AGENDA

Meeting Type:	W
Date	11-05-1990
SUBJECT	

City of Charlotte, City Clerk's Office

CHARLOTTE.

MAYOR AND CITY COUNCIL WORKSHOP AGENDA

NOVEMBER 5, 1990

MAYOR AND CITY COUNCIL
WORKSHOP AGENDA

November 5, 1990

5:00	Cultural Action Plan Presentation (Meeting Chamber)
6:00	Dinner (Conference Center)
6:30	Corridor Protection for Transit/Light Rail
7:30	Convention Center Design Presentation
8:30	Options for City Council Meetings Recommend adoption of a motion to hold an executive session at the conclusion of the meeting for the purpose of conferring with the City Attorney about the Covington lawsuit in accordance with G.S. 143-318.11(a)(4)

CULTURAL ACTION PLAN

Cultural Action Plan

At the 5 PM Workshop, Pat Phillips, Chairman of the Cultural Study Committee, will be making a presentation of the consultant's findings about the future of the arts in Charlotte.

Tom Wolf, the consultant to the Cultural Study Committee, will be available along with Pat to answer questions.

The Cultural Study Committee will take the consultant's findings and work with the community to develop solutions which they will present to Council in January.

Cultural Study Committee Members

Member	Category
Claudia Belk	Major Arts Contributor
Boyd C. Campbell, Jr.	Business Representative
Ron Chapple	Arts Community Representative
Deborah Cooper	Educational Representative
Daphne Dwyer	Community Representative
Malcolm E. Everett, III	Business Representative
Shirley Farrar	Educational Representative
Liz Hair	Arts & Science Council Representative
Michael Marsicano	Arts & Science Council Representative
Charles Page	United Way Capital Funds Board Rep.
G. Patrick Phillips, Chairman	Business Representative
Bertha Robinson	Community Representative
Sally Robinson	Arts Community Representative
Sally Van Allen	Major Arts Contributor
William H. Williamson, III	Major Arts Contributor

LIGHT RAIL

CITY COUNCIL WORKSHOP
TRANSIT CORRIDORS/LIGHT RAIL TRANSIT (LRT)

AGENDA

Charlotte-Mecklenburg Government Center
Room 267

Monday, November 5, 1990
6:15 p.m.

Call to Order	Sue Myrick Mayor	
Introduction	O. Wendell White City Manager	
LRT Audio-Visual Presentation		(10 minutes)
Opportunities for Transit/ Light Rail Corridors		(30 minutes)
• Selection of Priority Corridor for LRT Implementation	Martin R. Cramton, Jr. Director of Planning	
• Creation of an Intergovernmental Transit Partnership	R. N. Pressley, Jr. Director of Transportation	
• Rail Corrior Protection	Mr. Pressley	
• Uptown North-South LRT Line and New Convention Center	Mr. Pressley	
• Uptown East-West LRT Line and Stadium Parking Garage	Mr. Pressley	
Council Discussion and Review of Possible Actions		
Adjournment	Mayor Myrick	

SELECTION OF A PRIORITY CORRIDOR FOR LRT IMPLEMENTATION

BACKGROUND

- The Transit Corridors Study suggested a 17.4-mile system from Sedgefield/ Dilworth through Uptown Charlotte to Wilgrove (Albemarle corridor) as a possible LRT starter line for Charlotte. This suggestion was based on: 1) the use of rail segments where joint track usage is more likely (possible lower capital costs), 2) significant vacant land in the corridor for coordinating future high-density land development around stations, 3) the corridor's crossing a part of the City and County where no major radial roadway improvements are planned, and 4) the inclusion of key central-city segments which also could serve other corridors in the future.

- The Transit Corridors Study concluded that a 12.3-mile system from Dilworth through Uptown Charlotte to Matthews generated the highest projected LRT ridership. It may be costly to develop LRT service along the existing rail line because it is a mainline for CSX Transportation. Matthews has expressed interest in planning for LRT service in this corridor.

- The District Plans General Policies, prepared by Planning Commission staff, recommends focusing on one or two corridors as prototypes for transit development. Planning Commission staff are currently performing a study which would prioritize corridors based on: 1) land use goals, 2) ridership projections, 3) ability to implement, and 4) development potential.

- Once a priority corridor has been selected, Planning Commission staff recommends:

  1. Increasing bus service in the chosen corridor in order to improve transit's modal share. Historically, the majority of LRT passengers are persons who previously rode the bus. New transit services may include operating express bus routes from park and ride lots located near likely LRT stations.

  2. Updating the individual district land use plans reflecting the selection of the priority corridor.

  3. Implementing a transit station area planning program to determine market potential, plan for the project's urban fit, and rezone station areas to mandate the needed higher-density development.

- The FY 91-95 Capital Improvement Program includes $50,000 for a study to estimate how much the City may have to pay a railroad for using its right-of-way for LRT operation along a single corridor. This estimate would be helpful for the City in negotiating use of a specific rail right-of-way as well as for budgeting purposes.

POSSIBLE ACTIONS

- Do nothing.

- Planning Commission staff begins the recommended planning activities (steps 1, 2, and 3 listed above) for the LRT starter line suggested in the Transit Corridors Study.

- Planning Commission staff begins the recommended planning activities (steps 1, 2, and 3 listed above) for the Matthews corridor.

- Planning Commission staff completes the current corridor evaluation as soon as possible; City staff will present the priority list of corridors for Council approval prior to beginning the Planning Commission staff's recommended planning activities (steps 1, 2, and 3 listed above).

STAFF RECOMMENDATION

- Planning Commission staff completes the current corridor evaluation as soon as possible; City staff will present the priority list of corridors for Council approval prior to beginning the Planning Commission staff's recommended planning activities (steps 1, 2, and 3 listed above).

CREATION OF AN INTERGOVERNMENTAL TRANSIT PARTNERSHIP

BACKGROUND

- The Generalized Land Plan 2005 and the Urban Design Plan for Center City Charlotte recommended establishing a county-wide transit authority that has dedicated funding and capability to provide regional services.

- The LRT corridors analyzed in the Transit Corridors Study connect Uptown Charlotte with the Central Business Districts of five of the six towns in Mecklenburg County.

- On May 22, City staff met with Troy Pollard, Mayor of Mint Hill, to discuss future LRT implementation along the starter system recommended in the Transit Corridors Study. Part of this rail corridor is located within Mint Hill's sphere-of-influence. Mayor Pollard was receptive to the possibility of LRT service and suggested approval of a joint resolution by the two cities as a means of expressing the town's support.

- The Mayors of Charlotte and Matthews met on September 24 to discuss improved transit services between the two cities, including identifying steps required for beginning LRT service. A joint resolution endorsing a study of transit options between Charlotte and Matthews will be on Council's November 13 agenda.

- The Regional Issues Committee has been discussing the need for creating a mass transit partnership to address transit planning and service funding beyond Charlotte's city limits.

- The Carolinas Transportation Compact includes a committee charged with examining the need, functions, organization, and funding of a Regional Transportation Authority (RTA).

POSSIBLE ACTIONS

- Adopt joint resolutions endorsing the study of transit options between Charlotte and the towns of Matthews and Mint Hill; determine interest among other Mecklenburg County towns and the County itself in approving similar resolutions.

- Establish an intergovernmental task force, with assistance from UNCC's Urban Institute, to examine the issues related to creation of a Countywide transit partnership.

STAFF RECOMMENDATIONS

- Adopt joint resolutions endorsing the study of transit options between Charlotte and the towns of Matthews and Mint Hill; determine interest among other Mecklenburg County towns and the County itself in approving similar resolutions.

- Establish an intergovernmental task force, with assistance from UNCC's Urban Institute, to examine the issues related to creation of a Countywide transit partnership.

RAIL CORRIDOR PROTECTION

BACKGROUND

- The Transit Corridors Study described existing rail rights-of-way as a unique, regional resource. The study concluded that it would be virtually impossible, and at best extremely costly and disruptive, to create similar, new rights-of-way across the urban fabric.

- A Rail Right-of-Way Protection Program, funded at $1 million annually, was not included for funding in the FY 91-95 Capital Improvement Program.

- The North Carolina Department of Transportation (NCDOT) has available between $1 million and $2 million annually for rail corridor protection as abandonment occurs.

- The City presently has an opportunity to purchase part of a rail corridor which is no longer needed by the railroad company. NCDOT has indicated a willingness to provide 60 percent ($300,000) of the corridor's purchase price if the City can provide the remaining 40 percent (estimated at $200,000). If the City does not purchase this property, it will probably be sold to others.

POSSIBLE ACTIONS

- Do nothing.

- Continue discussions with NCDOT on obtaining partial State funding for the current corridor opportunity and to identify a possible source for the necessary local funds.

- As part of the FY 92 budget, identify a source of funds for an ongoing Rail Right-of-Way Protection Program in the FY 92-96 Capital Improvement Program.

STAFF RECOMMENDATIONS

- Continue discussions with NCDOT on obtaining partial State funding for the current corridor opportunity and to identify a possible source for the necessary local funds.

- As part of the FY 92 budget, identify a source of funds for an ongoing Rail Right-of-Way Protection Program in the FY 92-96 Capital Improvement Program.

UPTOWN NORTH-SOUTH LRT LINE AND NEW CONVENTION CENTER

BACKGROUND

- The Transit Corridors Study identified the Uptown north-south rail line located between College and Brevard Streets as the principal rail segment in a possible LRT system. This rail line, owned by the North Carolina Railroad Company and Norfolk-Southern, is only two blocks east of Uptown employment centers along Tryon Street and also easily accessible to Government Center area workers.

- The FWA Group, architect for the proposed Convention Center, is considering moving the rail line on the Center's site in order to achieve design objectives for the convention facility and to reduce construction costs.

- City staff, with assistance from DeLeuw, Cather and Company, met with Convention Center architects on October 25 to discuss the impact that curving the rail line on this site will have on future LRT operations.

- The City has contracted with DeLeuw, Cather and Company at a cost of $2,500 to further define a LRT concept through the proposed Convention Center complex.

POSSIBLE ACTIONS

- Do nothing

- Have the FWA Group make no provisions for future LRT service along this corridor because the existing rail line may not be the best location for LRT service.

- Have the FWA Group work with DeLeuw, Cather and Company to preserve a LRT corridor which will provide acceptable conditions for LRT operation.

- Have the FWA Group continue to work with DeLeuw, Cather and Company and others to include in their design considerations necessary bridge construction, roadway improvements, and track relocation required for future LRT operation.

- Have the FWA Group not re-locate the existing rail line because of the possible adverse impacts on future LRT operations.

STAFF RECOMMENDATIONS

- Have the FWA Group work with DeLeuw, Cather and Company to preserve a LRT corridor which will provide acceptable conditions for LRT operation.

- Have the FWA Group continue to work with DeLeuw, Cather and Company and others to include in their design considerations necessary bridge construction, roadway improvements, and track relocation required for future LRT operation.

UPTOWN EAST-WEST LRT LINE AND STADIUM PARKING GARAGE

BACKGROUND

- The Transit Corridors Study identified a key east-west Uptown LRT corridor which would begin at the north-south rail line between College and Brevard Streets and run along Second Street and the CSX rail right-of-way west of Graham Street. This Uptown corridor is a vital link to: 1) the Northwest corridor which uses the old Piedmont and Northern right-of-way currently owned by CSX and 2) the Airport corridor which uses Norfolk-Southern rail right-of-way.

- The proposed stadium parking garage, located on the southeast corner of Second and Graham Streets, crosses the east-west LRT corridor. Duke Power is owner of part of the proposed garage site and a possible partner in garage construction.

- On October 25, City staff, with assistance from DeLeuw, Cather and Company, presented to representatives of Duke Power's architect several designs which provide for a LRT corridor, but have varying impacts on the parking facility. The design sketches shown to date allow for LRT vehicle travel speeds of 10 to 15 miles per hour in order to minimize impacts on the garage.

- The City has contracted with DeLeuw, Cather and Company at a cost of $2,500 to further develop LRT corridor concepts at the proposed stadium garage site.

POSSIBLE ACTIONS

- Do nothing.

- Continue negotiations with Duke Power seeking design changes in the parking facility in order to reserve an acceptable future LRT corridor in this area.

- Begin negotiations with Duke Power for the dedication of the right-of-way through its parcel needed for the LRT corridor.

- Request NCDOT to consider condemnation of a 50-foot LRT corridor through Duke's parcel under the provisions of G.S. 136-44.36A.

- Encourage Duke Power to re-locate the proposed stadium parking garage in order to avoid the conflict with LRT corridor preservation.

STAFF RECOMMENDATION

- Begin negotiations with Duke Power for the dedication of the right-of-way through its parcel needed for the LRT corridor.

CHARLOTTE
2005 TRANSPORTATION PLAN

TRANSIT CORRIDORS STUDY

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EXECUTIVE SUMMARY

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Prepared For
The Charlotte Department of Transportation

In cooperation with
The U S Department of Transportation
Urban Mass Transportation Administration
and
The North Carolina Department of Transportation

Prepared By
Barton-Aschman Associates, Inc

In Association With
The Charlotte Department of Transportation
DeLeuw, Cather and Company
MacDorman & Associates, Inc
KRW Inc

June, 1989

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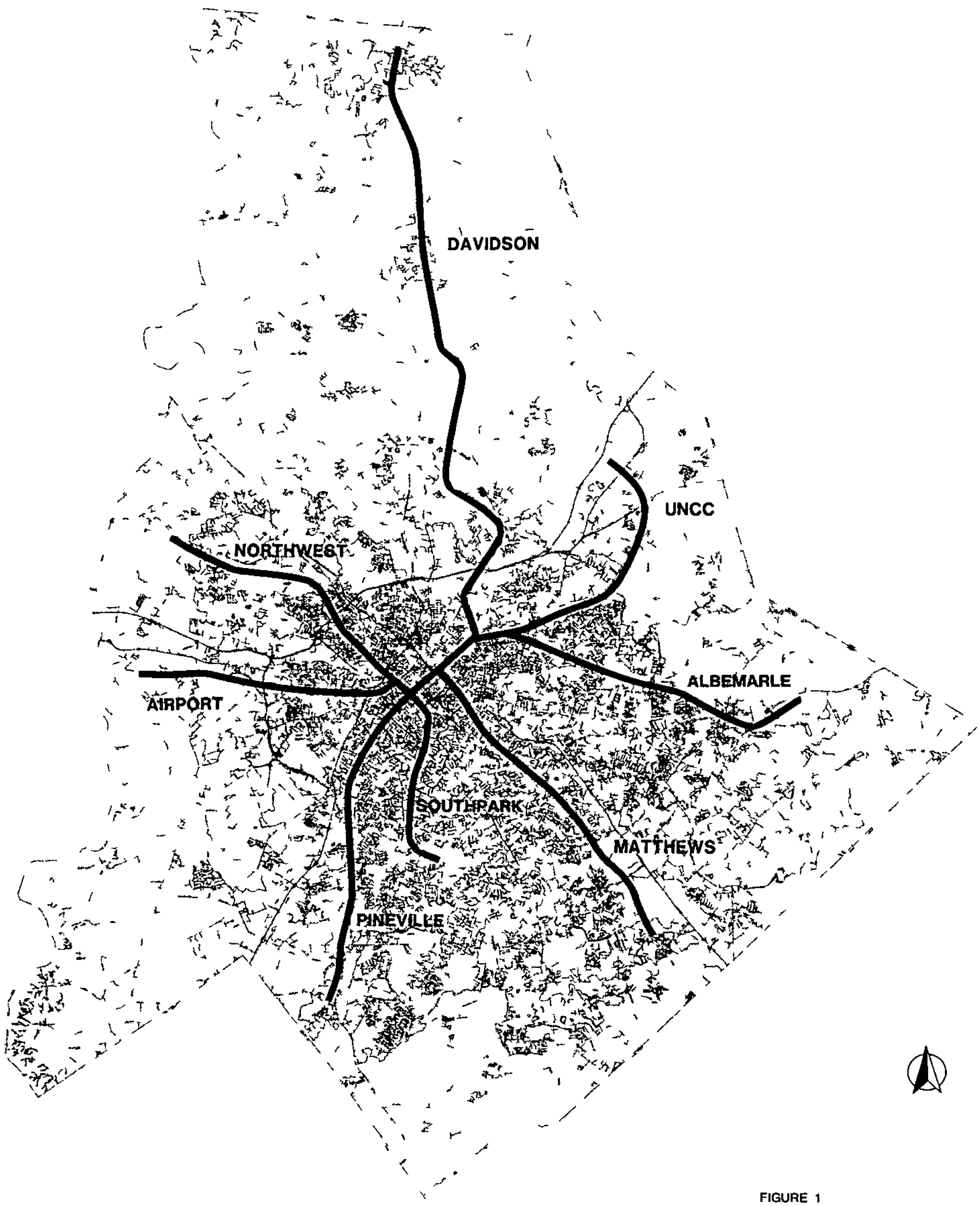


FIGURE 1

TRANSIT STUDY CORRIDORS

CHARLOTTE TRANSIT CORRIDORS STUDY

As the Charlotte region passes the half-million mark in population, its transportation needs will require a stronger public transportation system to relieve an overloaded highway system and provide an alternative to the private auto Several corridors in the region may offer the long-term potential for developing some form of guideway transit as part of a future regional transit system The Charlotte Transit Corridors Study was undertaken to investigate the feasibility and need for capital-intensive transit improvements in these corridors through the year 2005 A part of the study also addressed low capital-intensive actions, such as bus service expansion and traffic engineering improvements, that can be implemented over the next five years to meet present needs and build toward longer-range service improvements.

The study methodology included an analysis of base year regional transit conditions and the estimation of passengers that might be expected to ride alternative transit systems in the year 2005 The base year for the analysis was 1985, since it also served as the basis for the development and calibration of regional travel demand models by the Charlotte Department of Transportation Eight radial corridors plus the Uptown Area were included in the study· UNCC, Pineville, SouthPark, Airport, Northwest, Davidson, Albemarle, and Matthews All of these except SouthPark are existing rail corridors.

Estimates of future person travel were derived from population and employment projections reflected in the 2005 Generalized Land Plan. These travel projections also were used in the thoroughfare planning process recently completed by the Charlotte Department of Transportation.

Alternative transit technologies were evaluated during the study, and the most appropriate forms of guideway transit for application in Charlotte's corridors were determined to be exclusive busways and contemporary light rail transit (LRT), similar to that which has been implemented in recent years in such cities as Portland, Sacramento, and San Diego The study considered the possible development of exclusive busways in the following corridors· SouthPark, Pineville (via I-77), Matthews (via Independence Boulevard), Airport (via Wilkinson Boulevard), and UNCC (via I-77 and I-85) LRT service was evaluated in all eight study corridors.

Regional Growth Projections

The Generalized Land Plan projects a 42 percent increase in Mecklenburg County's population between 1980 and 2005, reaching a level of 573,000. The County is expected to continue its pattern of growth to the south and east However, the north and northeast sectors also will become important growth areas Population growth in the vicinity of each of the rail corridors will lag behind overall County growth (i e , corridor growth of 10 to 30 percent versus 42 percent Countywide). Population densities will remain relatively low throughout the County (average in 2005 of 1 7 persons per acre)

Employment, the other key characteristic of land development that creates the need to travel, will grow by 73 percent between 1980 and 2005 to a level of 425,000 employees Uptown Charlotte represents the largest concentration of employment in the region, and as the largest single attractor of travel, it is extremely important to the viability of the future regional transit system The 2005 Plan projects a 33 percent growth in Uptown Area employment over the 25-year period to a level of 54,000 employees by 2005 [1]

Much of the County's employment outside the Uptown Area will be located within or near the study corridors, particularly in the Pineville, Airport, Northwest, Matthews, and UNCC corridors

Transit Travel Estimates

Using these projections of County population and employment and the travel demand models developed by the Charlotte Department of Transportation, estimates of 2005 ridership were developed for three, basic transit system alternatives

(1) a 2005 bus system reflecting an expansion of the present system to serve new growth areas and some enhancement of existing service levels

(2) a 2005 busway and local bus system with exclusive busways in the five corridors mentioned earlier, supported by local bus service.

(3) a 2005 LRT and local bus system with LRT service in the seven rail corridors and in the SouthPark Corridor, supported by local bus service.

To illustrate the impact of service improvements upon system usage, initial 2005 ridership estimates assumed that parking costs would remain at base year (1985) levels LRT system estimates reflect alternative rail fare structures of (1) a $0 75 flat fare and (2) a $0 125 per mile fare with a $0 75 minimum fare All bus ridership estimates were based on a local service fare of $0.50 and an express fare of $0 75

Ridership estimates for the three alternative regional systems are compared with 1985 base year transit ridership (linked transit trips) in the following table

1 The Urban Design Plan for Center City Charlotte is currently being updated, and that planning process is assessing the impacts of higher 2005 employment projections in the range of 65,000 to 75,000 employees

SYSTEM	REGIONAL		UPTOWN	
	2-HR AM Peak Transit Trips	% Of Person Trips	2-HR AM Peak Transit Trips	% Of Person Trips
1985 Bus System	4,710	1 43	2,450	8 09
2005 Bus System	7,120	1.46	3,100	7.02
2005 Busway/Bus	7,490	1.30	3,800	7.44
2005 LRT/Bus (Mileage Fare)	10,050	1 75	4,070	7.96
2005 LRT/Bus (Flat Fare)	11,280	1 96	4,580	8 97

These forecasts suggest that a 2005 transit system consisting of an expansion of the present bus system will produce a 51 percent absolute growth in ridership over 1985 levels, but almost no change in transit's share of regional travel The share of Uptown trips by transit will decline from just over eight percent to about seven percent The combination of exclusive busways and expanded local service will produce more transit usage (up 59 percent over 1985) However, transit's share of both regional and Uptown travel will be less than in 1985. The LRT system will increase regional transit ridership by 113 percent to 139 percent over 1985 levels, depending upon the assumed fare structure. Transit's share of regional travel would rise to nearly two percent under the flat fare alternative Transit would claim about nine percent of total Uptown travel under the LRT flat fare alternative, a slight improvement over 1985 performance

To achieve the increases in transit ridership described above, each of the alternative systems would greatly expand the level of transit service provided. Vehicle service miles (VSM) provided under each alternative during the two-hour AM peak period are compared below

Alternative	Local Bus VSM	Express Bus VSM	LRT VSM	Total VSM
1985 Bus	2,550	250	--	2,800
2005 Bus	4,080	1,510	--	5,590
2005 Busway/Bus	3,170	4,830	--	8,000
2005 LRT/Bus	4,070	1,170	2,250	7,490

These system data indicate a doubling of service by the expanded 2005 bus system over the 1985 system The busway/local bus alternative would nearly triple vehicle service miles, mostly in the form of express bus service on busways. The LRT/bus alternative would include 77 percent of the express bus service provided by the 2005 bus system, as well as add 2,250 vehicle miles of LRT service during the AM two-hour peak period

All of these future systems would require substantial expansion of the region's bus fleet The 2005 bus system would require an expansion of 82 buses to the 1985 fleet at a cost of $13 9 million (not counting normal fleet replacement). The busway system would require 136 additional buses at a cost of $23 1 million The LRT/Bus system would add 66 buses to the 1985 fleet at a cost of $11 2 million

Estimates of daily passenger boardings in each of the LRT and busway corridors are given below

Corridor	LRT	Busway
Airport	6,170	1,940
Albemarle	5,400	-
Davidson	6,170	-
Matthews	8,405	6,675
Northwest	4,975	-
Pineville	5,535	1,915
SouthPark	4,710	5,880
UNCC	4,600	5,320
Total LRT	45,965	21,730

Note Passenger boardings represent unlinked trips and include transfers between lines Ridership figures given in the earlier table are linked trips and do not include transfers Estimates reflect 1985 parking costs and a flat fare structure for LRT

The Matthews Corridor would attract the highest LRT and busway patronage The UNCC Corridor would produce the lowest LRT ridership and the Pineville Corridor the lowest busway volumes. The UNCC and SouthPark busways would attract more boardings than the corresponding LRT lines in those corridors.

Patronage estimates for all three system alternatives suggest that transit improvements will increase the number of trips served by transit in the region but will not significantly enlarge transit's share of total regional and Uptown travel. These estimates held constant the cost of parking at 1985 levels in major destination zones. When parking costs were escalated to reflect possible 2005 conditions (about an 81 percent increase), transit ridership was shown to be highly sensitive to this key variable as indicated by the estimates in the following table:

SYSTEM	REGIONAL		UPTOWN	
	2-HR AM Peak Transit Trips	% Of Person Trips	2-HR AM Peak Transit Trips	% Of Person Trips
2005 Bus System	8,625	1.77	4,410	9 99
2005 Busway/Bus	11,725	2 04	7,815	15 30
2005 LRT/Bus (Mileage Fare)	14,710	2.56	8,190	16.03
2005 LRT/Bus (Flat Fare)	16,730	2 91	9,445	18 49

Transit's share of Uptown travel ranged from 15 3 percent to 18 5 percent for the busway and LRT alternatives as compared to 7.4 percent to 9 0 percent when 1985 parking costs were assumed Similarly, LRT and busway boardings were much higher with escalated parking costs -- 66,760 daily LRT boardings and 37,380 busway boardings. Clearly, the success of future transit improvement programs will be dependent upon supportive policies in the provision and pricing of parking in major destination zones, especially in Uptown Charlotte.

LRT Engineering, Operational, and Capital Assessment

Most of the LRT mileage built in this country in recent years has used existing railroad rights-of-way. When using existing rights-of-way on which non-LRT rail service will be continued, two construction options exist:

1 Joint or integrated operation of LRT and railroad trains upon the existing trackage, or

2 Construction of new LRT trackage adjacent to the existing railroad trackage

Obviously, the first option is most cost effective because it reduces the need for new construction However, joint use of trackage by LRT vehicles and other rail service on mainline trackage is not feasible for a number of operational and liability reasons. In mainline rail corridors, construction of parallel facilities for LRT service is the only practical solution On railroad branch or secondary lines with low levels of rail activity, joint use of trackage by LRT and railroad vehicles may be feasible Even in such cases, it may be necessary to replace the existing trackage to provide the safety and ride quality desired for passenger service

The Charlotte railroad network consists of both mainline and branch routes Certain sections of the rail network, such as the Uptown section between College and Brevard Streets, could be common to most, if not all, of the LRT routes Thus, the following description of the 77-mile LRT system is broken down by segments with the present rail operational characteristics of each segment given

ROUTE SEGMENT	DESCRIPTION	OPERATIONAL CHARACTERISTIC
ALBEMARLE (10 1 miles)	Norfolk Southern Rwy 30th St to Wilgrove	SECONDARY
DOWNTOWN I (1 1 miles)	Norfolk Southern Rwy 30th St to Brookshire Freeway	MAINLINE (Classified as such because it will require the construction of a double track west of Brevard St)
DOWNTOWN II (1 8 miles)	Norfolk Southern Rwy Brookshire Freeway to Park Ave	SECONDARY (Unused trackage at this point in time)
PINEVILLE I (4 4 miles)	Norfolk Southern Rwy Park Ave to Tyvola Road	SECONDARY
PINEVILLE II (5 2 miles)	Norfolk Southern Rwy Tyvola Road to Pineville	MAINLINE

ROUTE SEGMENT	DESCRIPTION	OPERATIONAL CHARACTERISTIC
AIRPORT (8.2 miles)	Norfolk Southern Rwy. 2nd Street/Downtown to Sam Wilson Road	MAINLINE
UNCC (8.0 miles)	Norfolk Southern Rwy. 30th Street to UNCC and I-85	MAINLINE
MATTHEWS (10 5 miles)	CSX Transportation R.R. NS R.R to Trade St in Matthews	MAINLINE
NORTHWEST (7 6 miles)	CSX Transportation R R. (Former Piedmont & Northern Rwy.) Airport line in the vicinity of South Cedar St. to City limits (Mt Holly Rd)	SECONDARY
DAVIDSON (20 2 miles)	Norfolk Southern Rwy. 30th Street to Griffith St in Davidson	SECONDARY

Those corridors classified as secondary routes would be the easiest and most cost effective in terms of capital investment in which to provide LRT service. They are the Albemarle, Northwest, and Davidson lines, as well as the Downtown II and Pineville I segments The Downtown II segment would be the primary Uptown service alignment for all LRT routes, although the Airport and Northwest routes would enter the west side of Uptown and connect to the Downtown II segment via Second Street.

Although LRT ridership estimates were made for the SouthPark Corridor, it subsequently was dropped from consideration because of the serious environmental and community impacts associated with putting a rail line in this corridor.

Operational characteristics of the LRT service include 15-minute headways during peak periods and an average system operating speed of 32 miles per hour (excluding route layover time) This is a comparatively high average operating speed relative to most recent LRT systems However, the Charlotte routes reflect very little surface street operation mixed with other vehicular traffic, which is common in

other systems Moreover, given projected future development densities, the spacing between stations in this system tends to be greater than in most other LRT systems

LRT capital costs, excluding right-of-way or compensation for use of existing rail rights-of-way, are estimated below by the rail sections described earlier:

Route	Description	Total Capital Cost ($ millions)
Albemarle	30th St to Wilgrove	$35.09
Downtown I	30th St to Brookshire	18 85
Downtown II	Brookshire to Park Ave	8 76
Pineville I	Park Ave. to Tyvola Road	16.78
Pineville II	Tyvola Road to Pineville	23.71
Airport	2nd St to Sam Wilson Road	46 16
UNCC	30th St. to UNCC & I-85	34 00
Matthews	NS RR to Matthews	51.99
Northwest	Airport Line/2nd St. to City Limits	30.49
Davidson	30th St. to Davidson	80.18
Subtotal Routes		($346 01)
Rolling Stock	50 LRT Vehicles	85.20
Yard/Shop	Lump Sum Provision	35 50
GRAND TOTAL		($466 71)

These costs do not include land and construction for parking at stations. Station facilities are assumed to include modest station shelters with track-level platforms (i e no raised platforms)

In considering the costs for any corridor(s), care should be taken to include one or both of the Downtown sections, which are necessary to access the Uptown Area

Busway Engineering, Operational, and Capital Assessment

The construction of busways within existing freeway facilities (I-77 and I- 85) poses major engineering and cost problems Superimposing a busway onto the freeway loop around Uptown would require major reconstruction of the existing freeways or construction on a new alignment to provide unimpeded access to Uptown This difficulty is reflected by the Independence Boulevard project which will terminate its high occupancy vehicle (HOV) lanes before reaching the freeway loop and will merge HOVs with other freeway traffic to enter Uptown Because of the obvious, prohibitive cost, a busway on the Uptown freeway loop was not studied further

The busway sections included in the 2005 Busway system alternative are described in the following table·

Route	Description
MATTHEWS (9 7 miles)	Belk/Brookshire Freeway interchange to N C 51 at Matthews via Independence Boulevard (U.S 74)
AIRPORT (4 2 miles)	I-77/I-277 Freeway interchange to Little Rock Rd via Wilkinson Boulevard (U S 29/74)
PINEVILLE (8.5 miles)	I-77/I-277 interchange to Westinghouse Boulevard via I-77
UNCC (9 3 miles)	I-77/Brookshire Freeway interchange to Mallard Creek Church Road via I-77 and I-85

The Busway system initially included a route in the SouthPark Corridor, but it was discarded because of adverse environmental and community impacts.

There are major problems in retrofitting busways in all of the corridors described above, as well as on the Uptown freeway loop Busway lanes could be added in the wide median on I-77 for the Pineville Route for about $17 million, assuming I-77 remains at four traffic lanes. Costs for a busway would increase to as much as $30 to $35 million if I-77 is widened to six lanes for general traffic, because of the need to relocate median piers to accommodate both the busway and two new traffic lanes

Extension of the Independence Boulevard (U S 74) HOV lanes from the presently planned terminus at Albemarle Road to N C 51 at Matthews would cost about $18 million for an at-grade median lane (assuming no new right- of-way would be needed). The 2005 thoroughfare plan proposes an extension of the Independence Boulevard Expressway, which could include a provision for extending the HOV lanes, as well

The UNCC I-85 busway has major design problems resulting from the lack of space for a busway on I-85 between I-77 and U S 29 and similar constrained median space on the I-77 segment between Uptown and I-85. The construction of median lanes in the I-77 section would cost $15 to $20 million, depending on the amount of pier relocation needed On I-85 between I-77 and U S 29, the most feasible action might be the conversion of two of the existing eight lanes to peak-period HOV diamond lanes at a cost of about $2 million. The outer section of I-85 beyond U.S 29 could have median HOV lanes for a cost of $11 million.

The Airport route along Wilkinson Boulevard would require massive reconstruction of that street, which may not be warranted given the extensive available capacity on Wilkinson Buses are already able to operate at reasonable speeds on Wilkinson in mixed traffic The improvement in transit service provided by an exclusive busway does not warrant the prohibitive cost, which is estimated at $16 million, particularly considering the low volume of projected ridership

Operating Costs and Revenue Estimates

Operating and maintenance costs and passenger revenues for each of the three, future transit system alternatives were estimated in 1985 dollars and compared with base year 1985 operating results of the Charlotte Transit System (CTS). In estimating passenger revenues, the 1985 CTS fare structure was used for all bus service components, and the mileage fare structure described earlier (i e 12 5 cents per mile and a $0.75 minimum fare) was applied to LRT ridership estimates All transfers were assumed to be free

The 2005 bus system alternative would have the lowest annual operating deficit ($9 97 million) and would recover 44 percent of its operating and maintenance costs from the farebox The busway system would have an $11 15 million deficit and a recovery rate of 46 percent The LRT/bus system would have the highest deficit of $14 56 million and a 43 percent recovery rate These performance measures compare with a 1985 CTS operating deficit of $5 4 million and a recovery rate of 40 percent

These deficit and recovery rate estimates are derived from 2005 ridership and revenue estimates that are based on the 1985 parking cost assumption discussed earlier Under the higher transit ridership estimates associated with increased parking costs, revenues from all systems are higher, and consequently, operating deficits are lower and cost recovery rates are higher For example, deficits for the LRT alternative drop to about $10 million and cost recovery improves to 62 percent

Environmental Issues

An environmental review of all corridors was made to identify critical issues and "fatal flaws". The only corridor with serious environmental issues was the SouthPark Corridor in which the only conceivable alignment for guideway transit would be along a creek and through a flood plain Significantly, it passes through quiet residential neighborhoods, an existing park, a potential greenway park, and may encroach upon an historic district This corridor was included in system ridership forecasts, but was not subjected to engineering study or costing because of the obvious, prohibitive environmental impacts A special study of short-term transit service improvements, including traffic engineering actions to facilitate bus operations, was made in the SouthPark Corridor in lieu of a capital- intensive solution

Other potentially sensitive corridor sections include the northern end of the UNCC LRT line, where a rail alignment would have to be located carefully to minimize

adverse impacts on the UNCC campus and developed portions of the Research Park and University properties.

The project's environmental report identifies other specific locations where special study or design treatment could be required, but there appear to be no "fatal flaws" that would bar LRT or busway construction in the other corridors

Conclusions

1 Parking costs are an extremely important variable in estimating transit ridership An escalation of 1985 parking costs to reflect possible 2005 conditions in Uptown and a few other major destination zones would significantly increase ridership estimates for all three transit system alternatives. The City must evaluate the extent to which higher parking costs and a constrained parking supply to encourage transit usage may impede continued Uptown economic growth in competition with suburban centers

2 The projections of future population and employment contained in the 2005 Generalized Land Plan do not support the concept of guideway transit in rail corridors The Land Plan does not direct high-density development into corridors that can be served readily by rail or busway transit

3. No rail corridor stands out as an exceptionally strong candidate for LRT service, but some (such as the Matthews Corridor) would have 2005 patronage levels that approach or equal existing LRT lines in such cities as Sacramento and San Jose

4. If LRT or any form of guideway transit is pursued in the Charlotte region, the reshaping of development plans and policies to support corridor development and a strong Uptown Area must be an integral part of such an effort

5. The most promising future LRT corridor may not be the corridor with the highest ridership from this study, but rather, the one with the greatest potential for new, intensive land development through revised development plans and policies

6 Specific LRT corridor planning for Charlotte may have difficulty in securing Federal funding support, because the region has no corridor that meets the Federal threshold of 15,000 existing transit trips for their further participation in guideway planning and design

7 The biggest variable in the financial assessment of the LRT system alternative is that of compensation to the railroads for the use of their right-of-way. Without consideration of right-of-way cost, the average per- mile capital cost of about $6 million compares very favorably with LRT system costs in other cities

8 Existing rail rights-of-way are a unique, invaluable resource to the Charlotte region. In considering the need for such right-of-way for transit use, the region should look far beyond 2005 as a planning horizon and consider their value within a 40 or 50 year time frame.

9 Future transit planning in the SouthPark Corridor must emphasize Transportation System Management (TSM) actions to improve bus service because of the environmental constraints on surface busway or LRT construction

10. The most promising initial LRT service concept could be the combination of the Albemarle, Downtown I and II, and Pineville I segments into a 17 4-mile starter line at a capital cost of $140 million (including rolling stock and yard/shop facilities).

CONVENTION CENTER

At the November 5, 1990 workshop, Council is asked to consider the proposed design concept for the new Convention Center.

In August, 1990, City Council awarded contracts for the design and construction management of the new Convention Center to the firm of the FWA Group and the firm of Fluor Daniel, respectively. In September, 1990, the City Manager appointed a Design Review Committee for this project consisting of local citizens and City staff. The DRC meets monthly with the project architect, City Staff and other consultants to review the overall design and provide input into the design. The first Design Review Committee meeting involved design issues and design constraints. The following issues and constraints were presented to and discussed with Council in September, 1990:

- configuration of the site
- orientation of the building to the street
- how existing railroad through property should be handled
- service access

At the November 13, 1990 Council Meeting, the architect will present the design concept for Council's approval.

CITY COUNCIL MEETINGS

OPTIONS FOR CHANGES TO CITY COUNCIL MEETINGS

- Adjust the Council meeting schedule to include a longer dinner session for briefing and agenda review. Hold the dinners in the Conference Center and advertise topics.

  For meetings including a citizens hearing:

From:	To:	
5:00 p.m.	6:30 p.m.	Dinner and Briefing
6:30 p.m.	7:00 p.m.	Citizens Hearing
7:00 p.m.		Meeting

  For meetings without citizens hearing:

From:	To:	
5:00 p.m.	7:00 p.m.	Dinner and Briefing
7:00 p.m.		Meeting

- Agree to look at alternative structures for handling zoning hearings and decisions.

- Hold all public hearings on the first meeting of the month. (street closings, budget, community development, etc.).

- Begin to "time" agenda items so that citizens have a better idea of when items of interest will be addressed and so that Council has a better idea of how long a meeting is anticipated to last.

- Move Consent Agenda items to the front of the agenda.

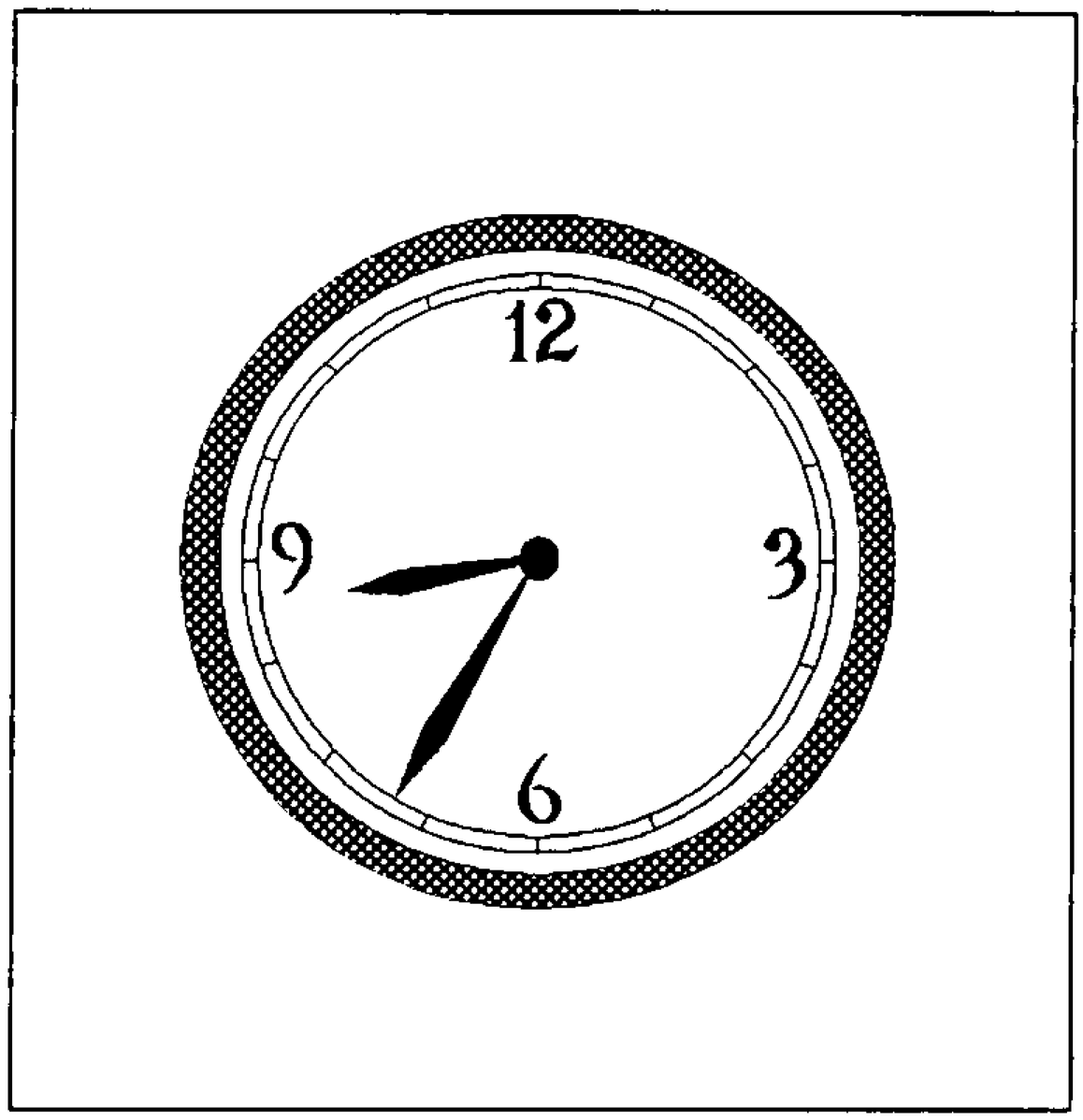
- Eliminate the monthly scheduled meeting for workshop items and handle business instead. Include workshop items in dinner/ briefing sessions.

- Conduct the staff agenda review as an open meeting for Councilmembers and the media. Schedule for the afternoon of the Council meeting.

CHARLOTTE

Budget and Evaluation Department

Report



Council Meeting Length Inquiry

Prepared By: Budget & Evaluation
October 1990

COUNCIL MEETING LENGTH AND CONDUCT

In response to an expressed concern regarding the length of Council meetings, the Budget and Evaluation Department conducted a quick survey of ten cities to ascertain their meeting habits. Specifically, the inquiry was aimed at examining meeting time and length, use of workshops and briefing sessions, deferment of zoning responsibility to another organization/group, and successful meeting time-savers.

In addition to the cities survey, contact was made with Mecklenburg County to obtain similar information. Budget was also able to contact most Councilmembers and the Mayor and obtain their suggestions and concerns associated with meeting length.

CONCLUSIONS

- For meetings requiring full Council participation, Council spends an average 19 hours per month in an average of 4 meetings lasting an average 4.64 hours each. (See Attachment A).

- Formal Council sessions and Zoning meetings consume almost 70% of total official meeting times.

- Regular Council meetings take the longest and average 5.25 hours each.

- In other meetings (i.e., committee, with Mecklenburg County, with the School Board, etc.) Council spends an average of 6.5 hours per month in an average 4 meetings lasting an average 1.51 hours.

- Charlotte's meeting practices are similar to other cities of comparable size and form of government. (See Attachment B for summary survey results and Attachment D for individual survey results).

- Other cities report handling of zoning cases by a different body, electronic voting, and briefing sessions as potential time savers.

- Concern with the amount of time spent in meetings is not a new concern and has been discussed by previous Councilmembers. (See Attachment C).

QUESTIONS FOR COUNCIL DISCUSSION

Councilmembers and the Mayor were contacted regarding suggestions or comments for reducing meeting length. Questions and issues generated by these comments and the cities survey for possible discussion include:

Are you willing to set time limits?

- on each Councilmember?
- on agenda item discussions?

Are you willing to look at alternatives for handling zoning cases?

- all to be handled outside of Council?
- appeals to Council?

Are you willing to let discussions and recommendations occur at the committee level and have committee recommendations on the consent agenda?

How can you and staff better prepare for meetings?

- briefings?
- changes to agenda information (i.e. applicable district, staff contact, etc.)?
- timing of agenda release?

COMMENTS AND SUGGESTIONS FROM MAYOR AND COUNCIL

Gathering Background Information

- o Have a briefing prior to Council meetings open to citizens.
- o Include listing of upcoming agenda items in Council/Manager memo.
- o Include information on agenda item listing the Council district it pertains to so other Councilmembers can discuss with district representative prior to the meeting.
- o Make better use of the time at lunches and dinners. Structure the time and discuss noncontroversial agenda items.
- o Get questions out the way before meetings.
- o Get agenda package out to Council prior to Wednesday.
- o Have an optional agenda briefing session on the day the agenda is released.

Shorten Meeting Length

- Have a briefing prior to Council meetings open to citizens.
- Set a time limit on discussion by Council for each agenda item.
- Set a three-minute time limit on Councilmember comments.
- Send back or defer tough issues after time limit on discussions has been reached.
- Make comments straight forward and pertinent to agenda item.
- Get questions out the way before meetings.
- Discipline ourselves and have more structure in our meetings to move them along.

Other

- Treat workshops like a Council meeting with formal actions and minutes.
- Group non-zoning public hearings together and do once per month.
- Get committee information a full week prior to committee meetings. Presently, the information arrives and needs to be reviewed while Councilmembers are reviewing Council agenda information.
- Use dinner meetings for questions or don't have them at all.
- Push zoning decisions down to Planning and Zoning Committee and have Council hear appeals.

Concerns

- Some object to briefings because they see them as not being "public".
- Participation in zoning decisions is important to district representatives.
- If we have briefing sessions, then we'll end up having to repeat what we said to the public.
- Rather than having time limits, we should discipline ourselves. Councilmembers should have the right to speak.
- We spend too much time with operational decisions when we ought to be making policy decisions.

Attachment A

HOURS SPENT BY COUNCIL MEMBERS IN MEETINGS
(DECEMBER 1989 THROUGH AUGUST 1990)

	TOTAL HOURS	# OF MTGS	PERCENT OF TIME	AVERAGE HOURS PER MTG
MEETINGS REQUIRING FULL COUNCIL				
REGULAR COUNCIL MEETINGS	78.69	15	100%	5.25
Lunch/Dinner Presentation	11.81	12	15%	
Citizen Hearing	8.66	13	11%	
Regular Agenda	50.62	14	64%	
Executive Session	4.02	6	5%	
Public Hearing on Budget	3.58	1	5%	
ZONINGS	41.77	9	100%	4.64
Lunch/Dinner Presentation	10.17	9	24%	
Zoning Meeting	31.60	9	76%	
WORKSHOPS	39.17	12	100%	3.26
Workshop	17.80	5	45%	
Budget Workshop	21.20	7	54%	
Executive Session	0.17	1	1%	
ANNUAL RETREAT	12.00	1	100%	12.00
Meeting	12.00	1	100%	
SUB-TOTAL	171.63	37		4.64
MEETINGS NOT REQUIRING FULL COUNCIL				
SPECIAL MEETINGS*	33.62	20	100%	1.68
Lunch/Dinner Presentation	4.13	4	12%	
Meet with Others	29.49	20	88%	
COMMITTEE	25.33	19	100%	1.33
Operations	3.66	3	14%	
Regional Issues	1.59	2	6%	
Finance	1.33	1	5%	
Transportation	8.91	6	35%	
Planning and Public Works	4.42	3	17%	
CD & Housing	5.42	4	21%	
SUB-TOTAL	58.95	39		1.51
GRAND TOTAL	230.58	76		3.03

*Includes meetings with Mecklenburg County, Planning Commission, School Board, Swearing In Ceremony, and special presentations on Cityfair and Stadium.

Attachment B

INFORMATION OBTAINED FROM CITIES SURVEY

Ten cities, all with Council-Manager forms of government, were contacted with regard to their meeting practices. Cities contacted included:

Sacramento, California	Raleigh, North Carolina
San Antonio, Texas	Phoenix, Arizona
Virginia Beach, Virginia	Richmond, Virginia
Winston-Salem, North Carolina	Dallas, Texas
Greensboro, North Carolina	St. Petersburg, Florida

Summary survey results as follows:

AVERAGE POPULATION:	482,319
AVERAGE NUMBER OF COUNCIL MEMBERS:	9.5
TYPICAL FREQUENCY OF MEETINGS:	Once Per Week
AVERAGE MEETING LENGTH:	4.5 Hours
FREQUENCY OF PUBLIC HEARINGS:	Once Per Month - 20% Twice Per Month - 40% Weekly - 30% As Needed - 10%
AVERAGE TIME LIMIT SET FOR PUBLIC HEARING SPEAKERS:	5 Minutes
BODY RESPONSIBLE FOR ZONING HEARINGS:	Council - 40% Planning/Zoning Board - 50% Both - 10%
BODY RESPONSIBLE FOR ZONING DECISIONS:	Council - 60% Planning/Zoning Board - 40% Both - 10%
BODY RESPONSIBLE FOR HEARING ZONING APPEALS:	Council - 60% No Appeal - 30% Courts - 10%
USE OF BRIEFING SESSIONS:	Use Them - 90% Don't Use Them - 10%

TIMING OF BRIEFING SESSIONS:	Timing Varies With Each Locality But Includes: Immediately preceding meetings, in workshop settings, with the Mayor and Vice Mayor, and a week before the meeting as needed.
ARE BRIEFINGS OPEN TO THE PUBLIC: (OF NINE CITIES USING BRIEFINGS)	Yes - 89% No - 11%
USE OF WORKSHOPS:	Regularly - 30% Sometimes - 50% Never - 10% Info Not Available - 10%
UTILIZATION OF ELECTRONIC VOTING:	Yes - 30% No - 70%
DOES ELECTRONIC VOTING HELP TO SHORTEN MEETINGS: (OF THREE CITIES USING ELECTRONIC VOTING)	Yes - 66% No - 33%

ACTIONS TAKEN WHICH SHORTEN THE LENGTH OF MEETINGS:

HANDLE LENGTHY DISCUSSIONS AT COMMITTEE LEVEL AND PUT RECOMMENDATIONS ON THE CONSENT AGENDA

MAYOR TAKES INITIATIVE TO MOVE MEETINGS ALONG

AGENDAS FOR THE NEXT TWO MEETINGS ARE DISTRIBUTED A WEEK BEFORE THE FIRST OF THE TWO MEETINGS

CONSENT AGENDA IS HANDLED FIRST

ADDITIONAL SURVEY INFORMATION:

Three of the survey respondents report an average meeting length of two hours (Sacramento, Winston-Salem, and Phoenix). Other factors common to these cities include: two deal with consent items at the first of the agenda, two have zoning cases handled by Planning/Zoning Board and hear only appeals, all three have nine Councilmembers, all meet once per week, and all have some sort of briefing session with either the Mayor or Mayor and Council.

INFORMATION OBTAINED FROM MECKLENBURG COUNTY

Summary survey results as follows:

POPULATION:	498,506
NUMBER OF COMMISSION MEMBERS:	7
FREQUENCY OF MEETINGS:	Once Per Week
AVERAGE MEETING LENGTH:	4 Hours
FREQUENCY OF PUBLIC HEARING:	As Needed Needed But Always with Zoning
AVERAGE TIME LIMIT SET FOR PUBLIC HEARING SPEAKERS:	10 Minutes for Zoning 3-5 Minutes If Needed at Other Hearings
BODY RESPONSIBLE FOR ZONING HEARINGS:	Commission and Zoning Committee
BODY RESPONSIBLE FOR ZONING DECISIONS:	Commission
BODY RESPONSIBLE FOR HEARING ZONING APPEALS:	No Appeals
USE OF BRIEFING SESSIONS:	Don't Use Them
USE OF WORKSHOPS:	With Budget Process
UTILIZATION OF ELECTRONIC VOTING:	No
ACTIONS TAKEN WHICH SHORTEN THE LENGTH OF MEETINGS:	None

November 28, 1977
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Property Transactions

(a) Acquisition of 30' x 1,010 79' of easement, plus a temporary construction easement, on vacant farmland north of Sam Furr Road and west of I-77, from James Ernest Cook and Ruby H Cook, at $2,000, for the McDowell Creek Outfall- Phase III

(b) Acquisition of 5,355 square feet of propertry from Norma R Taylor, at 1337 South Church Street, at $5,000, in the West Morehead Community Development Target ARea

(c) Acquisition of 24,306 square feet of property from Theodore Smith, Jr , at 410 Solomon Street, at $3,650, in the Five Points Community Development Target Area.

(d) Acquisition of one tenant interest of real fixtures from Seaboard Coast Line Railroad, at 940 North Davidson Street, at $8,350, in the First Ward Project

Renewal of Special Officer Permit to John Howard Chidester, for a period of one year, for use on the premises of Charlotte Park & Recreation Commission

TY MANAGER REQUESTED TO CHECK ON COMPLAINT OF LACK OF FIRE PROTECTION IN NEXED AREA

uncilman Gantt stated he received a call from a person, and he gave the mo to Vi Taylor, who will be in the annexed area the first of December He s complaining about the fact that he understands he will have absolutely no re protection other than from existing city fire stations He thinks that ll put him into some jeopardy until such time as the city builds the new re stations Councilman Gantt stated the person is asking whether or not the ty in any cases ever contract with County Volunteer Agencies That he contends e distance from his house is such that he will not be protected

r Burkhalter, City Manager, replied that this has been done in the past, and is sure if they feel this is necessary it would be done He stated he will ck this out

OMMENTS BY RETIRING COUNCILMEMBER NEIL C WILLIAMS

uncilman Williams stated this is the last meeting for some of them That has enjoyed serving with his collegues on this Board, and he feels good ut the new Council, they are all intelligent, reasonable people and he nks the City is in good hands

stated he came on the Council spouting poetry, and he would like to spout e little rhyme before he leaves

A wise old owl lives in an oak,
The more he saw, the less he spoke
The less he spoke, the more he heard
Why can't we all be like that bird

INATIONS TO COMMUNITY FACILITIES COMMITTEE AND MUNICIPAL INFORMATION ADVISORY RD

ncilwoman Locke placed the following names in nomination

John Huson for the Community Facilities Board
Sam Smith for the Municipal Advisory Board

JOURNMENT

Motion of Councilman Locke, seconded by Councilman Gantt

Attachment D

Individual survey results from the ten cities contacted appear on the following six pages.

SURVEY OF CITIES WITH REGARD TO MEETING PRACTICES

	SACRAMENTO, CALIFORNIA	SAN ANTONIO TEXAS	VIRGINIA BEACH, VIRGINIA	WINSTON SALEM NORTH CAROLINA
POPULATION	351,225	968,000	394,684	157,797
NUMBER OF COUNCIL MEMBERS	9	11	11	9
HOW OFTEN DOES COUNCIL MEET?	ONCE PER WEEK ON TUESDAYS	ONCE PER WEEK	ONCE PER WEEK EXCEPT 5TH TUESDAY	ONCE PER WEEK ON MONDAYS
AT WHAT TIME DOES COUNCIL MEET?	EVENINGS	1 00 P M	DAYTIME (3) EVENING (1)	DAYTIME (2) EVENING (2)
WHAT IS THE AVERAGE MEETING LENGTH?	2 HOURS	7 TO 8 HOURS	1 TO 10 HOURS	2 HOURS
HOW ARE PUBLIC HEARINGS HANDLED?	HEARINGS ARE A PART OF THE REGULAR AGENDA AND ARE HELD AT THE CONCLUSION OF THE AGENDA	HEARINGS ARE A PART OF THE REGULAR AGENDA AS NEEDED USUALLY AT 1 OR 2 MEETINGS EACH MONTH	HEARINGS ARE SCHEDULED AS NECESSARY	HELD THE THIRD MONDAY OF EACH MONTH WITH REGULAR COUNCIL MEETING
IS THERE A TIME LIMIT ON SPEAKERS?	YES 3 MINUTES	YES 5 MINUTES NO MORE THAN 25 MINUTES TOTAL PER TOPIC	YES 10 MINUTES	YES BUT NOT ENFORCED EXCEPT ON BUSY NIGHTS
HOW ARE ZONING DECISIONS HANDLED?	PLANNING COMMISSION HEARS REQUESTS APPEALS ARE PUT ON COUNCIL CONSENT AGENDA 2ND APPEALS ARE HANDLED IN THE PUBLIC HEARING PROCESS	COUNCIL HEARS REQUESTS EVERY OTHER WEEK THERE IS NO APPEAL PROCESS	COUNCIL HEARS REQUESTS EVERY OTHER WEEK THERE IS NO APPEAL PROCESS	COUNCIL HEARS REQUESTS DURING THE FIRST MEETING OF THE MONTH SPEAKER TIME IS LIMITED
DOES COUNCIL HAVE INFORMAL BRIEFING SESSIONS? IF SO ARE THE MEETINGS OPENED OR CLOSED?	THE MAYOR IS BRIEFED ON THE AGENDA PRIOR TO THE MEETING	YES BRIEFINGS FOR THE NEXT MEETING CITIZENS ARE PRESENT BUT DO NOT COMMENT	YES SESSIONS ARE OPEN TO THE PUBLIC BUT THE PUBLIC DOES NOT PARTICIPATE	YES DURING COMMITTEE MEETINGS
DOES COUNCIL HOLD WORKSHOPS? IF SO DO THEY TAKE FORMAL ACTION AT THE WORKSHOP?	NO	SOMETIMES NO FORMAL ACTION IS TAKEN	NA	YES THE FOURTH MONDAY OF THE MONTH FORMAL ACTION IS NOT TAKEN SINCE THE MEETING IS NOT ADVERTISED

SURVEY OF CITIES WITH REGARD TO MEETING PRACTICES

	GREENSBORO, NORTH CAROLINA	RALEIGH, NORTH CAROLINA	PHOENIX, ARIZONA	RICHMOND VIRGINIA
POPULATION	202,650	228,751	982,750	228,480
NUMBER OF COUNCIL MEMBERS	9	8	9	9
HOW OFTEN DOES COUNCIL MEET?	FOUR TIMES PER MONTH MONDAY (2) THURSDAY (2)	TWICE PER MONTH 1ST AND 3RD TUESDAY THREE MEETINGS TOTAL	ONCE PER WEEK	TWICE PER MONTH (2ND AND 4TH MONDAYS)
AT WHAT TIME DOES COUNCIL MEET?	DAYTIME (3) EVENING (1)	1ST TUESDAY THERE ARE TWO MEETINGS-ONE IN MORNING AND ONE IN THE AFTERNOON 3RD TUESDAY IS AFTERNOON	AFTERNOON	EVENINGS
WHAT IS THE AVERAGE MEETING LENGTH?	4 HOURS DAYTIME 5 HOURS EVENING	3 TO 4 5 HOURS	2 HOURS	4 HOURS
HOW ARE PUBLIC HEARINGS HANDLED?	INCLUDED WITH MONDAY MEETINGS	PART OF 3RD TUESDAY MEETING	PUBLIC HEARINGS CAN BE A PART OF EVERY MEETING	HEARINGS ARE HELD AT EVERY MEETING
IS THERE A TIME LIMIT ON SPEAKERS?	NA	YES 3 TO 5 MINUTES	YES 10 MINUTES PER SPEAKER AND 5 MINUTES FOR REBUTTLE (NOT ENFORCED)	YES 5 MINUTES
HOW ARE ZONING DECISIONS HANDLED?	INCLUDED WITH MONDAY MEETINGS	APPLICATIONS ARE MADE TO PLANNING HELD AT 6 30 ON 3RD TUESDAY WITH THE PLANNING COMMISS	PLANNING HEARS TWICE PER MONTH APPEALS ARE MADE TO COUNCIL	ZONING BOARD HEARS ALL PETITIONS APPEAL PROCESS TO COURTS COUNCIL DOES NOT HEAR
DOES COUNCIL HAVE INFORMAL BRIEFING SESSIONS? IF SO, ARE THE MEETINGS OPENED OR CLOSED?	YES WITH THURSDAY MEETINGS STAFF MAKE PRESENTATIONS IT IS CONSIDERED AN OPEN MEETING BUT PUBLIC DOES NOT SPEAK	NA	YES WITH WORKSHOPS	YES WITH WORKSHOPS THIS IS AN OPEN MEETING	YES NO SET SCHEDULE THEY ARE OPEN TO THE PUBLIC
DOES COUNCIL HOLD WORKSHOPS? IF SO DO THEY TAKE FORMAL ACTION AT THE WORKSHOP?	SOMETIMES NO FORMAL ACTION TAKEN	YES 3RD WEDNESDAY OF EACH MONTH SESSI ARE OPEN TO THE PUBLIC BUT NO FORMAL ACTION IS TAKEN	YES ONCE PER WEEK FOR STAFF PRESENTATIONS	YES NO SET SCHEDULE TYPICALLY HOLD AT BUDGET TIME NO FORMAL ACTION IS TAKEN

SUPVEY OF CITIES WITH REGARD TO MEETING PRACTICES

	DALLAS, TEXAS	ST PETERSBURG FLORIDA
POPULATION	1,053,696	255,152
NUMBER OF COUNCIL MEMBERS	11	9
HOW OFTEN DOES COUNCIL MEET?	ONCE PER WEEK ON WEDNESDAYS	ONCE PER WEEK EXCEPT 5TH THURSDAY
AT WHAT TIME DOES COUNCIL MEET?	9 00 A M	3 00 A M
WHAT IS THE AVERAGE MEETING LENGTH?	9 HOURS	4 TO 8 HOURS
HOW ARE PUBLIC HEARINGS HANDLED?	HEARINGS ARE HELD IN THE AFTERNOON POR OF WEEKLY MEETINGS	HEARINGS ARE HELD AT THE BEGINNING OF THE 1ST AND 3RD MEETINGS
IS THERE A TIME LIMIT ON SPEAKERS?	NA	YES 3 MINUTES
HOW ARE ZONING DECISIONS HANDLED?	BOAPD OF ADJUSTMENTS AND PLANNING HEAR COUNCIL GIVES FINAL APPROVAL AND HANDLES APPEALS	BOARD OF ADJUSTMENTS HEARS ALL REQUESTS APPEALS GO TO COUNCIL
DOES COUNCIL HAVE INFORMAL BRIEFING SESSIONS? IF SO ARE THE MEETINGS OPENED OR CLOSED?	PART OF 1ST AND 3RD MEETINGS EACH MONTH SESSIONS ARE OPEN	NO
DOES COUNCIL HOLD WORKSHOPS? IF SO DO THEY TAKE FORMAL ACTION AT THE WORKSHOP?	YES CAN TAKE FORMAL ACTION ON ITEMS ON THE WORKSHOP AGENDA	YES NO FORMAL ACTION IS TAKEN

SURVEY OF CITIES WITH REGARD TO MEETING PRACTICES

	SACRAMENTO, CALIFORNIA	SAN ANTONIO, TEXAS	VIRGINIA BEACH, VIRGINIA	WINSTON SALEM NORTH CAROLINA
HAS YOUR COUNCIL MADE ANY CHANGES TO THE AGENDA PROCESS OR ACTUAL MEETING TO STREAMLINE OR REDUCE THE LENGTH OF MEETINGS?	YES AN EFFORT IS MADE TO HANDLE LENGTHY DISCUSSIONS AT THE COMMITTEE LEVEL AND HAVE ITEMS APPEAR ON THE CONSENT AGENDA	THE MAYOR TAKES INITIATIVE TO MOVE MEETINGS ALONG	AGENDA IS REVIEWED BY THE MAYOR AND VICE MAYOR PRIOR TO THE MEETING	ZONINGS ARE KEPT SEPARATE FROM REGULAR BUSINESS COMMITTEES SOMETIMES INVITE THE ENTIRE BOARD IF COMMITTEE IS IN AGREEMENT THE ITEM GOES ON THE CONSENT AGENDA
AT WHAT POINT DURING THE COUNCIL MEETING ARE CONSENT AGENDA ITEMS CONSIDERED?	AT THE FIRST OF THE AGENDA	NA	NA	NA
ARE COUNCIL MEMBERS PROVIDED WITH EQUIPMENT SUCH AS COMPUTERS/FAX MACHINES/ ETC LINKING THEM TO CITY HALL?	NO	NO	NO	NO
DOES YOUR COUNCIL UTILIZE ELECTRONIC VOTING? IF SO, DOES IT HELP TO SHORTEN MEETINGS?	NO	NO	YES DOES NOT APPEAR TO SHORTEN MEETINGS	NO
HOW ARE COMMITTEE APPOINTMENTS AND MEETINGS HANDLED?	THE MAYOR MAKES COMMITTEE APPOINTMENTS AT THE BEGINNING OF EACH YEAR MEETINGS ARE HELD ONCE PER WEEK AND LAST ABOUT AN HOUR	COUNCIL MEMBERS SERVE ON COMMITTEES BASED ON A VOTE BY THEIR PEERS COMMITTEES MEET ON AN AS NEED BASIS	THERE ARE NO COMMITTEES	MAYOR RECOMMENDS MEMBERSHIP RIGHT AFTER ELECTION FULL BOARD VOTES ON RECOMMENDATIONS

SURVEY OF CITIES WITH REGARD TO MEETING PRACTICES

	GREENSBORO, NORTH CAROLINA	RALEIGH, NORTH CAROLINA	PHIONEX ARIZONA	RICHMOND, VIRGINIA
HAS YOUR COUNCIL MADE ANY CHANGES TO THE AGENDA PROCESS OR ACTUAL MEETING TO STREAMLINE OR REDUCE THE LENGTH OF MEETINGS?	AGENDAS ARE PREPARED AND DISTRIBUTED ON THE FRIDAY PRECEEDING THE NEXT THURSDAY AND MONDAY MEETINGS	AGENDA MEETINGS ARE LONGER	DEAL FIRST WITH CONSENT AGENDA, THEN POLICY, THEN BUSINESS AND THEN HOLD A PUBLIC "GRIPE" SESSION AFTER BUSINESS AT TWO OF THE MEETINGS	DO NOT MEET DURING THE MONTH OF AUGUST
AT WHAT POINT DURING THE COUNCIL MEETING ARE CONSENT AGENDA ITEMS CONSIDERED?	NA	AT THE FIRST OF THE AGENDA	AT THE FIRST OF THE AGENDA	AT THE FIRST OF THE AGENDA
ARE COUNCIL MEMBERS PROVIDED WITH EQUIPMENT SUCH AS COMPUTERS/FAX MACHINES/ ETC LINKING THEM TO CITY HALL?	NO	NO	NO	NO
DOES YOUR COUNCIL UTILIZE ELECTRONIC VOTING? IF SO DOES IT HELP TO SHORTEN MEETINGS?	YES DOES SHORTEN MEETINGS	NO	NO	NO
HOW ARE COMMITTEE APPOINTMENTS AND MEETINGS HANDLED?	THERE ARE NO COMMITTEES	AT NEW TERMS, MEMBERS VOLUNTEER FOR COMMITTEES THEY ARE INTERESTED IN	MAYOR MAKES ALL APPOINTMENTS FOR STANDING AND SPECIAL COMMITTEES	MAYOR RECOMMENDS APPOINTMENTS AND THE FULL BOARD VOTES ON MEMBERSHIP

SURVEY OF CITIES WITH REGARD TO MEETING PRACTICES

	DALLAS, TEXAS	ST PETERSBURG FLORIDA
HAS YOUR COUNCIL MADE ANY CHANGES TO THE AGENDA PROCESS OR ACTUAL MEETING TO STREAMLINE OR REDUCE THE LENGTH OF MEETINGS?	NO	NO
AT WHAT POINT DURING THE COUNCIL MEETING ARE CONSENT AGENDA ITEMS CONSIDERED?	NA	NA
ARE COUNCIL MEMBERS PROVIDED WITH EQUIPMENT SUCH AS COMPUTERS/FAX MACHINES/ ETC LINKING THEM TO CITY HALL?	NO	EACH HAS A FAX AND HOME COMPUTER FOR THEIR USE
DOES YOUR COUNCIL UTILIZE ELECTRONIC VOTING? IF SO, DOES IT HELP TO SHORTEN MEETINGS?	YES APPEARS TO SHORTEN MEETINGS	NO
HOW ARE COMMITTEE APPOINTMENTS AND MEETINGS HANDLED?	APPOINTED BY THE MAYOR ON THE BASIS OF EXPRESSED INTEREST	COUNCIL MEMBERS SERVE ON COMMITTEES BASED ON A VOTE BY THEIR PEERS