AGENDA

Meeting Type:	W
Date:	02-03-1992
SUBJECT	

City of Charlotte, City Clerk's Office

MAYOR AND CITY COUNCIL
WORKSHOP AGENDA
FEBRUARY 3, 1992

5:00 - 6:00 pm	Transportation Briefing • 2005 Transportation Plan • Roadway Project Status • Light Rail Planning
6:00 - 6:15 pm	Dinner
6:15 - 6:45 pm	Floodplain Regulations
6:45 - 7:30 pm	Freedom Park Improvements
7:30 - 8:00 pm	Council Travel

CITIZENS FOR EFFECTIVE GOVERNMENT
P. O. BOX 2244
CHARLOTTE, NC 28247

February 3, 1992

TO: Mayor Richard Vinroot
Members of Charlotte City Council

Last week's expose of malingering by City employees and supervisors demonstrates serious senior management incompetence. The incidents reported are but a few of the many more that can easily be shown. Every observant citizen has seen oversized work crews simply standing around. Many citizens have regularly seen occupied City vehicles parked for extended periods.

NO. The problem is not limited to the few reported incidents. The problem is much greater. It results from a city structure bloated with too many employees, and an organization with far too many levels. There are clearly excessive numbers of managerial, staff and "assistant" positions, and there are few effective work management programs in place. City government is, simply, out of effective control.

These, among others, are management failures for which the City Manager and staff are solely responsible. You, as stewards of our city and our money, must hold the City Manager strictly and visibly accountable. You must, if citizens are to retain any confidence at all in your ability to govern our city.

Howard H. Bradshaw
Executive Director
CITIZENS FOR EFFECTIVE GOVERNMENT

January 22, 1992

Mr. Pat McCrory
1963 Maryland Avenue
Charlotte, NC 28209

Dear Mr. McCrory:

Thank you for taking the opportunity to listen to my opinion and to acknowledge the disadvantages which are being experienced by disabled retirees of the Charlotte City Police Department. Your insights in dealing with our government are very important and beneficial to our community, as it is difficult for the average citizen to make any ideological contributions to our government.

In reference to our telephone conversation on January 8, 1992 pertaining to the Supplemental pay for retiring police officers, I would like for you to bring the following to the City Council on behalf of every disabled retired officer. Your assistance is greatly needed!

On December 5, 1960, I joined the Charlotte Police Department in hopes of being an officer until time to retire under normal conditions. On June 2, 1970 while on duty as a sworn officer of the law, I was hit two times by a car while I was breaking up a fight between three young males in their early twenties. As a result of this accident, I received a severe injury to my left leg and knee, hematomas to the right leg, in addition to a cerebral concussion. As a result, I was required to stay in the hospital for twenty-five days and then required to stay at home for recovery for an additional nine months. Upon returning to the Police Department, Dr. Robert Miller of Miller Clinic only allowed me to work on the inside of the Police Department. He felt that I should never return to the field as a patrolman due to the fifty percent disability to my leg.

Shortly thereafter, a new program entitled "Minimum Standards" was implemented. This affected all disabled officers due to the fact that the individual had to either 1) go back into the field or 2) leave the Police Department. In December 1976, I was required to retire on disability. At this point, I had served over sixteen years with the Police Department and was 38 years of age. Disability in the highest category at this time was approximately $550 per month. This pre-tax figure was the amount that myself and others had to accept. By accepting this amount, if I were to become deceased, my spouse would not receive anything. The disability compensation would no longer exist. For my spouse to continue to receive the disability compensation, I would have to accept approximately half of the amount in the top category, which would have been approximately $275 per month prior to taxes. No family would be able to survive on this amount. Due to the fact that I was forced to retire, it is imperative for me to work, despite my disability. I am also unable to obtain Social Security. Since my position with the Police Department was terminated, I have developed diabetes mellitus. With my disability in addition to diabetes, I am mo longer a very marketable employee. Acquiring and maintaining a job is very difficult under these circumstances. Due to economic

cut-backs in several companies, I have been laid off on several occasions. When this occurs, obtaining a new job is a very difficult situation due to my disability and diabetes. I am certainly not the only individual in this position. There are approximately 43 from the Charlotte Police Department which share my predicament.

I was the first officer who was required to retire. At this point, I was told I could work for any N.C. State office with the exception of being a sworn officer. Currently, I can not hold any position with the city or county government in the State of N.C. If so, all of my retirement will expire. This puts myself and other retired officers in a very poor predicament.

The City of Charlotte now gives able, retiring offices a new option that was then unavailable to disabled officers. This option is the Social Security Supplement. This incentive encourages officers to retire as soon as their required time is in. These individuals are able to obtain good jobs because they have no disability. This pay in addition to their regular retirement exceeds $2000 per month.

I am requesting your assistance and by no means asking for something which is not actually due to myself or others in my situation. I was forced to retire and could have worked on the inside of the Police Department, which is now being performed by non-officers who do not possess the knowledge and abilities of a sworn officer. It is a fact that I was denied the opportunity to retire under normal conditions, thus depriving myself and many other officers of the Social Security Supplemental pay. In order for my family to exist, I am in much need of the Social Security Supplemental pay. I respectfully request this option so that my family doesn't have to become a patron of Welfare. I and many others would like the opportunity to be productive citizens, regardless of our disabilities, which many in society hold against us. Please take the time and initiative to assist myself and those others who are involved. Your consideration in this matter will be greatly appreciated and much needed.

Sincerely,

Paul D. Thornburg

Officer Paul D. Thornburg, Retired.
7811 Byrum Drive
Charlotte, NC 28217-2306

M E M O R A N D U M

DATE: February 3, 1992

TO: Mayor and City Council

FROM: Viola T. Alexander, Director
Budget and Evaluation

RE: MID-YEAR BUDGET ORDINANCE REVIEW

A briefing will be held on the mid-year budget ordinance at 3:30 p.m., Monday, February 10 in Room 267 prior to the Tax Administrator's briefing on appraisals.

If you are unable to attend, alternative sessions will be held in the Budget Office Conference Room on Thursday, February 6 at 11:00 a.m. and Friday, February 7 at 11:00 a.m.

CHARLOTTE

Memo

Richard Vinroot
Mayor

February 3, 1992

To: City Council

If you haven't done so, please read this article on consolidation.

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Attachment

Meet Sam City and Carl County

■ Sam lives in Charlotte, Carl just outside. Both get virtually the same public services. So why are Sam's taxes so much higher?

Most members of the Charlotte City Council and the Mecklenburg Board of County Commissioners now seem to understand the tax equity issue. Among the exceptions are Bob Walton and council member Don Reid

Commissioner Walton all but admits he doesn t understand, and he even questions whether there really *is* a tax equity issue Given council member Reid s concern for the city taxpayer s wallet, if he understood the issue he surely would be zeroing in with both barrels, and he isn t.

JERRY SHINN

Is there a tax equity issue?

Consider a couple of mythical Mecklenburg residents, Sam City and Carl County Sam as you've probably guessed lives in Charlotte. He owns a home and a couple of cars, all of which the tax appraiser values at $100 000 Carl lives in an unincorporated area, and his home and cars are also on the tax books at $100 000

The difference? Garbage

Last year Sam s property tax bill was $1 205 Carl s was $655

Why the difference?

You might assume that Sam paid $550 more because he has access to public services and facilities that aren t available to Carl.

But both have police on call if they need them

Both have tax paid or tax subsidized firefighters and fire trucks on call if they need them

Carl s water and sewer service is provided by the same utility department that provides Sam s, and at the same rates.

If a stray dog is causing problems in Carl s yard he can call an animal control officer to pick up the dog just as Sam can

Both have equal access to city and county parks, the Coliseum Ovens Auditorium Spirit Square Discovery Place the Mint Museum

Each owes his opportunity to make a good living at least indirectly to an economy for which Charlotte — with its airport its convention center its cultural and entertainment attractions, its infrastructure — is the catalyst

Isn t there something Sam gets from local government that Carl doesn t? Well yes Sam gets his garbage picked up Carl doesn t

Unfair is unfair

People with a sophisticated understanding of city and county finances have been known to argue that it isn t really that unfair They track the state and federal money that comes into the community and say that somehow makes things even But the fact is that city residents pay at about twice the rate of noncity residents, and about all they get for the difference is garbage collection

That brings us back to the original question Why?

■ Every time city and county governments provide duplicated services as in the case of police and parks Sam pays for both while Carl pays for only one

■ Every time city and county governments both contribute money to some worthy cause — cultural groups and facilities, for example — Sam pays twice but Carl pays only once.

■ For every service county government provides that city government doesn t, Sam pays as much as Carl does.

■ For things city government pays for by itself such as the Coliseum or street improvements, Sam pays and Carl doesn t.

Of course the more your property is worth, the greater the dollar difference. Those city residents who are howling about tax bills in the $4 000 range are paying about $2 000 more than someone living outside the city in a home of comparable value That s what they ought to be howling about.

Merger makes sense

Further evidence that Don Reid doesn t understand all this was his comment last week, during a discussion of the proposed merger of police and parks. He said he wasn t interested in those mergers unless they would mean tax cuts for *all* taxpayers, both inside and outside the city But even if those mergers resulted in substantial savings which nobody expects, there would be no way they would provide a tax cut for people who live in the unincorporated areas of the county Consider these figures.

Of the $12 78 million county police budget, $8 98 million goes for services outside the city although all taxpayers, inside and outside the city pay for them There are 511 433 people in Mecklenburg County so the average payment for those services per resident county wide is $18 But the $8 98 million serves only the 83 812 residents who live outside Charlotte so the average cost per resident served is $107 In other words, people who live outside Charlotte pay an average of $18 each for a service that costs the county $107 each to deliver What makes such a bargain possible is that city residents, who don t get the service are paying an average of $18 each too — in addition to paying $7 for county police facilities and activities that serve the entire county (which residents outside the city also pay) and $95 for the city police department

All of that means city residents pay an average of $120 each for police service while residents outside the city pay an average of $25 If the two departments were combined and paid for with a county wide tax the average in or outside the city would be $103 — a drop of about 14% for city residents

But for a police merger to mean a tax cut for property owners in the unincorporated areas it would have to bring the cost of police service down from $103 per person served to less than the $25 they pay now Not even Don Reid could expect that

What he ought to expect — indeed demand — is that the departments be merged so city residents no matter what happens to the city tax rate will no longer have to pay more than 80% of the cost of police service for residents of unincorporated areas.

□□□

Jerry Shinn is an Observer associate ed tor

2005 TRANSPORTATION PLAN/ROADWAY PROJECTS
BACKGROUND

1985-1986	Work on 2005 Transportation Plan begins. Citizen Advisory Committee (CAC) is formed to assist City and County staff in plan development. A series of 7 public meetings are held to present the process and identify key issues.
November 1987	Charlotte voters approve $46 million in street improvement bonds. These funds are programmed for both City and State projects in accordance with the City's policy to use local funds for high-priority State roads which carry primarily local traffic.
October 1987- January 1988	A second series of 7 public meetings are held to present roadways which will have future capacity problems according to staff's work to date.
June-August 1988	A final series of 7 public meetings are held to present the new 1988 county-wide Thoroughfare Plan and a list of 88 roadway projects needed by 2005.
November 1988	Charlotte voters approve $100 million in street improvement bonds. These funds are programmed for local roadway projects only in accordance with the City's road policy. The Charlotte-Mecklenburg Metropolitan Planning Organization (MPO) adopts the new Thoroughfare Plan recommended by the CAC and the Technical Coordinating Committee (TCC).
Spring 1989	Transportation staff identify and prioritize 39 roadway projects needed to handle projected 1997 peak-hour volumes. Staff identifies an additional 37 roadway improvements needed by 2005. These 76 projects are prioritized using 10 criteria similar to the ones used for the 1983 Transportation and Land Development Policy.
July 1989	The CMMPO, in an effort to better address existing congestion problems, approves a revised list of roadway project needs for inclusion in the FY 90-94 Transportation Improvement Program. Staff adds on 11th criterion, the reduction of existing congestion, and re-evaluates each of the 39 projects needed by 1997.
September 1989	The CMMPO, Charlotte City Council, and the Mecklenburg County Board of Commissioners adopt the 2005 Transportation Plan.
March 21, 1990	The CMMPO adopts a FY 91-95 Transportation Improvement Program based on the 2005 Plan project priorities, as changed in 1989 to reflect current congestion.

February 1991	Council revises the City's road construction policy which had restricted City funding to those projects on the local system. Under the new policy, the City may fund all or part of the cost of constructing non-numbered State roadway projects in Charlotte which are on the local priority list.
March 20, 1991	The CMMPO adopts the FY 92-96 Transportation Improvement Program which reflects the project priorities established in 1989. Only 1 project (Billy Graham Parkway/Wilkinson Boulevard Interchange) which was not on the 1997 highway needs list has been added to the area's 5-year roadway needs list.

2005 TRANSPORTATION PLAN
FUNDING STATUS OF RECOMMENDED ROADWAY PROJECTS

I. Thirty-nine roadway projects needed by 1997

A. Four of 7 City projects in FY92-96 Capital Improvement Program (CIP). See Attachment 1.

B. Nine of 25 State projects recommended in 2005 Plan are funded.

1. Westinghouse Boulevard Widening and Extension

a. Segment from Granite to NC 49 added to CIP on August 26 to begin planning/design
b. The above project added to 1992-1998 N.C. Transportation Improvement Program in November for right-of-way acquisition and construction.
c. Segment from Carpet to Culp also in NCTIP.
d. Segment from Culp to Sugar Creek under construction by City.

2. Three more State projects have interim improvements programmed (as shown by Attachment 1)

C. The remaining 7 unfunded roadway needs are currently State responsibility.

1. Roadways could become local responsibility through annexation or reduction in State roadway mileage.
2. In the future, City may become responsible for portions of:
a. Northwest Circumferential
b. Vance Road Extension
c. Beatties Ford Road Widening
d. U. S. 74 Collector Roads
e. Johnston Road Extension
f. Arrowood Road Extension
g. Eastern Circumferential

II. Thirty-seven more roadway projects needed by 2005.

A. Billy Graham/Wilkinson Blvd. interchange (#43) has been partially funded.

1. City is building one quadrant using public/private program.
2. State has included one quadrant in NCTIP.

B. City would be responsible for 8 of the projects on 2005 needs list.

C. State has responsibility for 19 of the 37 projects.

D. Remaining 9 projects are currently State responsibility but could become local projects in future.

TABLE 2

STATUS OF MAJOR ROADWAY PROJECTS RANKING (NEEDED BY 1997)

		FUNDING STATUS	ESTIMATED COMPLETION DATE
1	Independence Boulevard (US 74)/Sharon Amity Road Interchange	Unfunded(S)	
2	Independence Expressway (US 74)(Sharon Amity Road to Conference Drive)	Unfunded(S)	
3	I 77 Widening to 6 Lanes (John Belk Freeway to Nations Ford Road)	NCTIP(A)	1997(B)
4	Freedom Drive (NC 27) Widening to 4 Lanes (Edgewood Road to Mt Holly Road)	Unfunded(S)	
5	York Road (NC 49) Widening to 4 Lanes (Tyvola Road to South Carolina Line)	NCTIP(A)	
6	Graham Street Extension (Sugar Creek Road to Mallard Creek Road)	NCTIP	1995
7	Graham Street/NC 49 Connector	NCTIP	After 1998
8	Sam Furr Road Widening to 4 Lanes including Interchange with I 77	NCTIP	1995
9	Fairview Road Widening to 6 Lanes (Park Road to Colony Road)	CIP	After 1996
10	Sharon Road Widening to 6 Lanes (Sharon Lane to Sharon View Road)	CIP	After 1996
11	Westinghouse Boulevard Widening to 4 Lanes (NC 49 to Granite Street)	NCTIP	1998
	Westinghouse Boulevard Extension (Culp Road to Sugar Creek)	CIP	1992
	Westinghouse Boulevard Widening and Extension (Carpet Street to Culp Road)	NCTIP	After 1998
12	Statesville Avenue Widening to 4 Lanes (Newland Road to Hickory Lane)	Unfunded(S)	
13	Woodlawn Road (US 521) Widening to 6 Lanes (I 77 to South Boulevard)	Unfunded(S)	
14	Fairview Road Widening to 6 Lanes (Providence Road to Carmel Road)	Unfunded(Ch)	
15	NC 49 Widening to 4 Lanes (Mallard Creek Church Road to Cabarrus County Line)	NCTIP	1997
16	Statesville Road (US 21) Widening to 4 Lanes (Starita Road to Keith Drive)	Unfunded(S)	
17	Providence Road (NC 16) Widening to 4 Lanes (International Drive to Southern Outer Loop)	NCTIP	1998
18	Eastway Drive Widening to 6 Lanes (Sugar Creek Road to Kilborne Drive)(C)	Unfunded(S)	
19	US 521 Relocation (Southern Outer Loop to South Carolina Line)	NCTIP	1995
20	Northwest Circumferential (NC 27 to I 77)	Unfunded(S/Ch)	
21	Vance Road Extension (Lakeview Road to Northern Outer Loop)	Unfunded(S/Ch)	
22	Mallard Creek Church Road Widening to 4 Lanes (I-85 to NC 49)	NCTIP	1993 1997 After 1997(P)
23	Billy Graham Parkway (US 521)/West Boulevard Interchange	Unfunded(S)	
24	Beatties Ford Road Widening to 4 Lanes (Capps Hill Mine Road to Lakeview Road)	Unfunded(S/Ch)	
25	Colony Road Extension (2 Lanes) (Carmel Road to Rea Road)	CIP(D)	(E)
26	US 74 Collector Roads	Unfunded(S/Ch/MH)	
27	Sharon Amity Road Median (Providence Road to Addison Drive)(C)	Unfunded(Ch)	
28	Johnston Road Extension (Porterfield Road to Southern Outer Loop)	Unfunded(S/Ch)	
29	Brookshire Boulevard Widening to 6 Lanes (I-85 to Hoskins Road)	Unfunded(S)	
30	NC 115 Widening to 4 Lanes (Statesville Road to W T Harris Boulevard)	Unfunded(S)	
31	Mallard Creek Road Widening to 4 Lanes (Graham Street Extension to W T Harris Boulevard)	NCTIP	1995 After1998(P)
32	Arrowood Road Extension (NC 49 to Sandy Porter Road)	Unfunded(S/Ch)	
33	Graham Street Widening to 6 Lanes (I 277 to Statesville Avenue)	NCTIP(A)	1994(B)
34	Eastern Circumferential (US 74 to Mallard Creek Church Road)	Unfunded(S/Ch/MH)	
35	Hoskins Road Widening to 4 Lanes (Rozzelles Ferry Road to Brookshire Boulevard)	Unfunded(Ch)	
36	South Boulevard Widening to 6 Lanes (Woodlawn Road to Tyvola Road)	Unfunded(S)	
37	Lawyers Road Widening to 4 Lanes (Albemarle Road to Wilson Grove Road)	Unfunded(S)	
38	Cindy Lane Extension (Statesville Avenue to Nevin Road)	CIP(D)	(E)
39	Seventh Street Widening to 4 Lanes (Independence Boulevard to Laurel Avenue)	Unfunded(S)	

NCTIP 1992 1998 North Carolina Transportation Improvement Program
CIP FY 92 96 Charlotte Capital Improvement Program as amended
(A) Interim project is funded long term improvements are unfunded
(B) Completion date for interim project
(C) Projects recommended for lowest priority by Planning Commission staff
(D) Funding of one half of the project costs has been secured through the public/private account in Charlotte s 1988 Bond Program
(E) Completion date is dependent on private participation
(P) Completion dates for various project phases
(S) State responsibility
(S/Ch) Currently State responsibility but could become local project though annexation or reduction in State roadway mileage Town abbreviation represents local responsibility

ROADWAY PROJECT STATUS

I. City Projects Using 1982, 1983 Bonds and Other Revenue Sources

A. Completed roadway projects

1.	W. T. Harris Blvd. East	$ 5,068,000
2.	Idlewild Road -- Phase I	2,293,000
3.	NC 51 Widening	14,913,000
4.	Tyvola Road Extension	21,400,000
5.	Parkwood Avenue Extension	2,697,000

II. 1987 City Street Bonds ($46 million)

A. Completed roadway projects

1.	Rama Road Widening	$2,869,516
2.	Monroe Road Widening	1,904,185
3.	Park Road Realignment	4,444,000
4.	Park/Johnston Widening, Phase I	4,650,000
5.	Westinghouse Blvd. Extension, Phase II	5,776,800
6.	Beatties Ford Road Widening	6,000,000

B. Projects in progress

1.	Idlewild Road Widening	4,650,000	(Complete in December, 1992)

III. 1988 City Street Bonds ($100 million)

A. Completed roadway projects

1.	Hebron Street Extension	$1,514,000
2.	Colony Road Extension	3,765,000

B. Projects in progress

1.	Shamrock Drive Widening	$ 4,838,000	(complete in May 1992)
2.	Park/Johnston Widening, Phase II	21,904,000	(complete in March 1994)
3.	Sardis Road Widening	Advertisement for Bids	(complete in May 1994)
4.	Carmel Road Widening	Planning	(complete in March 1996)
5.	Milton Road Widening	Planning	(complete in October, 1996)
6.	Beatties Ford Road Left Turn Lane *	Planning	
7.	Fairview and Sharon Roads Widening *	Planning	

* Funded with savings from other 1988 street bond projects

IV. City's Major Intersection Improvement Program

A. Projects completed under the program shown on Attachment 1.

B. Projects in progress **

1. Providence/Fairview/Sardis	$2,290,000	(complete in May 1992)
2. Seventh/Caswell/Pecan	489,000	(complete in August 1992)
3. South Blvd./Hebron	Design Approval	(complete in March, 1993)
4. Monroe/Wendover/Eastway	R/W Acquisition	(complete in March 1994)
5. Fourth/Hawthorne/Caswell	R/W Acquisition	(complete in June 1993)
6. South Blvd./Archdale	Planning	
7. Providence/Sharon Amity	Planning	

V. State Roadway Projects

A. Projects completed since 1987

1. I-277	$58,000,000
2. NC 16 (City Limits to Gaston County Line)	31,700,000
3. I-485 (US 521 to NC 51)	17,000,000
4. W. T. Harris Blvd. East (I-85 to The Plaza)	19,000,000
5. Monroe Road (Village Lake Drive to Matthews)	6,500,000
6. Mallard Creek Church Road	4,000,000
7. I-85/Mallard Creek Church Road Interchange	2,400,000
8. I-77/Arrowood Road Interchange	18,114,000

B. Projects under construction

1. I-85 widening to 8 lanes
2. I-485 (US 521 to I-77)
3. US 74 Freeway/Expressway/HOV Facility (Briar Creek to Eastway Drive)
4. NC 24-27 (Lawyers Road to NC 51)
5. W. T. Harris Blvd. East (The Plaza to NC 24-27)
6. Graham Street/Mint Street Relocation

** Included in FY92-96 Capital Improvement Program using revenues from 1988 street bonds.

Attachment 1

MAJOR INTERSECTION IMPROVEMENT PROGRAM
PROJECTS COMPLETED

FY 1984 Capital Improvement Program	
Central/Sharon Amity	$621,000
Albemarle/Sharon Amity	500,000
Independence/Sharon Amity	371,000
Central/The Plaza	263,000
South Blvd./Tyvola	384,000
Matheson/Tryon/30th	489,000
South Blvd./Scaleybark	356,000
FY 1986 Capital Improvement Program	
Providence/Queens *	16,000
Carmel/Fairview	793,000
Central/Hawthorne	954,000
Alexander/Providence/Rea	2,130,000
FY 1988 Capital Improvement Program	
Central/Eastway	901,000
Eastway/The Plaza	1,321,000
Randolph/Sharon Amity	1,360,000
FY 1989 Capital Improvement Program	
Sharon/Quail Hollow	1,771,000
TOTAL	$12,230,000

*Project terminated after planning.

LIGHT RAIL TRANSIT PLANNING
BACKGROUND

1985	The 2005 Generalized Land Plan is adopted by elected officials in Charlotte-Mecklenburg. The document recommends planning for light rail transit as part of a comprehensive transportation Plan.
1987-1989	Barton-Aschman Associates and DeLeuw, Cather and Company perform a Transit Corridors Study funded by the Urban Mass Transportation Administration ($150,673), the North Carolina Department of Transportation ($18,834), and the City ($53,834). This study serves as the beginning point for further planning efforts by City of Charlotte staff.
September 1989	The Charlotte-Mecklenburg Metropolitan Planning Organization adopts the 2005 Transportation Plan which includes the recommendations of the Transit Corridors Study.
January 1990	Charlotte City Council and the Mecklenburg County Board of Commissioners adopt the Center City Charlotte Urban Design Plan based on a development vision of a compact employment core. The Plan recommends continued LRT planning in the corridors identified in the Barton-Aschman study.
May 1990	Charlotte City Council and the Mecklenburg County Board of Commissioners adopt a land use planning document, District Plans: General Policies and Recommendations, which outlines implementation strategies to accomplish the following policy statement: "Actively pursue a transit rail and expanded bus system for the community and support the rail concept by encouraging higher density development."
June 1990	Building upon the Transit Corridors Study, City staff continues light rail transit planning by further evaluating the mode's potential in seven existing rail corridors and five new corridors where light rail transit would be constructed within the street right-of-way. This study focuses on light rail transit as an impetus for directing growth and achieving land use goals.
November 1990	At a workshop, Charlotte City Council directs City staff to complete as soon as possible a corridor evaluation which reflects land use changes associated with light rail transit system construction.

April 22, 1991

As recommended by City Staff, Charlotte City Council approves the southern, eastern, and northeastern sectors of Mecklenburg County plus the Airport corridor for continued system planning. A Transitional Study is proposed to provide a technical basis for choosing a corridor within these sectors for advancement to the alternatives analysis phase. Council unanimously approves an application for $1 million in Federal funds to perform a transitional study and to complete alternatives analysis in the priority corridor.

LIGHT RAIL TRANSIT PLANNING

I. Federal Transit Administration (FTA) has a major capital project development process (Attachment 1).

A. Must be followed to receive Federal "new start" funds.

B. Includes Federal decision points between phases.

C. Local agencies are responsible for performing planning, engineering, and construction.

D. FTA provides funding and technical assistance.

II. System Planning

A. Barton-Aschman's Transit Corridors Study (1987-89) and staff's Light Rail Transit/Land Use Study (1990-91) are Charlotte's system planning efforts to date.

B. These studies have not led to the selection of a priority corridor for further analysis of fixed guideway transit investment.

III. Transitional System Planning Study

A. Necessary to provide technical basis for choosing a corridor to be advanced first to the Alternatives Analysis phase.

B. 1991 Surface Transportation Assistance Act earmarks $125,000 in Federal funds for 50 percent of the expected cost of this study. City's 1992-96 Capital Improvement Program (CIP) includes matching funds.

C. Act requires FTA funding contract with City by April 1992.

D. Should begin in Spring 1992 and could take up to a year.

E. Mass Transit Partnership will serve as advisory committee for this planning effort.

F. Important product is preliminary evaluation of technology/alignment options in the selected corridor.

IV. Alternatives Analysis/Draft Environmental Impact Statement (DEIS)

A. 1991 Act earmarks $375,000 in Federal funds for 50 percent of the cost of this phase. Funds to be provided in FY93, and City's match is in CIP.

B. More detailed study of priority corridor, including alternative solutions to transportation problems.

C. Includes preparation of a DEIS and selection of a "locally preferred alternative" after holding a public hearing.

D. Requires development of a realistic funding plan for capital and operating costs.

E. Phase usually requires 1 to 2 years.

V. Preliminary Engineering/Final EIS

A. Involves refining design of "locally preferred alternative" to increase precision of cost estimates and impacts.

B. Includes finalizing local financial arrangements.

C. Phase may take 1 to 1 1/2 years to complete.

VI. Final Design

A. Includes right-of-way acquisition and preparation of plans and specifications.

B. Phase will take another year and may cost 10 to 25 percent of ultimate project cost.

UMTA PROJECT DEVELOPMENT PROCESS

I.C
FINANCIAL
PLANNING
PROCESS

Charlotte
1987-89 Transit Corridors Study
1990-91 LRT/Land Use Study
Transitional System Planning

1 System Planning — Study (funded using Federal earmark)

Major Investments

UMTA Consent for A A Required

2. Alternatives Analysis Draft EIS — (Funded using Federal earmark)

UMTA Consent for P E Required

3. Preliminary Engineering Final EIS

Letter of Intent

4. Final Design

Full Funding Contract

5. Construction

11-8-91

PROGRESS UPDATE

Prepared by

Transportation Planning Division
Charlotte Department of Transportation

April 1991

BACKGROUND

The 2005 Transportation Plan was adopted by the Charlotte-Mecklenburg Metropolitan Planning Organization, Charlotte City Council, and the Mecklenburg County Board of Commissioners in September 1989

The 2005 Transportation Plan identified several key actions necessary to ensure plan implementation This update describes progress so far in achieving these implementation activities The update also reports how well Charlotte is doing in funding its highway needs as well as the transit projects (both short and long range) found in the 2005 Transportation Plan

PLAN IMPLEMENTATION

Transportation Policy Review

During Charlotte City Council's adoption of the 2005 Transportation Plan, they asked Charlotte Department of Transportation staff to review the city's existing transportation policies in light of 1) the Plan's recommendations and 2) policy and funding changes at the national and state levels

In February 1991, City Council adopted the transportation policies found in Table 1 While Council's action, in large part, was a re-affirmation of existing transportation policies, Council did revise the Charlotte's road construction policy (#11 in Table 1) and did approve a new policy to address significant land use impacts associated with widening of major thoroughfares (#15 in Table 1) This latter policy was in response to the number of six-lane widening projects identified as needed during 2005 Transportation Plan development

Highway Financing

Over the past two years, the North Carolina Board of Transportation has programmed for construction 9 of the 39 area roadway projects shown as needed by 1997 in the 2005 Transportation Plan The Board has programmed partial or interim improvements for an additional 4 projects included in Charlotte-Mecklenburg's 1997 road needs list Funds for these projects became available following 1989 enactment of the Highway Trust Fund law

The City of Charlotte has programmed 5 of the projects from the 1997 road needs list using approximately $11 million in savings from projects included in the 1988 Road Bonds Two more projects and a segment of a third are partially funded using the private sector leveraging program also included in Charlotte's 1988 Transportation Bonds

City Council's recent change in Charlotte's road construction policy is in response to the state's emphasis on improving regional, intrastate highways The addition of six state projects to Charlotte's road priority list ensures that these transportation improvements are not delayed until state funds become available Cost savings from current city roadway projects (estimated at $23 million) may be used to begin work on the remaining projects on the Charlotte priority list

Table 2 indicates which projects from the 1997 major roadway projects ranking have been funded to date by the state and Charlotte

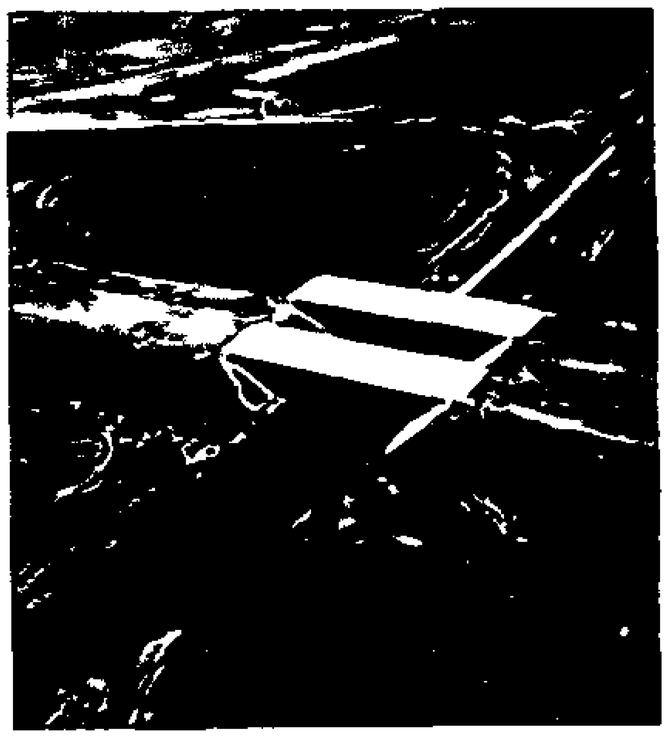

TABLE 3

PROPOSED ROADWAY IMPROVEMENTS IN FY 1992-96 TRANSPORTATION IMPROVEMENT PROGRAM

2005 PLAN RANKING	TIP RANKING	PROJECT	COST Millions of 1991 Dollars (1)
3	1	I 77 Widening to 8 Lanes (Northern to Southern Outer Loop)	360 (3)
4	2	Freedom Dr (NC 27) Widening (I 85 to Mt Holly Rd)	27-31 (3)
5	3	York Rd (NC 49) Widening (Tyvola Rd to South Carolina)	15-20 (3)(4)(8)
11	4	Westinghouse Blvd Widening (NC 49 to Granite Street)	4-6
43	5	Billy Graham Parkway (US 521)/Wilkinson Blvd (US 29/74) Interchange	— (10)
12	6	Statesville Ave Widening (Newland Rd to Hickory Lane)	4-6
18	7	Eastway Dr Widening (Sugar Creek Rd to Kilborne Drive)	5 8 (3)
13	8	Woodlawn Rd (US 521) Widening (I 77 to South Blvd)	4 6 (3)
16	9	Statesville Rd Widening (Starita Rd to Keith Dr)	10 12 (3)
20	10	Northwest Circumferential (Little Rock Rd to Reames Rd)	50-55
21	11	Vance Road Extension (Lakeview Rd to Northern Outer Loop)	5-7 (3)
23	12	Billy Graham Parkway (US 521)/West Blvd (NC 160) Interchange	5-7
25	13	Colony Rd Extension (Carmel Rd to Rea Rd)	7 9 (5)
24	14	Beatties Ford Rd Widening (Capps Hill Mine Rd to Lakeview Rd)	10 13 (3)
26	15	U S 74 Collectors (McAlpine Creek to NC 51) (2)	—
28	16	Johnston Rd Extension (Porterfield Rd to Southern Outer Loop)	8 10 (3)
37	17	Lawyers Rd Widening (Albemarle Rd to Wilson Grove Rd)	14 16 (3)
29	18	Brookshire Blvd (NC 16) Widening (I 85 to Hoskins Rd)	1 3 (3)
30	19	NC 115 Widening (Statesville Rd to W T Harris Blvd)	6 8 (3)
32	20	Arrowood Rd Extension (York Rd to Brown Grier Rd)	15 20 (3) (6)
33	21	North Graham St (US 29/NC 49) Widening (Brookshire Freeway to Statesville Ave)	2-4 (3) (7)
34	22	Eastern Circumferential (Mallard Creek Church Rd to Independence Blvd)	100
36	23	South Blvd (US 521) Widening (Woodlawn Rd to Tyvola Rd)	8 12 (3)
38	24	Cindy Lane Extension	5 6 (5)
39	25	Seventh St Widening (Independence Blvd to Laurel Ave)	4 6 (3) (9)
—	26	Airport Entrance Rd and Wilkinson Blvd /Airport Connector Interchanges	—

(1) All costs are rough and an implementation schedule has not been defined for these projects Costs should not be used for budgeting For comparison purposes all costs are shown in 1991 dollars The costs may be different than costs shown in other documents where the costs are adjusted for inflation to the anticipated year of funding

(2) Portions of the Collector System will benefit from private development contribution of right of way and roadway construction

(3) The costs shown are based upon a rough per mile cost factor formulated without the benefit of a preliminary study of field conditions

(4) Includes new bridge over Lake Wylie

(5) Funding for one half of the cost of these projects has been secured through the public/private account in the City s 1988 Bond Program

(6) Includes interchange with West Charlotte Outer Loop

(7) Includes widening bridge over railroad

(8) This project provides for the widening of NC 49 to four lanes beyond what is current programmed in NC Transportation Improvement Program

(9) The need for and scope of this project will continue to be evaluated in light of the impact of completion of the Independence Freeway project and results of the reversible lane program implemented in November 1989

(10) One quadrant of interchange funded by City of Charlotte one quadrant programmed in NC Transportation Improvement Program two quadrants are unfunded

TABLE 1

TRANSPORTATION AND STREET DESIGN POLICY ASSUMPTIONS

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1 To evaluate capital project requests according to the following priority ranking system

1st Priority	Rehabilitation or Maintenance of Existing Facilities
2nd Priority	Replacement of Existing Facilities
3rd Priority	Expansion of Existing Facilities
4th Priority	New Facilities

2 To ensure that existing infrastructure is maintained and replaced as needed

3 Where feasible, improvements to the local thoroughfare system should be pursued through public/private cooperative efforts

Continue to encourage public/private cooperative efforts in the development and construction of the Westinghouse Boulevard system

4 Continue to participate in State road projects by providing up to 25 percent of the right of way costs, and ensure that sidewalk and landscaping conform to City standards

5 Continue to emphasize cost effective transportation system management intersection improvements

6 Provide City funding to meet the local match requirements for an Independence Boulevard High Occupancy Vehicle Lane

7 Continue expansion of transit service to meet the needs of increased population and employment and the geographically expanding City

8 Provide mobility for transportation handicapped citizens of the City through provision of demand-responsive, special transportation service

9 Protection of existing rail corridors as rail companies seek abandonment should receive top City priority

10 Actively pursue a transit rail and expanded bus system for the community and support the rail concept by encouraging higher density development

11 Construct local roads identified in the 1997 major roadway projects ranking and accelerate, through City funding, the construction of non numbered arterial roadways in Charlotte which are the responsibility of the North Carolina Department of Transportation

12 Chapter 18 (now 20) of the City Code (Subdivision) requires sidewalks to be constructed on both sides of all major streets

13 In 1970, as part of the Capital Improvement Program, Council adopted a budget for an Urban Beautification Program which provided funds for planting street trees throughout the City The program was expanded later to include street trees as part of all street improvement projects

14 Chapter 21 of the City Code provides that the City Arborist is responsible for a master street tree plan

15 The implementation of any roadway widening project should be paired with a strategy to ensure the viability of the adjacent land use or to eliminate land use conflicts This could be accomplished through appropriate zoning designation or by public purchase of the adjacent properties to be maintained as a parkway or assembled for redevelopment

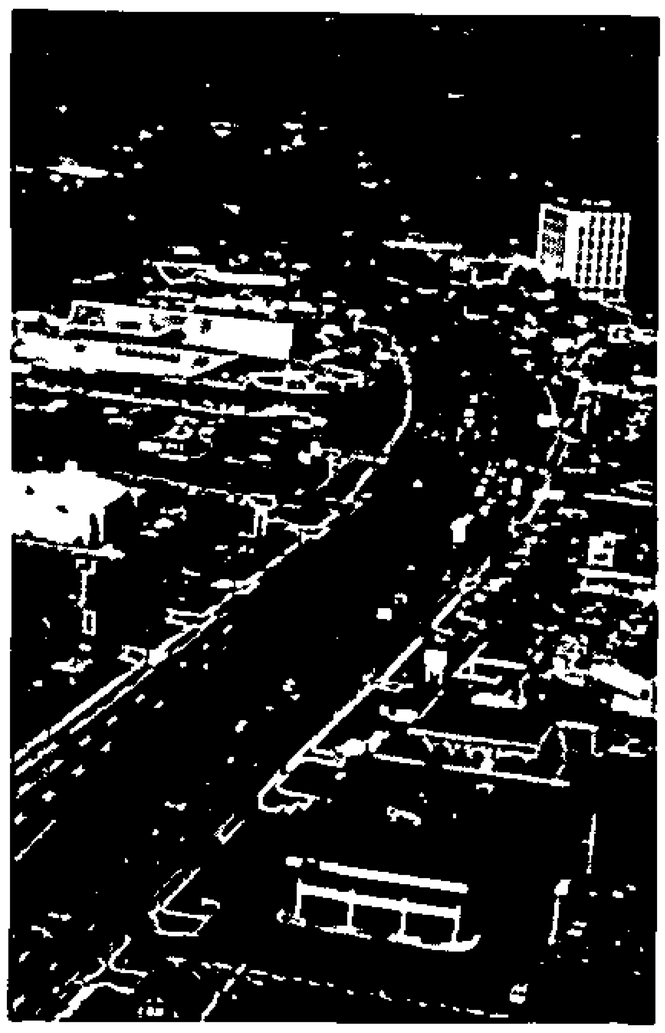
Program Only one project which was not on the 1997 highway needs list, found in the 2005 Transportation Plan, has been added to Charlotte-Mecklenburg's five-year roadway needs list

Transit

The Transit Corridors Study completed in 1989 by Barton-Aschman Associates and De-Leuw, Cather and Company, described existing rail rights-of-way as a unique, regional resource The consultant concluded that protection of existing rail corridors as railroad companies seek abandonment should receive top priority from the City of Charlotte

A Rail Right-of-Way Protection Program, funded at $1 million annually, was included in Charlotte's FY 1991-2000 Capital Needs Assessment, and the program received a high-priority, immediate-need rating from Charlotte-Mecklenburg Planning Commission staff A rail corridor preservation program has been included in Charlotte's preliminary FY 1992-96 Capital Improvement Program The program would be funded at $1 million annually with 40 percent of this total provided by the City and 60 percent contributed by the State of North Carolina as outlined in the next paragraph

In 1989, the North Carolina General Assembly passed legislation authorizing the North Carolina Department of Transportation to condemn property for rail corridor preservation and lease these corridors for interim compatible uses In the same year, the department received



$1-$2 million annually for rail corridor preservation The State and Charlotte will work cooperatively on purchasing rail corridors no longer needed by the railroads

Integration of Transportation and Land Use Planning

The District Plans currently being prepared by Charlotte-Mecklenburg Planning Commission staff support the recommendations of the 2005 Transportation Plan The approved document, District Plans General Policies, states that thoroughfares shown on the 1988 Thoroughfare Plan will be protected from development It also includes a policy encouraging higher densities along potential rail corridors Each of the seven district plans will identify tentative locations for transit stations

Planning Commission staff has projected likely land use changes in each of the potential light rail transit corridors which would support rail implementation Charlotte City Council will review this analysis in May 1991 to select the most-promising corridors for further study After the number of possible light rail transit corridors is narrowed, staff from the Department of Transportation and the Planning Commission will oversee additional planning activities to choose the priority light rail transit corridor After the priority corridor is selected, land use plans for the affected districts will be updated

Transportation Plan Updates

Further updates of the 2005 Transportation Plan are expected In 1992, the Plan will be re-evaluated using horizon year 2010 socio-economic projections developed by Planning Commission staff following review of 1990 Census data The 1992 Plan update will reflect revised estimates of facility completion dates and include a re-calibration of the travel simulation models using 1990 data

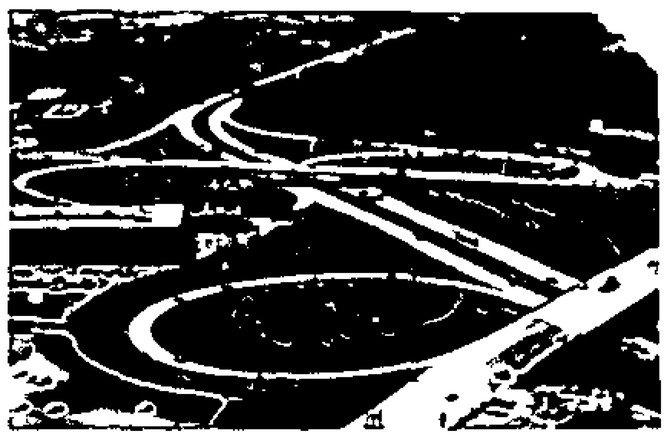


TABLE 2

STATUS OF MAJOR ROADWAY PROJECTS RANKING (NEEDED BY 1997)

		FUNDING STATUS	ESTIMATED COMPLETION DATE
1	Independence Boulevard (US 74)/Sharon Amity Road Interchange	NCTIP	After 1997
2	Independence Expressway (US 74)(Sharon Amity Road to Conference Drive)	NCTIP	After 1997
3	I 77 Widening to 6 Lanes (John Belk Freeway to Nations Ford Road)	NCTIP(A)	1996(B)
4	Freedom Drive (NC 27) Widening to 4 Lanes (Edgewood Road to Mt. Holly Road)	Unfunded(S)	
5	York Road (NC 49) Widening to 4 Lanes (Tyvola Road to South Carolina Line)	Unfunded(S)	
6	Graham Street Extension (Sugar Creek Road to Mallard Creek Road)	NCTIP	1995
7	Graham Street/NC 49 Connector	NCTIP	After 1997
8	Sam Furr Road Widening to 4 Lanes including Interchange with I 77	NCTIP(A)	1993(B)
9	Fairview Road Widening to 6 Lanes (Park Road to Colony Road)	CIP	After 1995
10	Sharon Road Widening to 6 Lanes (Sharon Lane to Sharon View Road)	CIP	After 1995
11	Westinghouse Boulevard Widening to 4 Lanes (NC 49 to Granite Street)	Unfunded(S)	
	Westinghouse Boulevard Extension (Culp Road to Sugar Creek)	CIP	1992
	Westinghouse Boulevard Widening and Extension (Carpet Street to Culp Road)	NCTIP	After 1997
12	Statesville Avenue Widening to 4 Lanes (Newland Road to Hickory Lane)	Unfunded(S)	
13	Woodlawn Road (US 521) Widening to 6 Lanes (I 77 to South Boulevard)	Unfunded(S)	
14	Fairview Road Widening to 6 Lanes (Providence Road to Carmel Road)	CIP	After 1995
15	NC 49 Widening to 4 Lanes (Mallard Creek Church Road to Cabarrus County Line)	NCTIP	1997
16	Statesville Road (US 21) Widening to 4 Lanes (Starita Road to Keith Drive)	Unfunded(S)	
17	Providence Road (NC 16) Widening to 4 Lanes (International Drive to Southern Outer Loop)	NCTIP	After 1997
18	Eastway Drive Widening to 6 Lanes (Sugar Creek Road to Kilborne Drive)(C)	Unfunded(S)	
19	US 521 Relocation (Southern Outer Loop to South Carolina Line)	NCTIP	1995
20	Northwest Circumferential (NC 27 to I 77)	Unfunded(S/Ch)	
21	Vance Road Extension (Lakeview Road to Northern Outer Loop)	Unfunded(S/Ch)	
22	Mallard Creek Church Road Widening to 4 Lanes (I-85 to NC 49)	NCTIP	1993 1997 After 1997(P)
23	Billy Graham Parkway (US 521)/West Boulevard Interchange	Unfunded(S)	
24	Beatties Ford Road Widening to 4 Lanes (Capps Hill Mine Road to Lakeview Road)	Unfunded(S/Ch)	
25	Colony Road Extension (2 Lanes) (Carmel Road to Rea Road)	CIP(D)	(E)
26	US 74 Collector Roads	Unfunded(S/Ch/MH)	
27	Sharon Amity Road Median (Providence Road to Addison Drive)(C)	CIP	After 1995
28	Johnston Road Extension (Porterfield Road to Southern Outer Loop)	Unfunded(S/Ch)	
29	Brookshire Boulevard Widening to 6 Lanes (I-85 to Hoskins Road)	Unfunded(S)	
30	NC 115 Widening to 4 Lanes (Statesville Road to W T Harris Boulevard)	Unfunded(S)	
31	Mallard Creek Road Widening to 4 Lanes (Graham Street Extension to W T Harris Boulevard)	NCTIP	1995 After1997(P)
32	Arrowood Road Extension (NC 49 to Sandy Porter Road)	Unfunded(S/Ch)	
33	Graham Street Widening to 6 Lanes (I 277 to Statesville Avenue)	NCTIP(A)	1994(B)
34	Eastern Circumferential (US 74 to Mallard Creek Church Road)	Unfunded(S/Ch/MH)	
35	Hoskins Road Widening to 4 Lanes (Rozzelles Ferry Road to Brookshire Boulevard)	CIP	After 1995
36	South Boulevard Widening to 6 Lanes (Woodlawn Road to Tyvola Road)	Unfunded(S)	
37	Lawyers Road Widening to 4 Lanes (Albemarle Road to Wilson Grove Road)	Unfunded(S)	
38	Cindy Lane Extension (Statesville Avenue to Nevin Road)	CIP(D)	(E)
39	Seventh Street Widening to 4 Lanes (Independence Boulevard to Laurel Avenue)	Unfunded(S)	

NCTIP 1991 1997 North Carolina Transportation Improvement Program
CIP FY 91 95 Charlotte Capital Improvement Program
(A) Interim project is funded long term improvements are unfunded
(B) Completion date for interim project
(C) Projects recommended for lowest priority by Planning Commission staff
(D) Funding of one half of the project costs has been secured through the public/private account in Charlotte s 1988 Bond Program
(E) Completion date is dependent on private participation
(P) Completion dates for various project phases
(S) State responsibility
(S/Ch) Currently State responsibility but could become local project though annexation or reduction in State roadway mileage Town abbreviation represents local responsibility

Transit Financing

During consideration of the FY91 Charlotte Transit budget in June 1990, Charlotte City Council chose not to increase fares as recommended in the system's Five-Year Financial Management Plan Council asked staff from the Charlotte Department of Transportation, Charlotte Transit, and the Budget and Evaluation Department to review long-range transit financing needs assuming different fare and service levels

In September 1990, Council asked staff to consider dedicating all of the proceeds from a $20 annual auto privilege license fee to fund transit operations The $20 fee is currently divided between transit operations ($7 50), the major intersection improvement program ($7 50), and general city operations ($5 00)

The preliminary operating budget for fiscal years 1992 and 1993, reviewed by Council at an April 1991 workshop, reflects dedication of the $20 00 fee to transit operations beginning with the FY 1993 budget This proposal is scheduled for Council adoption in June 1991

At Charlotte's request, a bill was introduced in the 1991 session of the North Carolina General Assembly which would permit the City to increase the auto privilege license fee up to $25 00 The $5 00 increase is needed to maintain current transit service levels and passenger fares

Inclusion of High-Priority Projects in Local Programs

An implementation task cited in the 2005 Transportation Plan discussed the importance of including identified project needs in local documents such as the Charlotte-Mecklenburg Transportation Improvement Program and Charlotte's Ten-Year Capital Needs Assessment

Roadways

As part of the 2005 Transportation Plan, staff from the Charlotte Department of Transportation, Charlotte-Mecklenburg Planning Commission, City Engineering Department and County Engineering Department ranked 39 roadway projects identified as needed by 1997 to ensure area highways operate below capacity The projects were ranked using ten criteria with each criterion having equal weight The criteria, along with the possibility of assigning different weights to the factors, were discussed with policy makers The criteria used in project ranking were

- reduces congestion
- improves safety
- provides benefits which outweigh project costs
- redirects growth geographically
- improves quality of life
- encourages specific development enterprise areas
- increases accessibility to employment concentrations
- reduces energy consumption from vehicle idling
- provides positive impact on air quality
- decreases neighborhood through traffic

The Charlotte-Mecklenburg Metropolitan Planning Organization, in an effort to better address existing congestion problems, approved a revised list of roadway project needs in July 1989 for inclusion in the FY 1990-94 Transportation Improvement Program Local transportation staff added an eleventh criterion, the reduction of current congestion, and evaluated each of the 39 projects shown as a 1997 need This criterion had equal weight to the original ten criteria The revised rankings applied only to the FY 1990-94 Transportation Improvement Program The 1997 project priorities in the 2005 Transportation Plan did not change

The project ranking in the FY 1992-96 Transportation Improvement Program, adopted by the Metropolitan Planning Organization on March 20, 1991, continues the priorities found in the FY 1990-94 program Those projects which remain unfunded have risen in priority as others have been added to the North Carolina Transportation Improvement Program or Charlotte's Capital Improvement Program (as shown by Table 2) Table 3 indicates the projects included in the FY 1992-96 Transportation Improvement

FLOODWAY AND STORM WATER MANAGEMENT

Late last year, a rezoning petition on Runnymede Lane generated considerable discussion on the issue of development in and along regulated floodways. Questions also arose as to the relationship between floodplain regulation and emerging storm water management regulations.

The Planning staff volunteered to arrange a presentation on these issues for the February 3 Council workshop. City and County Engineering staffs and the Planning staff will discuss the history and status of our present regulations and the relationship between those regulations and the objectives of storm water management. Council will then determine if changes in present policy and/or regulations should be further investigated by staff.

FREEDOM PARK

Master Plan

In the fall of 1989, City Council approved a master plan for the redevelopment of Freedom Park. This plan followed many public input meetings which discussed the needs of the park and what should be done. The result was a blueprint for improvements which would enhance the overall beauty of the park. The cost estimate, in order to carry out each and every phase, was over $11 million.

City Council established a capital budget account for Freedom Park improvements and earmarked $500,000 per year for the five-year Capital Budget. Phase I -- dredging the lake, constructing a wall to protect the edge of the lake, a sidewalk, storm drainage and lighting has recently been completed.

Phase II

In June of 1991, City Council deferred a decision to appropriate $500,000 for Phase II or any other further funding for improvements to the park until such time that an additional explanation of the project could be received. Two-thirds park bond funds were set aside for this project at that time.

Phase II improvements are directed at the main children's playground. Freedom Park is a magnet for children and the proposed work would improve the quality of the play experience for them. The park's existing playgrounds are in need of rehabilitation in order to reduce the possibility of injury to a child falling from play equipment onto a hard surface. Parks and Recreation has been conducting a program over the past five years to improve all of our playgrounds. To date, this project is approximately 90% complete. Playground improvements at Freedom Park had been delayed due to the anticipation that they would be carried out as Phase II of the overall park upgrade.

PHASE II - FREEDOM PARK - PLAYGROUND IMPROVEMENTS:

- Keep and improve existing locomotive. Create a "western town" depot at the locomotive with play horses and a facade of the western town.
- Create a "gold mine" area with diggers and mine walls.
- Construct a "giant" or Gulliver figure that children could play on.
- Construct a "Village of Lilliput" - a large wood climber.
- Develop a specific tot play area for young children.
- Provide a specific handicap play area (all areas of the playground are to be handicap accessible).
- Standard swings, benches and other play equipment will be installed.

Estimated cost of these improvements is approximately $390,000.

The construction of this playground will make it the play focal point for the park. In keeping with the master plan, the playground at Princeton Avenue will remain. All other play facilities will be removed.

Safety improvements to the play facilities must be made even if the scope of this entire project is not authorized. It is estimated these minimum improvements and equipment removal would cost in excess of $100,000.

In addition to the playground improvements the remainder of the $500,000 requested will be used to install the irrigation system proposed to be placed around the lake, thus protecting and enhancing the landscaping accomplished by numerous volunteers; place new park benches around the lake and cover design fees. It is anticipated that landscaping of this playground area will be accomplished by City Trees, a nonprofit group that accomplished the fall planting at the park.

It is also proposed that Phase II will address, in a temporary way, the problem of cut through traffic by closing off the roadway which connects the Sugar Creek side of the park to Cumberland Avenue. Permanent resolution to this problem is programmed in later phases of park improvements. These improvements will all be in compliance with the City Tree Ordinance.

Should Council approve the expenditures of these bond funds, title to the park could not be conveyed to the County until such time as the bonds have been repaid. A lease arrangement could be considered.

Property issues will be be considered as part of the overall consolidation process.

Advisory Committee Recommendation

The Charlotte Advisory Parks Committee has reviewed and approved of this plan. In light of the overall funding needs for parks it is the intention of the Committee to revisit the entire master plan for Freedom Park and return to you with additional recommendations in the future.

MAJOR MAYOR/COUNCIL 1992 TRIPS

March 7-10, 1992	National League of Cities Annual Congressional City Conference; Washington, DC
May 11-13, 1992	Chamber Inter-City Trip; Toronto, Canada
October 25-27, 1992	North Carolina League of Municipalities; Greensboro, NC
November 28- December 2, 1992	National League of Cities Annual Congress of Cities and Exposition; New Orleans, LA

CITY COUNCIL WORKSHOP 2/3/92

MAYOR	✓
CAMPBELL	
CLODFELTER	✓
HAMMOND	✓
MCCRORY	✓
NAJEED	✓
MANGUM	✓
MARTIN	✓
PATTERSON	✓
REID	✓
SCARBOROUGH	✓
WHEELER	✓

5:10 p.m.

Vinroot
Pressley - Transportation Briefing
Bill Finger - CDOT
Clodfelter
Finger
Finger
Clodfelter
Finger
Clodfelter - Uptown Transportation Council Mary
Vinroot

Finger
Clodfelter - asked for resolution for next
Vinroot agenda
Clodfelter - Put on agenda
Hammond
Clodfelter / Hammond unan.
McCrory
Clodfelter Hwy. 27 West?
Finger
Clodfelter
Finger
Pressley Priority on
Finger - continues to have I/P
Pressley
Martin
Finger
Mangum - Park Rd. extension - could -
State take it long enough to extend?
Finger
Mangum
Finger
Wheeler - Colony Rd.
Finger
Wheeler
Finger

Wheeler
Singer
Mangum
Singer
Mangum
Wheeler
Singer - Light Rail
Pressley - Commuter - Heavy
Mangum
Pressley - Slides
Washington Metro - Heavy
Mangum
Pressley - Light rail does not have to be separated or protected - no special track. Federal funding if we qualify. What corridor?
Majeed - Is population density a factor Pressley YES in getting grant?
Majeed
Pressley
Majeed
Walter Fields -
Majeed

Vinroot - must get policies in place to
Majed be ready in 20 years.
Vinroot
Pressley
Reid
Pressley - 1st Phase $250,000
Vinroot
Reid
Vinroot
Dinger
Mangum
Pressley
Mangum
Pressley
Patterson
Vinroot SIDE 2, TAPE 1 5:55
Martin
Pressley
Martin
Pressley
Vinroot - Rock Hill helped to get
money, but that may not be
route
Martin
Reid 3B

Pressley
Reid
Pressley
Reid
Pressley
Reid do we lose Fed. funds if we do not use immediately.

Pressley
Lynn P
Patterson
Unroat

Recess - get dinner 6:00
Reconvene 6:10

#2- Floodway + Storm Water Mgmt.
Ed Unroat
Fields
Jim Schumacher floodway regulations -
~~Floodplain~~ developed + adopted early 1970's - development in floodplain prohibited after that.

Clodfelter
Schumacher
Clodfelter

Schumacher
Clodfelter
Schumacher
Clodfelter
Schumacher
Clodfelter
Schumacher
Mangum
Schumacher
Mangum
Schumacher - possibly caused by their
Mangum own development.
Schumacher
Linnod
Schumacher
Scarborough
Schumacher
Mangum
Schumacher
Mangum
Schumacher
Mangum
Schumacher
McCrory
Schumacher

Clodfelter
Schumacher
Clodfelter
Schumacher - 1978 - Detention ordinance
we have now in effect since
1978
Water Quality - Detention is
an engineering solution - whether
to do it or not.
Clodfelter
Schumacher
Clodfelter
Schumacher
Venroot.
Schumacher
Venroot
Schumacher
Clodfelter
Morgan
Schumacher
Morgan
Schumacher
Morgan

Schumacher

Clodfelter - Floodway regulations narrowly focused

Fields

Clodfelter - ask staff to bring options in next couple of months.

Vincent

Martin

Clodfelter

Vincent

Clodfelter - Progress of Stormwater utility -

McCrory - What type of contract - same consultant working under 2 contracts - one with City, one w/County

#3 Freedom Park

Tom McDermott - Parks & Rec.

Phase I recently completed.

Slides - Replace hard surfaces under play equipment with soft surfaces.

Presented plan for further improvement.

TAPE 2, SIDE 1 6:55

$500,000 for Phase II

Vinroot - What are subsequent phases - timetable?

McDermott - No real timetable - $500,000 per year proposed for 20 years

Sydnor -

Vi Alexander - $2.5 mil over 5 year CIP

Funding is 2/3 Parks Bonds

Patterson

McDermott

Patterson

McDermott

Patterson

Cloodfelter -

McDermott

Cloodfelter

McDermott

Cloodfelter

McDermott

Patterson - What do we have in imp. to existing Parks

Alexander

Patterson

McDermott
Patterson
McDermott
McCrory
McDermott
McCrory
Alexander
Patterson
Alexander
McCrory
Alexander
Reid
McDermott
Reid
McDermott
Reid
McDermott
Reid
McDermott
Reid
McDermott
Reid
McDermott
Clodfelter - Fillmore Park - lead
McCrory

Clodfelter
McCrory
Patterson
Alexander - Yes
Patterson
Alexander
Venroot -
Sypert
Venroot
Clodfelter
McDermott
McCrory - Is there legal ramifi-
cations for using bond
money
Alexander
McDermott
Venroot - Questions of Parlia
Adv. Committee?
Mahler Adams
Venroot
Sypert
Venroot
McDermott
Venroot
Marzum

Vinroot - 7

#4 - Council Travel
Vinroot - 6 Members - Las Vegas

-6-

ask staff for Council travel
records over last 5 or 6 years.

Reid - need more structure
Vinroot
Reid
Vinroot
Reid
Vinroot
Patterson
Vinroot
McCrory
Vinroot
McCrory / Reid Move Mayor
Patterson suggestion
Vinroot
McCrory - Reduced our budget by 50%
Vinroot

Martin
Reid
Martin
Reid
Martin

Mangum
Reid

Mangum
Vinroot
Seifert - Mid-year budget review
ordinance - budget will be
available at 3:30

#5 Vinroot - report from Wendell
on Employee not working

White - TOTAL OF
28 - suspended
7 terminated - CMUD

5 were supervisors - TERM

17 suspended were supervisors

We have rules regarding breaks, etc.
Every department will be asked
to make sure everybody knows the
rules. We will make sure that

We over 195 square miles - employees have 2-15 minute breaks, lunch break.

Have good Internal Consulting Division - add a position to this group to be an auditor - appoint a small group from private industry to guide this division in that area. Each Employee must understand their responsibilities to the organization.

1. Validation & monitoring

Vincool - do not want "big brother" organization -

White -
Vincool
Scarborough

Tracking system on citizen calls
Majeed - do not need gestapo type
operation to monitor this.
Do that with no additional
personnel.

Reid - 100% opposed to adding a
new bureaucracy.

Patterson - do not add a position.

Clodfelter - likes the way Manager
Handled
Mangum
White 2 being reviewed have
now gone from suspended
to dismissed.
Mangum
Hammond
White
Wheeler 50 INFRACTIONS IN 2 MONTHS
McCrory
White
McCrory

How do we set workforce projections

Martin - thanked the managers. First supervisor ~~[illegible]~~ over field people need to get out into field occasionally to see what their people are doing

Scarborough
White
Martin
White
Vincent
Clodfelter
White
Reid
Patterson
McCrory / Scarborough - Personnel + Finance committee take + refine ideas discussed here tonight.

Scarborough
Vincent
Borgsdorf - ZONING -
Scarborough / Clodfelter - Put

Reid/ Hire 210 new offices
McEvoy - Public Safety Committee
for study

Adjourn 8:30 p.m.