, and how does that change how we rank potential affordable opportunities, how does that fit into the overall community health? As you think about access to healthcare, how do the transit options help with that? We are continuing our workshops with the northern towns. We'll be reaching back out to the towns to talk more.

IV. **MCI Demo Bus**  
Tangee Mobley, CATS Bus Operations Manager, has scheduled a viewing of the new MCI Demo Bus for, primarily CATS’ regional routes. Due to the bus having to be used to support the hurricane damages to the Light Rail System, the demo was unable to happen. Mrs. Mobley forward the pictures with specifications to the members of CTAG. CATS will be looking for a future opportunity to allow CTAG to physically view the new MCI Bus.

V. **Other Business**

Daniel MacRae (City Council) asked if there is an RFP out for the security company contract. Blanche Sherman, CATS CFO shared that the contract had been awarded at the October 8th, 2018 City Council meeting. Mrs. Sherman also offered that if CTAG request any information to be presented at a meeting, that request would be honored and CATS would make the necessary arrangements.

**Adjourn**  
The meeting was adjourned at 8:23am

**NEXT CTAG MEETING: NOVEMBER 20\textsuperscript{ND}, 2018 AT 7:30 AM**
2019-2020 State & Federal Legislative Agendas

Citizens Transit Advisory Group
November 20, 2018
Overview

- Review 2017-2018 State and Federal legislative outcomes
- 2019 State Transportation Outlook
- Proposed 2019-2020 State and Federal Legislative Agendas
- Next Steps
Support continuation of federal resources for the build-out of the 2030 Transit Corridor System Plan

Outcomes:
- US Congress has carried through on its commitment to appropriate the federal share of construction funding for the LYNX Blue Line Extension
- US Congress has funded the major programs for public transportation, including the Capital Investment Grant, BUILD, and Bus and Bus Facilities programs
2017-2018
State Legislative Agenda

• Support continued efforts to complete the regional public transportation vision
  – Ensure that all modes of public transportation can compete on a level playing field with other modes of transportation
  – Continue State funding for the LYNX Blue Line Extension
  – Support efforts to develop the Gateway Station
  – Continue funding for State Maintenance Assistance Program

• Outcomes:
  – Treatment of light rail in STI has become ongoing issue
  – LYNX Blue Line Extension funding appropriated
  – Ground broken for Gateway Station
  – State Maintenance Assistance Program funding decreased
• NC General Assembly has had healthy debates surrounding public transportation over the last eight years
  – Approved program of State funding for the LYNX Blue Line Extension in 2012
  – Enacted several changes to the provision of State funding for light rail projects since 2015

• Address long term trend of state motor fuel tax revenue growth slowing due to increasing fuel mileage of fleets

• Capital funding for commercial service airports
Support continuation of federal resources for the build-out of the 2030 Transit Corridor System Plan
- Southeast Corridor
- North Corridor
- West Corridor
- Gateway Station
• Support continued efforts to complete the regional transportation vision
  – Ensure that all modes of public transportation can compete on a level playing field with other modes of transportation

• Support continuation of the Special Assessments for Critical Infrastructure Needs Act
  – Expires on July 1, 2020
  – Gateway Station
Next Steps

• Consideration by MTC on November 28, 2018

• US Congress convenes January 3, 2019

• NC General Assembly convenes January 9, 2019
Citizens Transit Advisory Group
November 20, 2018
Envision My Ride
ENVISION MY RIDE
Public Meetings
ATTENTION BUS OPERATORS

Is your running time too tight?
Do you keep stopping to get back on time?

We are looking for your feedback on your runs. Your input will help us make changes to the next run assignment.

I need more time for ........

We need to change ........

The customers say the schedule ......

Contact representatives from Bus Operations, Planning and Schedules at your Garage.

Woodson Garage Break Room:
Tuesday, November 6th - 1:00pm to 4:30pm
Guiding Principles

- Connections to Opportunities
- Crosstown Network
- More Frequent Service
- Reliable and Direct
• Phase 1 in March
• Phase 2 in October
Indirect Service Design

- Slower Travel Time
- Less Frequent Service
- Higher Cost
Route 16 South Tryon - Existing

Fairwood Avenue
Direct Service Alignments

- Straighten Out 16 South Tryon
- Grid Network Pattern
- Direct Connections to Services & Jobs
Improving Access for Southside Homes

Before Envision My Ride

After Envision My Ride
## Ridership Trends

### March 2018 Changes

<table>
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<tr>
<th>Route</th>
<th>2017 Apr-Oct</th>
<th>2018 Apr-Oct</th>
<th>% Change</th>
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<tbody>
<tr>
<td>11</td>
<td>791,233</td>
<td>342,759</td>
<td>-56.7%</td>
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<tr>
<td>23</td>
<td>305,523</td>
<td>210,094</td>
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<tr>
<td>54</td>
<td>75,016</td>
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<td><strong>Total</strong></td>
<td><strong>1,171,772</strong></td>
<td><strong>602,994</strong></td>
<td><strong>-48.5%</strong></td>
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### October 2018 Changes

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<th>2018 Oct</th>
<th>% Change</th>
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<tbody>
<tr>
<td>1</td>
<td>36,150</td>
<td>37,778</td>
<td>4.5%</td>
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<tr>
<td>2</td>
<td>17,596</td>
<td>19,998</td>
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<td>5</td>
<td>34,938</td>
<td>47,344</td>
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</tr>
<tr>
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<td>24,882</td>
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</tr>
<tr>
<td>7</td>
<td>89,877</td>
<td>84,940</td>
<td>-5.5%</td>
</tr>
<tr>
<td>8</td>
<td>34,954</td>
<td>36,787</td>
<td>5.2%</td>
</tr>
<tr>
<td>10</td>
<td>45,332</td>
<td>43,532</td>
<td>-4.0%</td>
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<tr>
<td>16/56</td>
<td>76,010</td>
<td>80,371</td>
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<tr>
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<tr>
<td>61</td>
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<td>4,335</td>
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<td><strong>3.0%</strong></td>
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### Bus Routes Losing Riders to Light Rail

- Route 11: -56.7%
- Route 23: -31.2%
- Route 54: -33.2%

### Other Routes Changed in March

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<tr>
<th>Route</th>
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<th>2018 Apr-Oct</th>
<th>% Change</th>
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<td>84,323</td>
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<td>9</td>
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<td><strong>6.6%</strong></td>
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**City of Charlotte**

[www.RIDETRANSIT.org](http://www.RIDETRANSIT.org)