



## **AGENDA**

### **CALL TO ORDER**

### **DISCUSSION ITEMS**

- 1. Mobility Plan (Brian Elgort)** - Kimley-Horn will be in attendance to present a mobility plan for Pineville **(INFORMATIONAL)**.
- 2. Discussion of Revenue Projections (Ryan Spitzer)** - Review and discuss whether to move forward with projects that were put off due to Covid-19.
- 3. Budget Calendar (Ryan Spitzer)** Discuss and agree on dates for Budget Sessions.
- 4. Board Appointments (Barbara Monticello)** Board to discuss appointments to the Planning Board, Board of Adjustment and Arts and Science Council Advisory Board.

### **CLOSED SESSION**

- 5. Discussion of matters pursuant to NCGS 143-318.11 (4)** - real estate contract pertaining to economic development.

### **ADJOURN**

If you require any type of reasonable accommodation as a result of physical, sensory, or mental disability in order to participate in this meeting, please contact Barbara Monticello, Clerk of Council, at 704-889-2291 or bmonticello@pinevillenc.gov. Three days' notice is required.

**Members of the public will not be permitted in person but may join the meeting via ZOOM. Instructions are below:**

**Topic:** January Work Session

**Time:** Jan 25, 2021 06:00 PM Eastern Time (US and Canada)

#### **Join Zoom Meeting**

<https://us02web.zoom.us/j/83703598017?pwd=NTd3Qj9CM0N3RzlyWDJ2dW5qaDRtUT09>

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**Passcode:** 322881

#### **One tap mobile:**

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# SPEAKER SIGN-UP SHEET

## TOWN COUNCIL WORK SESSION

### MONDAY, JANUARY 25, 2021

When signing in to speak at the meeting, please **print** clearly. If you wish to speak on an agenda item, please indicate which item(s) you wish to speak on. If you are speaking on something *other than* an agenda item, please indicate that.

YOUR NAME & NAME of the BUSINESS YOU REPRESENT.	TOPIC YOU ARE SPEAKING ON:
1)	
2)	
3)	
4)	
5)	
6)	
7)	
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11)	
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19)	
20)	
21)	
22)	

**\*Meeting was held virtually for the public to call in with comments.**

# Council Meeting

## Pineville PLANNING & ZONING

**To:** Town Council  
**From:** Brian Elgort  
**Date:** 1/25/2020  
**Re:** **Mobility Plan** (*Informational Item*)

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### **BACKGROUND:**

The Pineville Mobility Plan is a local comprehensive transportation plan that establishes a town-wide vision and coordinated recommendations for multi-modal travel and access within and through town. It provides a path forward towards creating a transportation system that is welcoming for pedestrians, cyclists, and patrons of public transportation, improving the safety and quality of life of Pineville's residents.

In December of 2018, staff began the process of developing a mobility plan for the Town that would focus on bicycle, pedestrian, and public transportation activities. After consulting with CCOG and CRTPO, staff issued an RFQ in December of 2019 and selected Kimley-Horn and Associates, Inc. as our consultant in January of 2020.

Kimley-Horn did extensive analysis of the existing conditions in Pineville leading into the public workshop in March 2020, which was attended by roughly 60 people. This event featured a number of different activity stations designed to educate attendees on the mobility planning process and gather meaningful feedback that would guide the plan's recommendation; this feedback centered the most popular destinations in town, preferred types of pedestrian and bicycle facilities, and the most commonly identified barriers to pedestrians and bicyclists.

As a follow up to this public workshop, there was a public survey posted online which received 174 unique responses. The survey used the feedback gathered during the public workshop to garner more detailed insights. The survey allowed respondents to rank various aspects of the plan, including policy, zones of the town to improve, and specific locations on which we should focus improving.

### **PROPOSAL:**

The Pineville Mobility Plan serves as a guide for future decision making and planning efforts related to multimodal transportation in Pineville. The Town – both staff and Town Council – can reference the recommendations and prioritization in the document to create a more connected community that provides more transportation options for all users.

### **STAFF COMMENTS:**

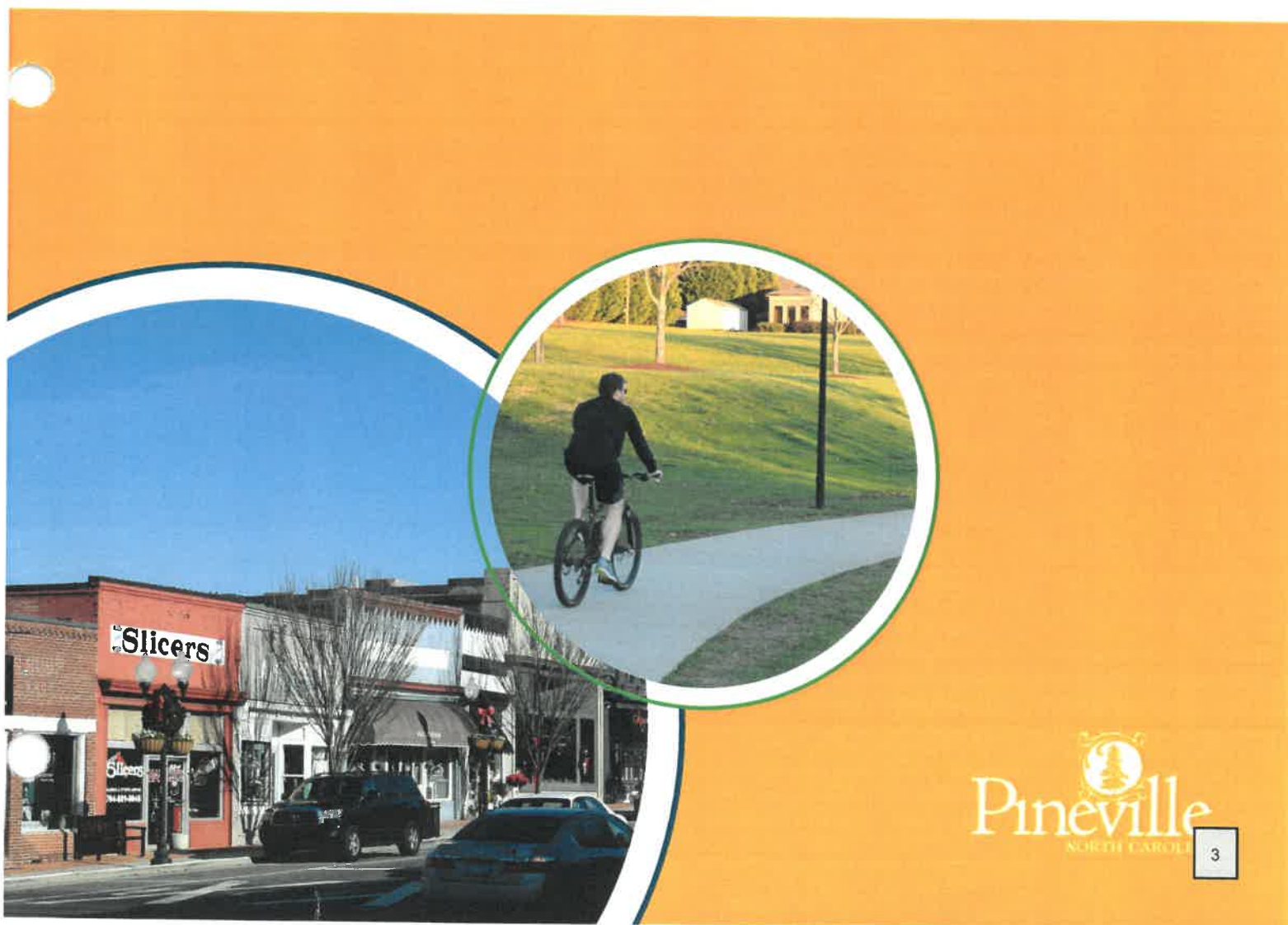
Staff believes that the proposed plan will enable the Town to improve infrastructure in a quicker and more meaningful manner by providing a system for prioritization

### **PROCEDURE:**

This meeting is to familiarize you with the proposal and to hear comment. We plan to propose adoption of this plan during a public meeting at the February Town Council meeting.

**DRAFT**

# PINEVILLE **MOBILITY PLAN**



# Table of Contents

**Introduction** \_\_\_\_\_ **4**

**Existing Conditions** \_\_\_\_\_ **8**

**Engagement** \_\_\_\_\_ **26**

**Facility Recommendations** \_\_\_\_\_ **30**

**Implementation Plan** \_\_\_\_\_ **44**

**Policies and Programs** \_\_\_\_\_ **52**

**Conclusion** \_\_\_\_\_ **58**

## Acknowledgments

We extend our sincere appreciation and gratitude to the residents, business owners, elected officials, Town staff, and stakeholders who participated in the planning process and guided the development of the Pineville Mobility Plan. Everyone's time, input, and energy are greatly appreciated.

## Project Team

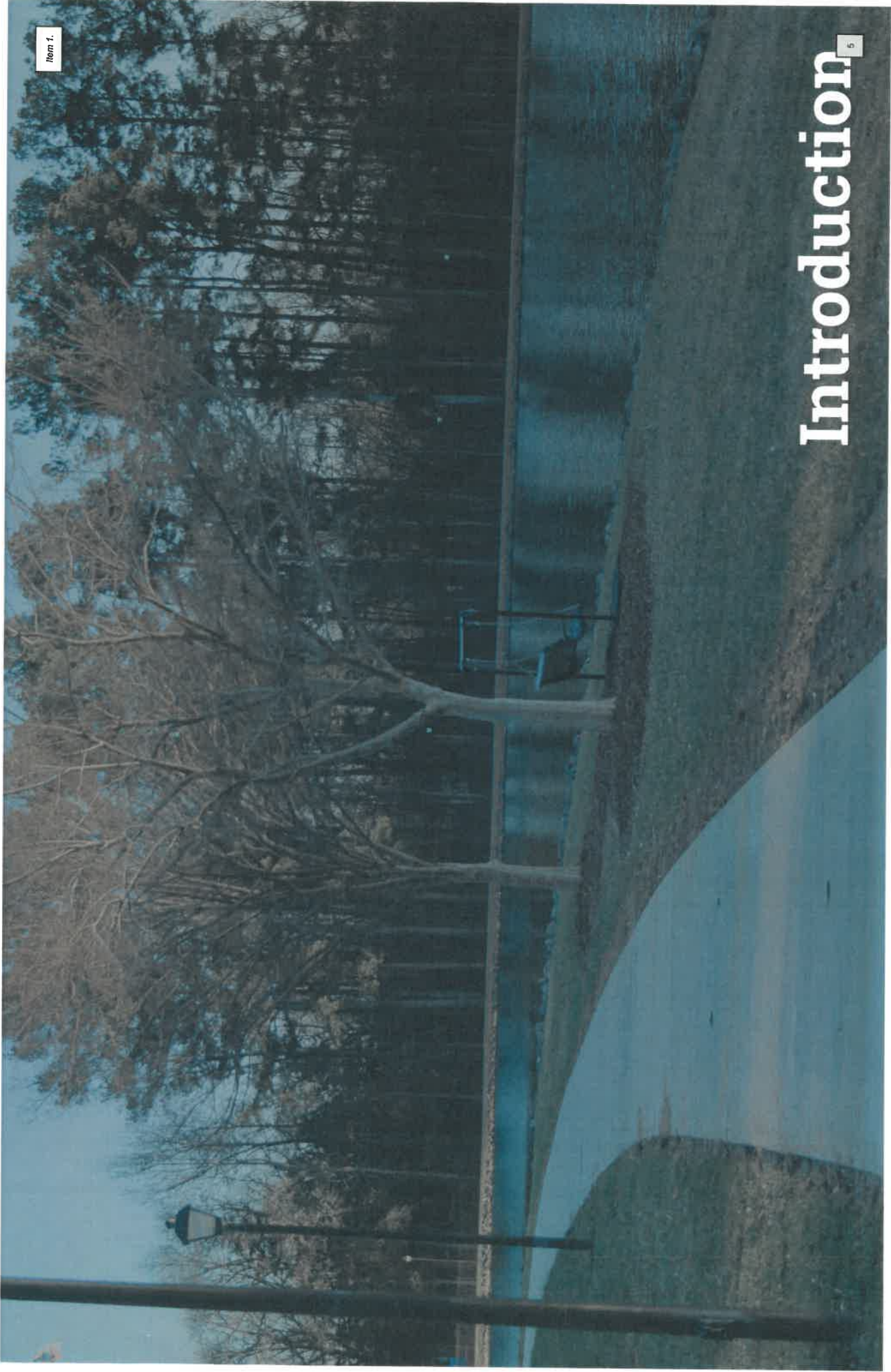
Travis Morgan | Planning Director  
Brien Elgar | Town Planner  
Kimley-Horn and Associates, Inc.

## Steering Committee

Kristy Dewiler | Parks and Recreation Director  
Heather Creech | Parks and Recreation Program Coordinator  
Erin Hamilton | Parks and Recreation Athletic Coordinator  
Jordan Williams | Parks and Recreation Assistant  
Scott Fuller | Park Maintenance Supervisor  
Ryan Spitzer | Town Manager  
Brien Elgar | Planning  
Tad Hardy | Park Board  
Sue Bankston | Park Board

**Kimley»»Horn**

# Introduction<sup>5</sup>



# Overview

The Pineville Mobility Plan is a community-driven effort that assesses current bicycles, pedestrian, and transit conditions in Pineville, identifies ongoing needs, and develops recommendations for a multimodal transportation system that is safer and easier for all users. The Pineville Mobility Plan provides the model for creating an accessible, multimodal community for everyone in Pineville.

## Purpose

The Town of Pineville is a growing North Carolina community that has small town charm and, as it is just a short drive from Charlotte, access to amenities that city life offers. With an increasing population and a desire for accessible and connected multimodal transportation options, there is a demand for a more walkable and bikeable community. With those priorities in mind, the Town of Pineville developed the Pineville Mobility Plan to ensure success for future generations by creating more active transportation options for residents, businesses, and visitors.

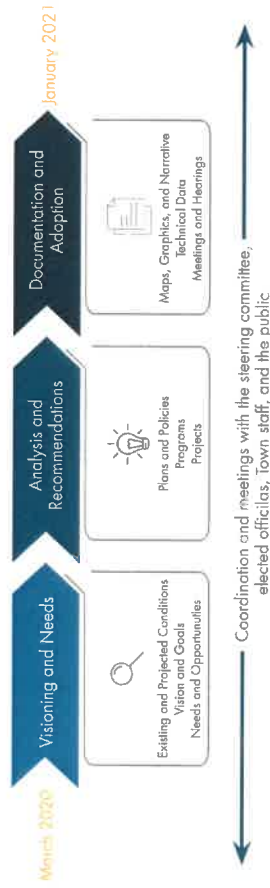
The Pineville Mobility Plan serves as a guide for future decision making and planning efforts related to multimodal transportation in Pineville. The Town should reference the recommendations and prioritization in this document to create a more connected community that provides more transportation options for all users.

## Planning Process

This planning process included three key phases: Visioning and Needs, Analysis and Recommendations, and Documentation and Adoption. The Plan used existing data and public input to help build the foundation for coordinated recommendations. The process for this Plan followed four pillars of planning philosophy:

- Make better places by creating more transportation options
- Value the voices of strategic stakeholders and local citizens
- Use current plans as a starting point for future strategies
- Create solutions customized to fit the needs of our community

## Planning Process and Schedule



# Vision and Priorities

To make the Pineville Mobility Plan successful for the community, it was imperative to develop a vision and set of guiding priorities that are consistent with the needs of Pineville residents. The established vision and guiding priorities permeate throughout the document to ensure that all analysis and recommendations relate back to these critical elements.

## Pineville Mobility Plan Vision Statement

*Identify current and ongoing needs and develop recommendations for a multimodal transportation system that is safer and easier for all users.*

## Guiding Priorities



**Safety** - Limit the number of crashes and provide safe facilities for pedestrians and cyclists



**Pineville Connectivity** - Create a multimodal network within Pineville that connects Downtown, schools, businesses, and parks



**Walkability** - Provide pedestrian facilities that are accessible for all ages and users



**Bikeability** - Provide bicycle facilities that are accessible for all levels and ages of cyclists



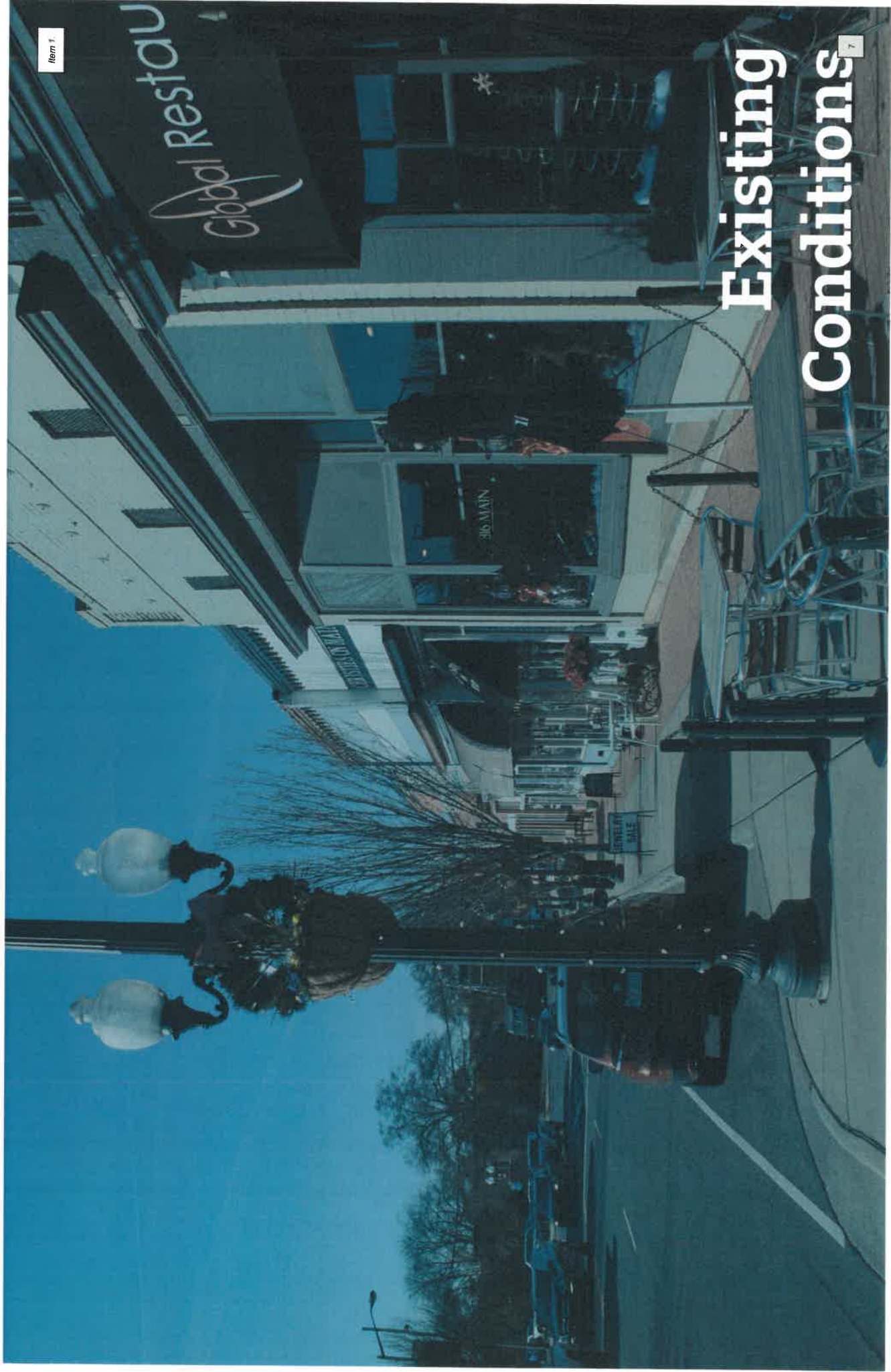
**Transit Access** - Increase access to transit stops via active transportation facilities (biking and walking)



**Regional Connectivity** - Create the opportunities for cyclists, pedestrians, and transit users to access neighboring cities and towns



Item 1



# Existing Conditions

7

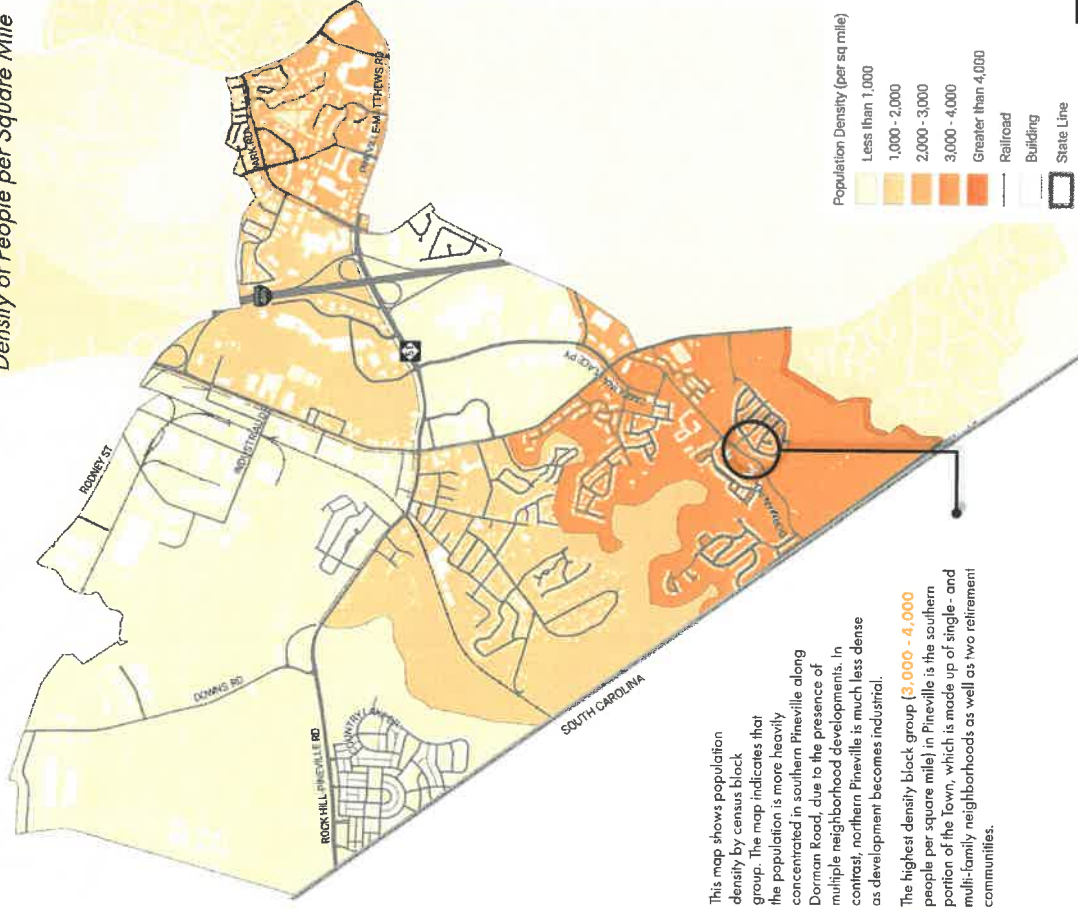
# Demographics

This chapter is intended to provide a snapshot of the current conditions related to the people of Pineville and their mobility around the town and region. Unless otherwise stated, the data analyzed is foundational to understanding Pineville's community today in order to plan for the needs of the future. The data in this chapter was provided by the Town of Pineville, Mecklenburg County, the North Carolina Department of Transportation (NCDOT), and the 2018 American Community Survey 5-Year Estimate. Data was collected in March and April 2020.

Existing Conditions

Item 1.

## Population Density Density of People per Square Mile



Source: US Census Bureau, 2018 American Community Survey 5-Year Estimates

### At a Glance

#### Projected Population Growth



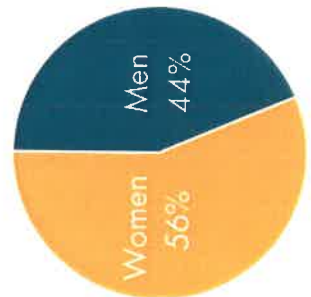
Source: US Census Bureau, Census 2010 Summary File | Esti forecasts for 2014 and 2024

#### Median Household Income



Source: US Census Bureau, 2018 American Community Survey 5-Year Estimates

#### Age and Sex Distribution



#### Largest Age Group

25-29 years old  
849 people

#### Smallest Age Group

75-79 years old  
239 people

#### Top 5 Industries in Pineville

- 13% Retail Trade
- 12% Accommodation and Food Services
- 11% Manufacturing
- 9% Health Care and Social Assistance
- 5% Construction

Source: US Census Bureau, 2017 OnTheMap

#### Top 5 Industries Pineville Residents Work

- 13% Retail Trade
- 12% Accommodation and Food Services
- 10% Health Care and Social Assistance
- 9% Administration & Support, Waste Management and Remediation
- 8% Professional, Scientific, and Technical Services

9 Pineville Mobility Plan

## Minority Population Percent Minority Population per Block Group

The minority population in the Town of Pineville is approximately 53.0%. The largest minority group are African Americans, who make up approximately 34.6% of the population. Asians make up 5.1% of the total population and 2.1% of the population identifies as two or more races. The total Hispanic population of any race in the town is 11.2%. The total minority population of Pineville is about the same as that for Mecklenburg County, which is approximately 52.7%.

The northernmost block group within Pineville has the highest minority population at about 75% - 90%. Considering the limited number of housing units in this area of Pineville, this percentage could be due to the large size of the block group, which extends farther north past the Pineville Town limits.

## Population Growth Population Growth Rate from 2010-2018



This map shows how much the population has grown between 2010 and 2018 by block group.

The map indicates that the population has grown the most in the northern and southern portions of Pineville. This is likely due to the development of neighborhoods and residential areas.

The development of the McCullough single-family residential area contributed to the 40% - 60% growth rate of the area.

Southern Pineville has seen an increase in both single and multi-family housing, resulting in a high growth rate of 20% - 40%.

Source: US Census Bureau, 2010 Census, 2018 American Community Survey, 5-Year Estimates  
Pineville Mobility Plan

## Car Ownership Percent of Households with Zero to One Vehicles

This map shows the percentages of households that have access to zero to one vehicles by census block group. Within Pineville, approximately 14.9% of households do not have access to a vehicle and about 48.4% of households have access to one vehicle.

Within the southern- and easternmost block groups, approximately 60% - 75% of households have access to zero to one vehicles. This could be an indicator that these areas have sufficient transit routes and active transportation options. Conversely, these areas might be more vulnerable to a lack of mobility.

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Source: US Census Bureau, 2018 American Community Survey, 5-Year Estimates

# Land Use

The following section evaluates the land use of Pineville, both existing and proposed, to understand how Pineville looks today and develop recommendations that will serve the town's future.

## Proposed Developments Areas of Proposed Development\* in Pineville

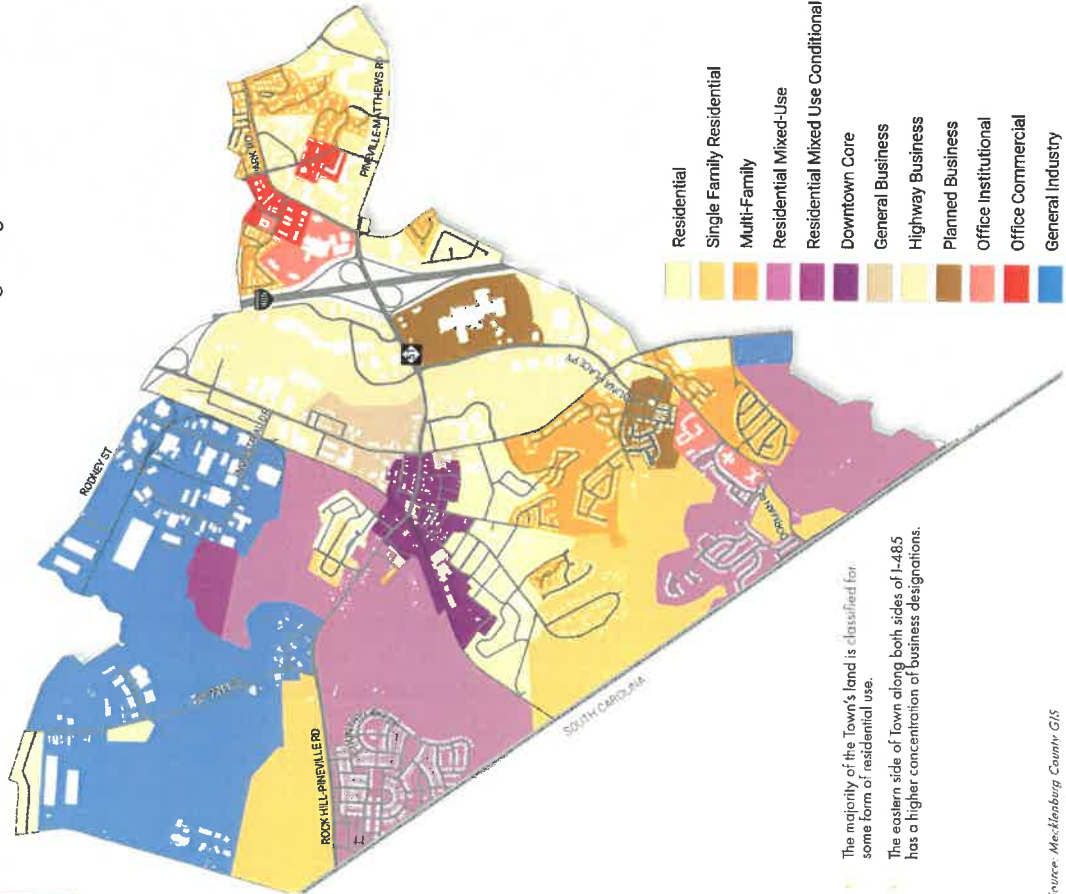


## Environmental Features Water Feature Considerations



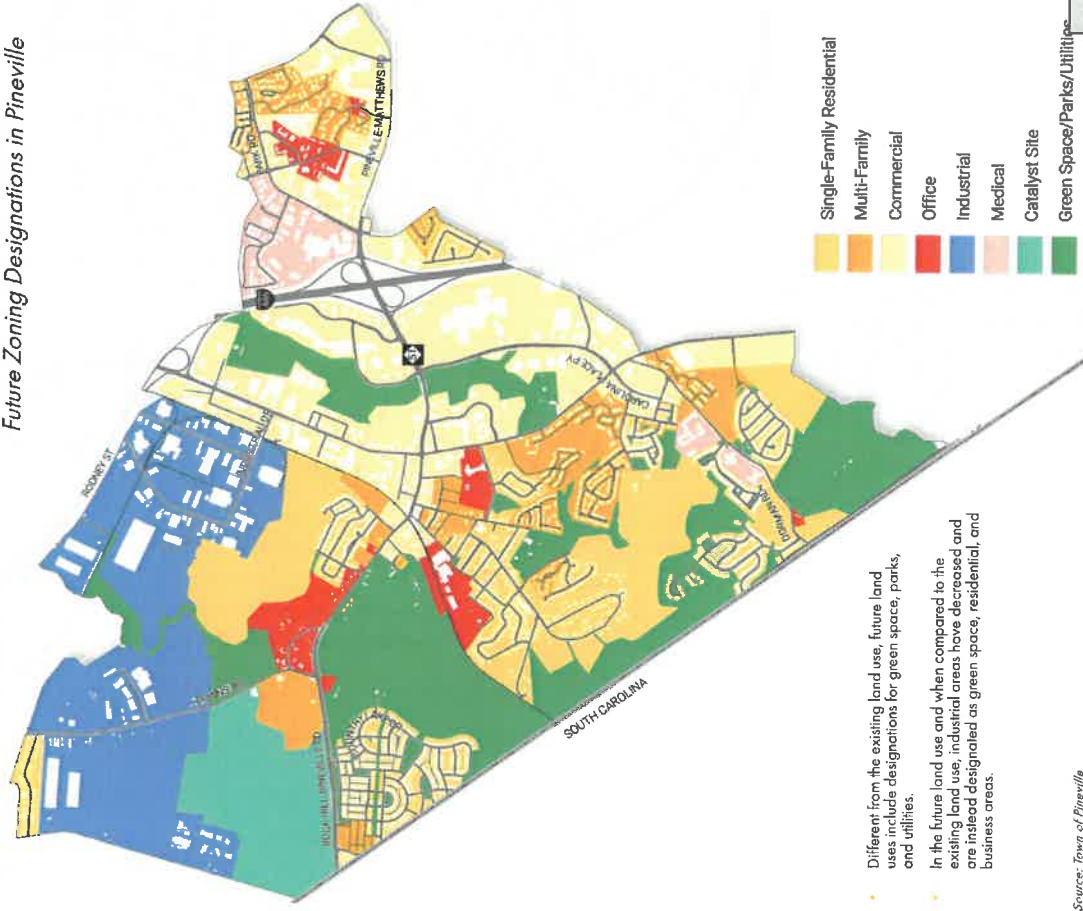
## Existing Land Use

### Current Zoning Designations in Pineville



## Future Land Use

### Future Zoning Designations in Pineville



# Mobility Conditions

The following pages display maps and spatial data that are crucial to understanding current pedestrian, bicycle, and transit conditions in Pineville. This data will help create the foundation for future recommendations.

## How people get to work...



## Where people work...



## STAY and Work in Pineville

## Key Destinations

Key destinations in the Town of Pineville are the places where community members go to work, play, or recreate. These destinations include schools, parks, and shopping. Noting the connections between the key destinations will help inform the multimodal recommendations in the Pineville Mobility Plan. Providing accessible transit and active transportation options will help pedestrians and cyclists reach their desired destination.

- Recreation areas of interest include Jack D. Hughes Park, Lake Park, and the Belle Johnston Community Center.
- Carolina Place Mall is identified as the major center for shopping and dining in Pineville.
- A primary hub for business is located near Altium Health.

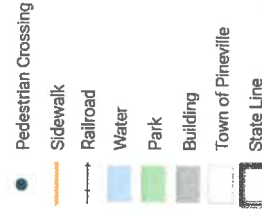


## Pedestrian Facilities Existing Sidewalks and Crossings



This map displays the sidewalks and pedestrian crossings that exist in Pineville. Sidewalks are necessary for the safe travel of pedestrians through town. They provide the links people need to travel without a vehicle. In combination with crossings, sidewalks connect community members to their home, work, recreation, and shopping areas.

- Sidewalks are most prominent in residential areas and along NC 51.
- Crosswalks are most prominent near Pineville Elementary School but are lacking along major roads.



Source: Mecklenburg County, GIS

## Bicycle Facilities

### Existing Bike Lanes and Greenways

This map displays the bicycle facilities that exist in Pineville. Facilities include greenways and designated bike routes. Bike facilities give bicyclists a safe method of travel. Roads that are not designed to accommodate bicyclists can create conditions not conducive to riders, resulting in an unsafe environment. Bike facilities benefit a community by providing a connection to key destinations within town and serving as a method of exercise.

Pineville does not currently have bicycle facilities aside from a bike lane along the Town Line on Park Road and a short, multiuse path leading to Jack D. Hughes Park.

## Bicycle + Pedestrian Safety

### Bicycle and Pedestrian Crashes from 2007-2018



This map displays points where bicycle and pedestrian crashes occurred from 2007 to 2018. In this time frame there have been 23 bicycle crashes and 82 pedestrian crashes. Of the bicycle crashes, one of these was a serious injury. Of the pedestrian crashes, seven resulted in serious injuries. The high number of pedestrian crashes indicates that safety could be improved. This location data, coupled with an analysis of existing bicycle and pedestrian facilities, points a picture for the possible causes of crashes.

Pedestrian crashes are concentrated in eastern Pineville near employment centers and major shopping areas.

Source: North Carolina Department of Transportation

## Greenway System

### Existing and Proposed Greenways and Trails

This map shows the existing and proposed greenways in Pineville. The Mecklenburg County Comprehensive Park and Recreation Master Plan Update (2015) includes the Greenway Master Plan, which proposes the development of four greenways in the Pineville area. The figure also shows the Carolina Thread Trail, a regional network of planned greenways and trails.

Proposed greenways in the Pineville area include:

- Sugar Creek Greenway
- Little Sugar Creek Greenway
- McAlpine Creek Greenway
- McMullen Creek Greenway



## Transit Routes Existing CATS and LYNX Blue Line Routes

The Town of Pineville is serviced by Charlotte Area Transit System (CATS) bus routes that run along NC 51 and serve North Polk Street, Carolina Place Mall, and the shops and businesses in East Pineville. This figure shows where the bus routes and stations are located in Pineville. CATS also provides a light rail service. The LYNX Blue Line ends just north of Pineville at the Sharon Road West Station. The bus and rail systems serve as a connection to the greater Charlotte region.

CATS bus routes that service the Pineville area include 19, 42, 43, 51, and 58.

CATS light rail that service Pineville include the LYNX Blue Line.



 CATS Bus Route  
 LYNX Blue Line

## Potential LYNX Stations Areas for Potential LYNX Blue Line Stations

In October 2019, the Town of Pineville passed a Resolution of Support to extend the LYNX Blue Line light rail to Pineville and Ballantyne. The goals of this extension are to:

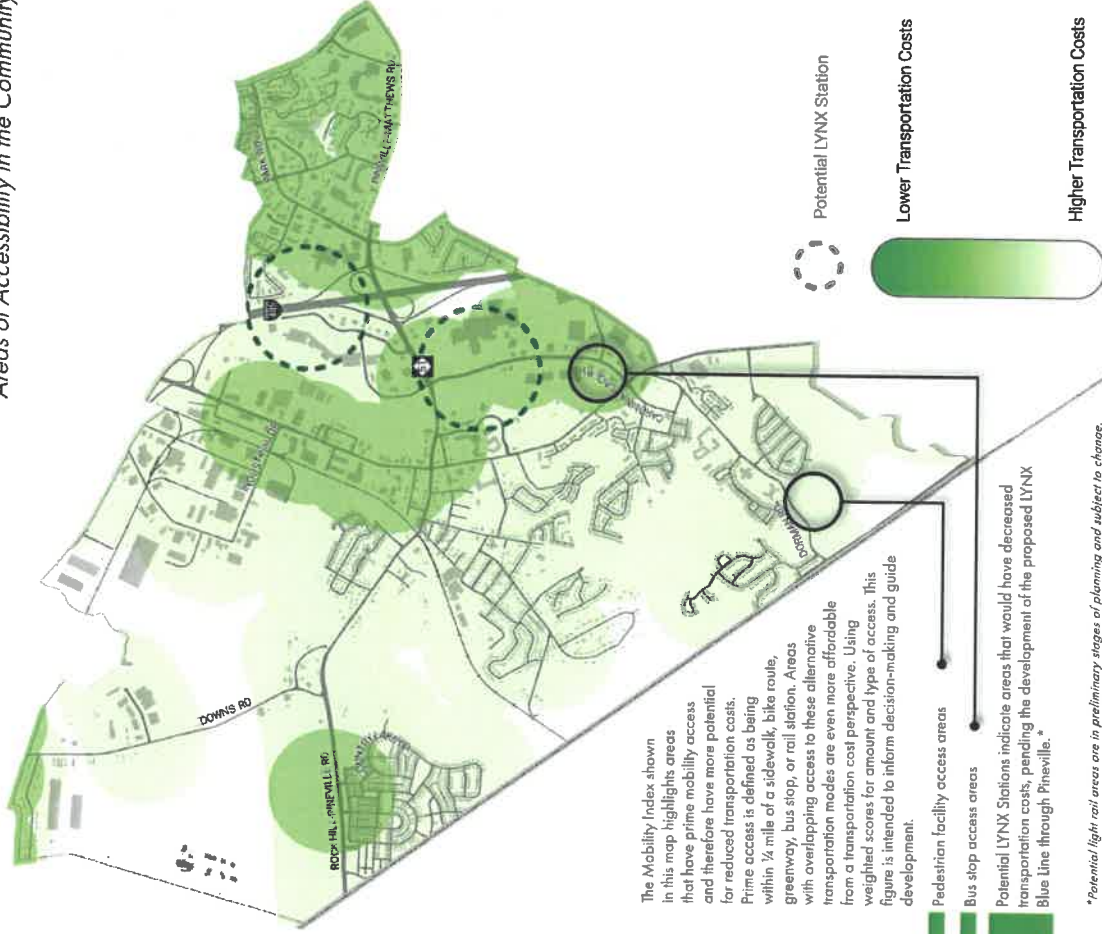
- Increase access for residents to major employment and commercial centers
- Promote urban and mixed-use development in areas of opportunity
- Increase corridor capacity to address congestion along I-485 and Johnston Road

Preliminary areas for the potential stations in Pineville are proposed along I-485, north of the I-485/NC 51 Interchange, and near the Carolina Place Mall.\*



 Potential Station Area

## Item 1. Mobility Index Areas of Accessibility in the Community



The Mobility Index shown in this map highlights areas that have prime mobility access and therefore have more potential for reduced transportation costs. Prime access is defined as being within 1/4 mile of a sidewalk, bike route, greenway, bus stop, or rail station. Areas with overlapping access to these alternative transportation modes are even more affordable from a transportation cost perspective. Using weighted scores for amount and type of access, this figure is intended to inform decision-making and guide development.

 Pedestrian facility access areas  
 Bus stop access areas

Potential LYNX Stations indicate areas that would have decreased transportation costs, pending the development of the proposed LYNX Blue Line through Pineville.\*

\*Potential light rail areas are in preliminary stages of planning and subject to change.

Lower Transportation Costs

Higher Transportation Costs



# Existing Plans and Policies

It is vital to understand bicycle recommendations that already exist and to leverage work that has already been conducted by planning professionals. This section outlines various planning efforts that contain recommendations relevant to the development of the Pineville Mobility Plan. All recommendations listed are summarized from their respective documents.

## 2045 Metropolitan Transportation Plan

### Overview

The 2045 Metropolitan Transportation Plan (MTP) is a long-range vision for the Charlotte region that focuses on current and future transportation needs.

### Key Projects

**Little Sugar Creek Greenway** — Extend greenway along Little Sugar Creek to Pineville

**Pineville-Matthews Road** — Improve Pineville-Matthews Road from Park Road to Carmel Road by implementing access management solutions and bicycle and pedestrian facilities

**Park Road** — Widen Park Road from Johnston Road to Pineville-Matthews Road from two to four lanes with a median, bike lanes, and sidewalks

### CONNECT Our Future Recommended Transit

**Network** — Identify projects that expand the transit network in Pineville



## Pineville PARC Plan

### Overview

Pineville developed the PARC Plan in 2020 to plan the future of the Parks and Recreation department. **PARC stands for Parks, Art, Recreation, and Culture.** Pineville is committed to serving its citizens in these four categories by providing quality parks, fun recreation opportunities, and classes and events to bring the community together.

### Goals

- Provide more sports facilities, including baseball, tennis, and basketball courts
- Provide two miles of trails, including accessible connections to the proposed Little Sugar Creek Greenway extension
- Expand Belle Johnston Community Center to provide more space for staff and activities
- Provide a neighborhood park for the neighborhoods of East Pineville
- Help the department function smoothly as parks and trails are built by hiring staff and increasing maintenance office space



### Key Projects

- Lake Park expansion
- Jack D. Hughes Park expansion
- Belle Johnston Community Center Expansion
- Goodsell Park

## Pineville Zoning Ordinance

### Overview

The Town of Pineville zoning regulations are key to guiding the Town's growth and development to promote the health and welfare of its citizens while retaining the Town's sense of community.

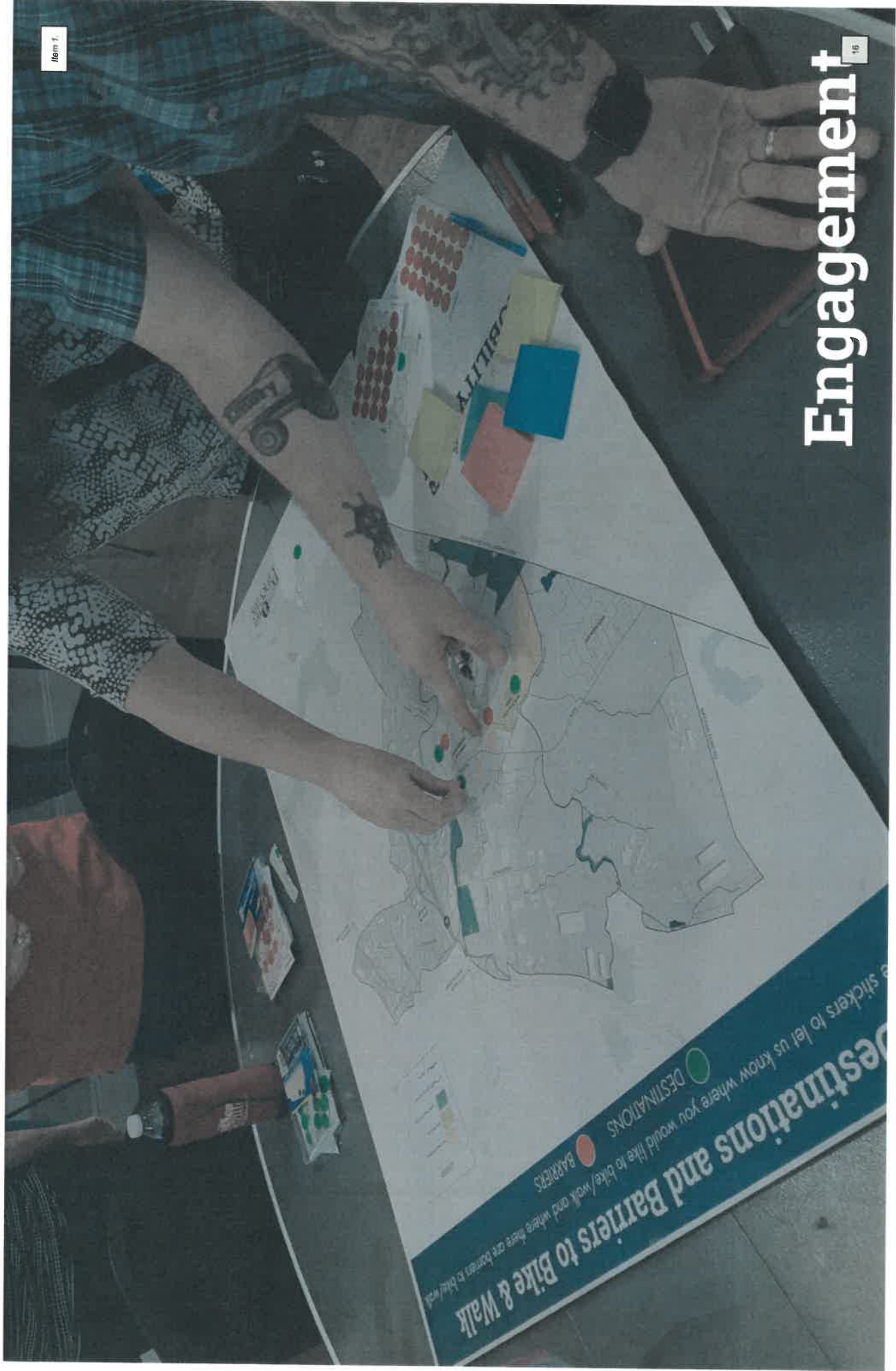
### Key Ordinances

- 6.1.15 Downtown Overlay District** — Emphasizes the importance of pedestrian movement and facilities in the Downtown
- 6.1.17 The Corridor Overlay District** — Highlights the significance of streetscape features, such as trees, seating, bicycle lanes, and wide sidewalks on primary transportation corridors
- 7.27 Pedestrian Walkway and Sidewalk Connections** — Requires new commercial development in business, office, or industrial zoning districts; multi-family development; and non-residential uses in residential zoning districts to provide safe and adequate sidewalk facilities to promote and encourage pedestrian circulation



Item 1

# Engagement



# Engagement

Public input is vital to any planning process and the Pineville Mobility Plan was a community-driven effort. This plan is designed to provide the residents of Pineville with the pedestrian and bicycle infrastructure that fits their needs. The approach to gathering community input included two major outreach events: a combined survey and public workshop to identify needs and an interact digital survey to solicit feedback on recommendations and prioritization.

## Public Workshop

In March 2020, the Pineville Mobility Plan was introduced to the public at a workshop-style public meeting. The event featured a wide variety of information and activity stations designed to educate attendees on the mobility planning process, engage them via interactive activities, and gather meaningful feedback that would guide the Plan's recommendations. Key takeaways from the workshop are discussed here and a full summary of the results can be found in Appendix A.

Walking and biking in Pineville today...

Improbable  
Nonexistent  
Unsafe  
Inadequate  
Dangerous

Accessible  
Wider  
Smooth  
Safe  
Connected

Ideal vision for walking and biking in Pineville..

Nearly 60 Attendees

Engagement

## Public Survey

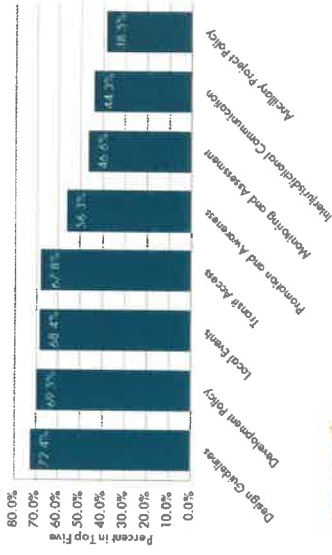
The online Pineville Mobility Plan survey was open for more than a month and was widely distributed by the Town of Pineville to its residents. The survey solicited feedback on which policy areas, physical areas, and specific mobility improvement projects were most important to residents. Highlights from the survey are shown below and a full survey summary can be found in Appendix B.

Start Date: September 1st, 2020

End Date: October 5th, 2020

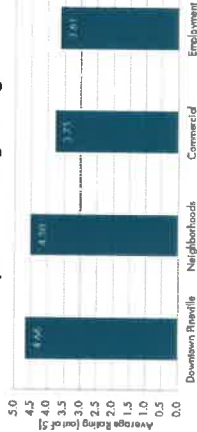
What policy areas are most important?

### Policy Area Rankings

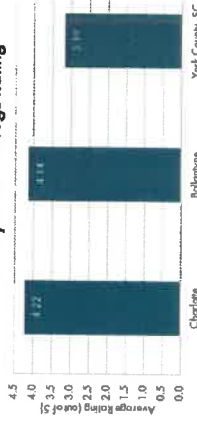


Where is mobility most important?

### Priority Zones: Average Rating



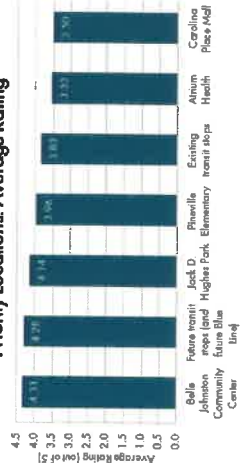
### Priority Links: Average Rating

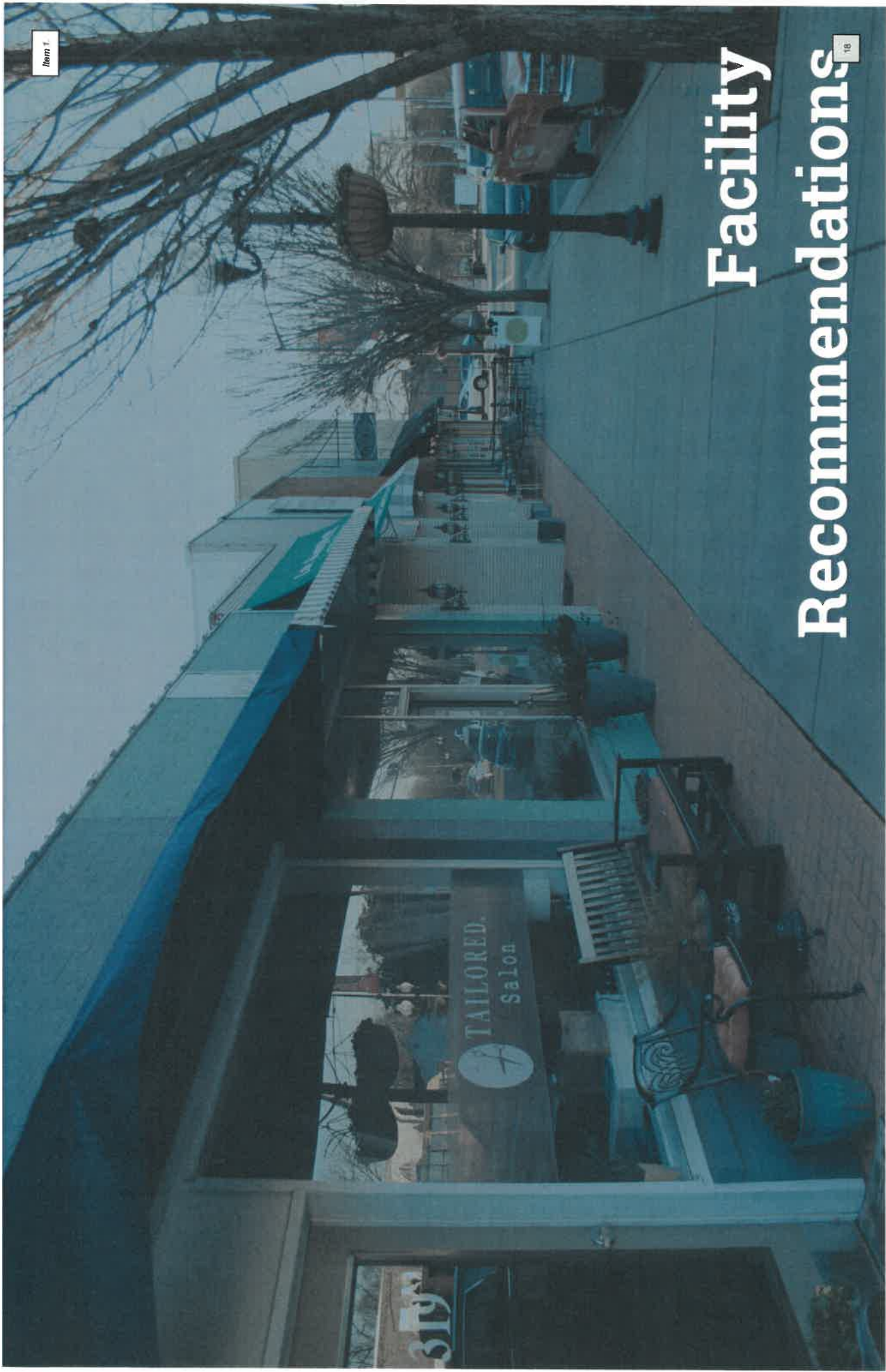


Which of the following best describes you?



### Priority Locations: Average Rating





Item 1

# Facility Recommendations

16

# Recommendations

This chapter highlights the recommended physical improvement projects, including corridor facilities, intersection-level improvements, and transit stop improvements. Draft recommendations were formed and the public survey participants provided feedback. The recommendations discussed in this chapter represent the culmination of these outreach efforts as well as input from Town Staff and the Steering Committee.

## Needs Identification Process

The pedestrian, bicycle, and transit network recommendations were developed by layering existing condition data with the needs, input, and feedback of the outreach efforts. This process was essentially a formula where the appropriate data points, analysis, and input were entered and the results were the plans' recommendations. The process outlined here was critical to understanding how the recommendations were developed. The remainder of this chapter focuses on facility recommendations but it's important to note that this process applies to other plan recommendations as well, such as prioritization, policies, and programs.



## Bicycle and Pedestrian Facilities

The recommended pedestrian and bicycle facilities for Pineville consist of five different facility types, outlined below. These facility types work together to create a more connected transportation network that provides access and safety for pedestrians and bicyclists while considering the vital role of the automobile.



### Multiruse Paths/Greenways

A multiruse path is a facility that may be used by bicyclists, pedestrians, and other non-motorized users. They are separated from the roadway by an open space or physical barrier. A greenway serves the same function but, instead of running along a road, they are located in more natural or forested areas.

- This facility is buffered and therefore offers the most safety from vehicles



### Bicycle Lanes

A bicycle lane is a marked travel lane along a portion of the roadway that has been designated for preferential or exclusive use for bicyclists.

- Dedicated space for bicyclists delineated by painted lines
- May be incorporated in conjunction with road diet projects
- Buffered or protected bicycle lanes should be considered where possible during the design phase



### Shared Lane Markings (Sharrow)

A shared lane marking is a street marking installed to indicate where cyclists may use the entire lane with vehicles.

- These painted lane markings are often accompanied by signage
- Sharrow markings do not require additional right-of-way acquisition



### Paved Shoulders

A paved shoulder is a part of the highway. It is directly adjacent to the regularly traveled portion of the highway and more safely accommodates bicycles. Paved shoulders are specifically designed for vehicles to have safe places to pull off from the road, but as an auxiliary function also provide space for cyclists.

- Provide additional space at the edge of the roadway for cyclists
- Completed in conjunction with all types of roadway improvements



### Sidewalks

A sidewalk is a paved pathway for pedestrians, typically on both sides of a road.

- Filling gaps will provide connectivity to and between neighborhoods and activity centers
- Create continuous pathways at both sides of intersections
- Recommended connections on one or both sides of existing roadways

## Bicycle Recommendations



## Pedestrian Recommendations



## Multimodal Intersection Improvements

To complement the bicycle and pedestrian corridor recommendations, multimodal improvements are proposed at eight intersections throughout the Town (shown in the Pedestrian Recommendations map on the previous page). These intersection improvements would provide points of access between the proposed bicycle and pedestrian recommendations to support connectivity in Pineville. The multimodal recommendations include:



### Pedestrian Crossing Installation

Installing a pedestrian crossing would not only provide a connection, but also make sure the intersection improves pedestrian safety, visibility, and accessibility by including shorter crossing distances, pedestrian refuge islands, ADA ramps, and high-visibility crosswalks.



### Signal Improvements

At signalized intersections, pedestrian pushbuttons, leading pedestrian phases, and pedestrian countdowns can be applied to enhance safety of crossings within crosswalks.



### Bicycle Crossing Installation

Bicycle crossings should create a safe environment for bicyclists to cross an intersection by including some variation of bike boxes, bike-friendly signals, forward stop bars, traffic islands, and setback bicycle crossings.



### Pedestrian Beacon

These beacons can be applied at non-signalized intersections to enhance the visibility of pedestrians and bicyclists crossing mid-block or at marked intersections.



### Safe Railroad Crossing

There are a variety of treatments to provide accessible surfaces, increased safety, and comfortable crossings.

The following matrix identifies the intersections and their recommended improvements.

Recommendations Matrix	Pedestrian Crossing Inst.	Bicycle Crossing Inst.	Safe Railroad Crossings	Signal Improvements	Pedestrian Beacon
NC 51 and Cranford Dr					
NC 51 and Dover St/Railroad					
NC 51 and Leiner Dr/Carolina Place Pkwy					
NC 51 and Park Rd					
NC 51 and Park Cedar Dr					
NC 51 and McMullen Creek Pkwy					
Lowry St and Marine Dr					
Lancaster Hwy and Carolina Place Pkwy					

## Transit Improvements

In addition to the bicycle and pedestrian improvements, this Plan also recommends enhancing multiple bus stops in the Town. Many of the bus stops in Pineville are lacking basic amenities, such as seating and lighting. These amenities are vital to the accessibility, comfort, and safety of transit. Five bus stops have been identified as priority stops where improvements are most vital. These priority stops are dispersed throughout the Town and, combined, they serve all five routes that run in Pineville. An amenities inventory of these priority stops is displayed in the matrix below. An inventory of all 26 stops within Pineville is included in Appendix C.

### Priority Bus Stop Existing Inventory

Transit Stop Location	Step ID	Shelter	Seating	Trash Can	Lighting	Map/Info.	Sidewalk Access	Bike Access
Johnston Rd & McMullen Creek Pkwy	13310							
Park Rd & Willow Ridge Rd	21345							
Park Rd at Sam's Club	21426							
Polk St at 400	37080							
Hwy 51 & Marfield Ln	49339							

### Recommended Improvements

The recommendations for the priority bus stops are detailed below. Since all bus stops are owned and maintained by CATS, collaboration between the Town and the transit agency is necessary to implement these changes.

#### Johnston Rd & McMullen Creek Pkwy

This bus stop currently only has sidewalk access and lighting provided by a streetlight. To improve this stop, a shelter with seating, a trash can, and system information should be installed. Additionally, the stop should be given bike access once the planned greenway is constructed.

#### Park Rd & Willow Ridge Rd

This bus stop currently only has lighting provided by a streetlight. To improve this stop, sidewalk and bike access should be given to the stop with the implementation of the bike lane and sidewalk that are proposed in this plan. This stop should also have a shelter with seating, a trash can, and system information.

#### Park Rd at Sam's Club

This bus stop currently only has sidewalk access. To improve this stop, a shelter with seating, a trash can, and system information should be installed. Lighting would improve the safety of the stop. Additionally, the stop should be given bike access once the planned greenway is constructed.

#### Polk St at 400

This bus stop currently only has sidewalk access and lighting provided by a streetlight. To improve this stop, a shelter with seating, a trash can, and system information should be installed. Additionally, bike access should be given to the stop with the implementation of the multiuse path proposed in this Plan.

#### Hwy 51 & Marfield Ln

This bus stop currently only has sidewalk access and an ADA ramp. To improve this stop, a shelter with seating, a trash can, and system information should be installed. Lighting should be installed as well to improve the safety of the stop.



# Demonstration Projects

This second public survey asked participants to pick the top five projects they want implemented. The project team then ranked the projects based on the combined community feedback. The ten top-ranked project segments were combined to create five demonstration projects that are highlighted in this chapter with a greater level of detail. Of the overall list of recommended multimodal projects, these demonstration projects are most likely to garner public support and are critical to the future vision of Pineville.

## NC 51 (Main Street/Pineville-Matthews Road)

Sugar Creek to McMullen Creek Parkway

Item 1.

### RECOMMENDATION

These projects would create a multiuse path for pedestrians and cyclists along both sides of NC 51/Main Street/Pineville-Matthews Road. This path would connect Downtown Pineville to Jack D. Hughes Memorial Park and the surrounding neighborhoods as well as to areas east of I-485, including Atrium Health. The 2.55-mile path is broken into three segments, which can be seen on the map on the previous page.

## Project Characteristics

The demonstration projects and their planning-level cost estimates are shown on the following pages. Each demonstration project page details the project characteristics and highlights the guiding priorities (presented in Chapter 1) the project would address. A description of these characteristics are highlighted below.

### 1. Recommendation

A brief description of the project and its extents provided for context.

### 2. Length

The length of the project segment.

### 3. Facility Cost Estimate

High-level cost estimates developed utilizing the 2019 NCDOT Bicycle-Pedestrian Cost Estimation Tool. This tool assesses a wide variety of factors and characteristics of a project to generate a cost estimate that includes design, right-of-way acquisition, utilities work, and construction.

### 4. Facility Type

The type of facility that is recommended.

### 5. Constraints and Other Costs

Other constraints and factors that may affect the cost and/or implementation of the project.

### 6. Guiding Priorities

Priorities addressed by the project are shown in full color, while unaddressed priorities are dimmed.

### 7. Illustrative Street Cross-Section

An illustrative representation of the potential street cross section.



Length (Miles)	Facility Cost Estimate
Segment 1: 0.83	Segment 1: \$6,980,000
Segment 2: 0.76	Segment 2: \$6,520,000
Segment 3: 0.96	Segment 3: \$6,760,000

Facility Type
Multihuse Path

### Constraints and Other Costs

Pineville Commercial Historic District, the railroad tracks, and I-485 may be challenges to road improvement. Right-of-way will need to be acquired. Expanding the bridge across Little Sugar Creek may require an assessment of environmental impact.

### GUIDING PRIORITIES

(Goals that are met with this project are shown in full color.)



### ILLUSTRATIVE STREET CROSS-SECTION





## South Boulevard/Polk Street/Lancaster Highway

Westinghouse Boulevard to McAlpine Creek

### RECOMMENDATION

These projects would create a multiuse path for pedestrians and cyclists along both sides of South Boulevard/Polk Street/Lancaster Highway. This path would provide a valuable north-south connection to some of Pineville's main commercial areas. The facility would connect to other recommended bike paths at Main Street (NC 51), Lowry Street, Carolina Place Parkway, and Dorman Road. The 3.66-mile facility, to be constructed in four segments, would connect to South Charlotte, many existing transit stops, and Pineville Elementary. These segments can be seen on the map on page 37.

<p><b>Length (Miles)</b></p> <p>Segment 1: 0.81</p> <p>Segment 2: 1.17</p> <p>Segment 3: 0.89</p> <p>Segment 4: 0.79</p>	<p><b>Facility Cost Estimate</b></p> <p>Segment 1: \$8,595,000</p> <p>Segment 2: \$10,950,000</p> <p>Segment 3: \$7,005,000</p> <p>Segment 4: \$4,350,000</p>
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<p><b>Facility Type</b></p> <p>Multiuse Path</p>
--

### Constraints and Other Costs

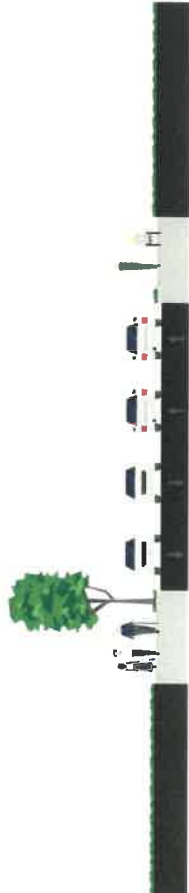
Expanding the I-485 overpass bridge may present a barrier to implementation and expanding the bridge across Little Sugar Creek may require an assessment of environmental impact. Right-of-way will need to be acquired.

### GUIDING PRIORITIES

(Goals that are met with this project are shown in full color.)



### ILLUSTRATIVE STREET CROSS-SECTION



## Lowry Street

Johnston Drive to South Polk Street

### RECOMMENDATION

This project would create a multiuse path on the south side of Lowry Street between Johnston Drive and South Polk Street. This path would provide convenient bicycle and pedestrian access to Pineville Elementary as well as nearby churches and neighborhoods. The facility would also connect recommended bike facilities on Johnston Drive and South Polk Street. A map of the facility is on page 37.

<p><b>Length (Miles)</b></p> <p>0.33</p>	<p><b>Facility Cost Estimate</b></p> <p>\$1,110,000</p>
--	---

<p><b>Facility Type</b></p> <p>Multiuse Path</p>
--

### Constraints and Other Costs

Right-of-way will need to be acquired, including at the Pineville City Cemetery, which could be a challenge. A potential conflict with school buses may arise near Pineville Elementary during construction.

### GUIDING PRIORITIES

(Goals that are met with this project are shown in full color.)



### ILLUSTRATIVE STREET CROSS-SECTION



# Johnston Drive

NC 51 (Main Street) to Belle Johnson Community Center

# New Greenway

Crystal Lake Drive to Sugar Creek

Item 1.

## RECOMMENDATION

This project would add a narrow, shared-lane marking along the entire length of Johnston Drive to provide an important connection from Downtown Pineville to Belle Johnson Community Center and other future bike facilities. This facility would be neighborhood friendly and welcoming for all riders. A map of the facility is on page 37.

## RECOMMENDATION

This project would provide a connection from the McCullough neighborhood to a greenway proposed in the Mecklenburg County Comprehensive Park and Recreation Master Plan Update (2015). The implementation of the greenway network would provide a critical link for the McCullough neighborhood, which currently has little bicycle and pedestrian access to the rest of Pineville. A map of the facility is on page 37.

Length (Miles)	0.49	Facility Cost Estimate	\$20,000
Facility Type	Sharrow	Constraints and Other Costs	None are predicted.

Length (Miles)	0.31	Facility Cost Estimate	\$910,000
Facility Type	Greenway	Constraints and Other Costs	Right-of-way will need to be acquired, and environmental impact on Sugar Creek will need to be assessed.

## GUIDING PRIORITIES

(Goals that are met with this project are shown in full color.)



## GUIDING PRIORITIES

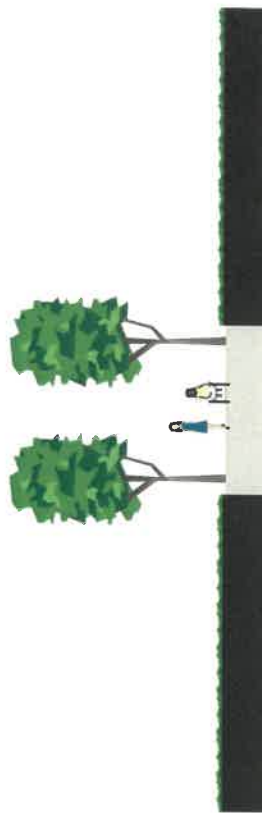
(Goals that are met with this project are shown in full color.)



## ILLUSTRATIVE STREET CROSS-SECTION



## ILLUSTRATIVE STREET CROSS-SECTION





# Implementation Plan

# Prioritization

In addition to the foundational analysis (existing conditions, engagement) that helped to develop the facility recommendations, a quantitative process was created to help prioritize the identified projects. It included a detailed scoring process to assess each project on a wide variety of criteria derived in part by the responses from the interactive digital survey. The goal of the prioritization is to provide the Town with a guide and timeline for implementing the projects.

## Methodology

Using a quantitative methodology, projects were sorted into three prioritization tiers (short-term, mid-term, and long-term). In general, short-term projects are intended to be completed (or initiated) prior to mid-term and long-term projects. However, prioritization should be flexible to changes in available time, resources, and the Town's interests. The prioritization process consisted of assessing each project in three major categories. Each category was then broken down into different sub categories that were assessed individually for each project. Each category was applied a score and then weighted based on feedback from the public collected during the public survey to yield an overall weighted score for each project.

### Priority Zones

Priority zones were identified as general areas within the community that are desirable for enhancing connectivity to and within. Projects were assessed for whether or not they connected to or passed through one of the following zones:

- Commercial Areas
- Employment Areas
- Neighborhoods
- Downtown Pineville

### Priority Links

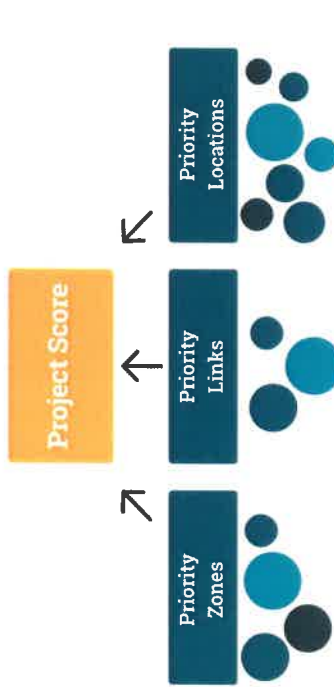
Priority links represent regional links that were identified as important destinations outside of Pineville. Projects were assessed for whether or not they provided direct or indirect connections to one of these three regional areas:

- Charlotte, NC
- Ballantyne (Area in Charlotte)
- York County, SC

### Priority Locations

Priority locations were identified as community features that are destinations for Pineville residents in their daily lives. Projects were assessed for whether or not they provided connection to one of these key locations:

- Alrium Health
- Belle Johnson Community Center
- Carolina Place Mall
- Existing Transit Stops
- Future Transit Stops
- Jack D. Hughes Park
- Pineville Elementary



Public feedback determined the importance of each zone, link, and location



This map displays all bicycle and pedestrian recommendations by their implementation timeline, which was identified in the prioritization process. This map correlates with the table on the following page (page 47) to guide project implementation, recommendation, and design.

# Prioritized Projects

The table below shows all bicycle and pedestrian corridor recommendations. The table details the results of prioritization by documenting the weighted scores for each priority zone, priority link, and priority location. The combination of these scores resulted in the final weighted score to help determine which implementation tier each project was sorted into.

**Short-term  
< 5 Years**

**Mid-term  
5-10 Years**

**Long-term  
10+ Years**

ID	Facility Name	Extents	Length (Miles)	Facility Type	Facility Name	Priority Zone Weighted Score	Priority Link Weighted Score	Priority Location Weighted Score	Final Weighted Score
1	NC 51 (Pineville-Matthews Road)	Polk Street and I-485	0.76	Multilane Path	NC 51 (Pineville-Matthews Road)	3.5	4	7	5.21
2	Johnston Drive	NC 51 (Main Street) to End of Road	0.49	Sharrow	Johnston Drive	5.5	0	5	4.52
3	NC 51 (Pineville-Matthews Road)	I-485 and McMullen Creek Parkway	0.95	Multilane Path	NC 51 (Pineville-Matthews Road)	5	4	3.5	4.16
4	South Boulevard/North Polk Street	I-485 and NC 51 (Main Street)	1.17	Multilane Path	South Boulevard/North Polk Street	3.5	5.5	4	4.00
5	Lowry Street	Johnston Drive and South Polk Street	0.33	Multilane Path	Lowry Street	3	0	6	4.00
6	NC 51 (Main Street)	Sugar Creek and Polk Street	0.83	Multilane Path	NC 51 (Main Street)	4	0	5	3.93
7	Carolina Place Parkway	NC 51 and Lancaster Highway	0.86	Multilane Path	Carolina Place Parkway	2	6	4.5	3.71
8	South Polk Street	NC 51 (Main Street) and Carolina Place Parkway	0.89	Multilane Path	South Polk Street	4	0	4.5	3.69
9	Towne Centre Boulevard	NC 51 (Pineville-Matthews Road) to South Polk Street	0.44	Sidewalk	Towne Centre Boulevard	2	0	5.5	3.37
10	Park Road	Hunter Ridge Road and Park Cedar Drive	0.56	Bike Lane and Sidewalk	Park Road	2	6	3.5	3.24
11	Park Road	Park Cedar Drive and Johnston Road	0.40	Bike Lane and Sidewalk	Park Road	4	6	1.5	3.10
12	Lakeview Drive	Cone Avenue and Lynwood Lane	0.51	Bike Lane	Lakeview Drive	3	0	4	3.06
13	Centium Parkway	NC 51 (Pineville-Matthews Road) to End of Road	0.58	Bike Lane and Sidewalk	Centium Parkway	2	0	4.5	2.90
14	Leiner Drive	NC 51 (Pineville-Matthews Road) to Centium Parkway	0.50	Sidewalk	Leiner Drive	2	0	4.5	2.90
15	NC 51 (Rock Hill-Pineville Road)	Town Boundary and Sugar Creek	1.09	Bike Lane	NC 51 (Rock Hill-Pineville Road)	2.5	7	2	2.87
16	Lake Drive	Lakeview Drive and Forklake Drive	0.25	Sharrow	Lake Drive	3	0	3.5	2.83
17	Olive Street	Johnston Drive to Lakeview Drive	0.16	Sidewalk	Olive Street	3	0	2.5	2.36
18	South Boulevard	Westinghouse Boulevard and I-485	0.81	Multilane Path	South Boulevard	2	7.5	1	2.27
19	Lancaster Highway	Carolina Place Parkway and McAlpine Creek	0.79	Multilane Path	Lancaster Highway	2.5	4	1	2.00
20	Dorman Road	Lancaster Highway and Town Boundary	1.16	Bike Lane and Sidewalk	Dorman Road	3	3	0.5	1.83
21	Downs Road	NC 51 (Rock Hill-Pineville Road) and Westinghouse Boulevard	1.45	Paved Shoulder	Downs Road	1	3.5	2	1.81
22	New Greenway	Crystal Lake Drive and Sugar Creek	0.31	Greenway	New Greenway	1.5	0	2.5	1.77
23	Park Cedar Drive	NC 51 (Pineville-Matthews Road) to Feldspar Lane	0.37	Sidewalk	Park Cedar Drive	2	0	1.5	1.50
24	McMullen Creek Parkway	NC 51 (Pineville-Matthews Road) to Johnston Road	0.32	Sidewalk	McMullen Creek Parkway	2	0	1	1.26
25	Green Birch Drive	Lancaster Highway to Green Birch Drive	0.22	Sidewalk	Green Birch Drive	1.5	0	0	0.60

# Funding Options

Implementation requires taking advantage of federal, state, local, and private funding opportunities. As a municipality in a North Carolina metropolitan planning organization (MPO), the Town of Pineville can use federal and state funding that has been allocated to NCDOT Division 10 or to the Charlotte Regional Transportation Planning Organization (CRTPO). The town's capital improvement program and private entities are other sources that can be used to implement the recommendations of the Pineville Mobility Plan. Some of these funding sources are summarized in the sections below.

## Fixing America's Surface Transportation (FAST ACT)

The most recent surface transportation legislation, Fixing America's Surface Transportation (FAST) Act, was passed in December 2015. It restructured several of the funding programs that were active in the previous legislation, Moving Ahead for Progress in the 21st Century (MAP-21). For the programs described below, the Town of Pineville would apply to the CRTPO for funding and provide a 20% local match.

### Surface Transportation Block Grant Program

MAP-21's Surface Transportation Program-Direct Allocable (STPDA) was changed to the Surface Transportation Block Grant Program (STBG) in the FAST Act. Municipalities within MPO study areas can submit projects for STBG funding through the MPO. Eligible projects include roadways, transit (operations excluded), bike facilities, pedestrian facilities, truck parking areas, and intelligent transportation systems (ITS) improvements.

### Transportation Alternatives

What was once the Transportation Alternatives Program (TAP) is now a set-aside under STBG called Transportation Alternatives (TA). Eligible projects include pedestrian and bicycle facilities, recreational trails, and Safe Routes to School (SRTS) projects. Municipalities can apply for Transportation Alternatives funding in the same way they would apply for STBG funding.

### Metropolitan Planning

The FAST Act maintains MAP-21's metropolitan planning funding program. Jurisdictions that are members of an MPO can apply for this funding for planning studies. Localities must provide a 20% local match and can only use the funding on planning studies.

### BUILD Discretionary Funds

Started in 2018 to replace the Transportation Investment Generating Economic Recovery (TIGER) grant program, the Better Utilizing Investments to Leverage Development (BUILD) grant program is a highly competitive program that aids in funding multimodal, multi-jurisdictional projects that are often difficult to fund with traditional funding strategies. BUILD grants can be used for capital projects that generate economic development and improve access to safe and affordable transportation alternatives.

## NCDOT Strategic Mobility Formula

NCDOT receives and allocates federal funding using their Strategic Mobility Formula, established by the Strategic Transportation Investments law passed in 2013. The Strategic Mobility Formula is a data-driven and performance-based process of prioritizing projects for federal and state funding and it updates NCDOT's 10-year State Transportation Improvement Program (STIP) every two years. Projects in the first five years of the STIP have been committed for funding and construction, while projects in the last five years of the STIP are reevaluated every two years using the Strategic Mobility Formula. Within the Strategic Mobility Formula, transportation projects are grouped into three separate funding categories: division needs, regional impact, and statewide mobility. All bicycle projects are considered division needs and are only eligible for funding that has been allocated for division needs projects. The Town of Pineville can coordinate with CRTPO to submit bicycle facility projects for prioritization for funding. Projects identified in this Mobility Plan would be eligible for Strategic Mobility Formula Funding.

### Powell Bill Funds

North Carolina's state street-aid program, also known as the Powell Bill program, provides funding for eligible municipalities based on population and mileage of locally-maintained roadways. The primary function of the Powell Bill program is to assist municipalities in funding local street resurfacing, but the funds may also be used for planning, constructing, and maintaining bikeways, greenways, and sidewalks. Powell Bill funds could be pursued as a match for future updates of this Plan. In the Fiscal Year 2020, the Town of Pineville received approximately \$180,000 in Powell Bill Funding.

### Capital Improvement Program

In future fiscal years, the Town should consider including projects from this plan to be allocated funds from the Capital Improvements Program.

### Transportation Bonds

Transportation bonds generate revenue from a tax increase on property values. In North Carolina, bond referendums must be approved by the local council and then included on the ballot to be voted on by residents. Transportation bonds can include roadway, bicycle facility, and sidewalk projects.

### Private Developments

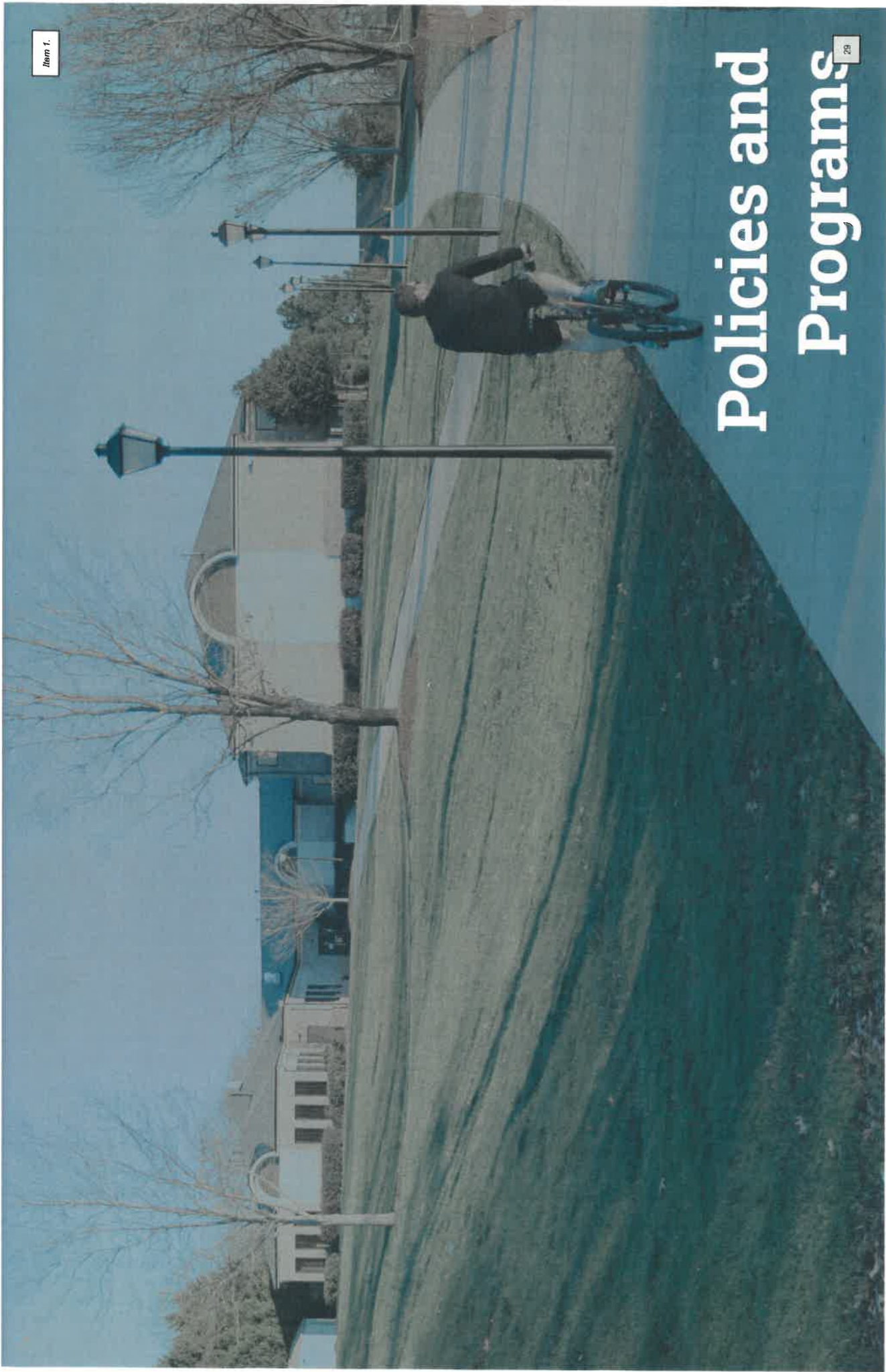
The Town's zoning and subdivision ordinances require private developers to include pedestrian infrastructure in their site plans. Adding a requirement for bicycle infrastructure will help the town build out the this Plan's facility recommendations. Pedestrian and bicycle infrastructure requirements can include on- and off-street facilities as well as bicycle parking or pedestrian benches.

### Non-Profit Organizations

Non-profit organizations, such as many healthcare organizations, bicycle advocacy organizations, and community funds, are potential sources of funding for bicycle facilities. PeopleForBikes awards grants through their Community Grant Program. Grant amounts can be up to \$10,000 per project, can't be more than 50% of the project cost, and can be awarded to local governments or non-profit organizations. This has been used successfully in some communities for projects that implement bike paths, lanes, trails, bridges, and bike racks.

### NCDOT Highway Maintenance Improvement Program

The state's Highway Maintenance Improvement Program (HMIP) details a five-year maintenance plan that covers pavement rehabilitation and resurfacing. Roads scheduled to be improved under this plan are excellent candidates for coordinated bicycle improvements, especially bike lanes and shared lane markings that require no change to existing right-of-way. Pineville should monitor the HMIP and coordinate with local NCDOT representatives to discuss coordinated improvements.



Item 1.

# Policies and Programs

20

# Recommendations

The Pineville Mobility Plan includes a variety of on- and off-street recommendations. Beyond these facilities, the Town and its local and regional partners can undertake programmatic efforts to improve conditions for walking and bicycling. These efforts include creating programs or organizing events to promote and encourage walking and bicycling; reducing motorist, pedestrian, and bicyclist's about how to safely and legally navigate the town together; and creating policies that ensure bicycling, walking, and public transportation are recognized as valid modes of transportation and as contributors to the Town's economic engine.

## Categories

The policies and programs recommended in this plan fit under six categories. These categories were developed based on feedback from the public collected during the second online survey.

**Multimodal Policy**

**Local Events**

**Design Guidelines**

**Transit Access**

**Promotion and Awareness**

**Monitoring & Assessment**

## Characteristics

Different actions require various levels of resource allocation (i.e., cost, time). Likewise, some actions will have a greater impact on bicycling and walking in Pineville than others. These three characteristics—cost, time, and impact—are presented for each policy or program on a “low-to-high” scale of 1 to 5. For instance, a policy with a cost score of 1 and an impact score of 5 indicates a low-cost policy with high impact.



## Guiding Priorities

In addition to the characteristics, each guiding priority that the policy or program addresses is identified in the following tables.



## Policies

### Multimodal Policy

Blend bicycle, pedestrian, and transit considerations into the development process, Traffic Impact Assessment process, and roadway improvement process to ensure future development projects include appropriate facility improvements.

Policy	Cost	Time	Impact
Ensure future roadway improvements include suitable bicycle and pedestrian facilities in accordance with the Pineville Mobility Plan.	1	2	5
Blend bicycle and pedestrian considerations into the Traffic Impact Assessment process.	1	2	4
Schedule coordination meetings between the Planning & Zoning and other town departments.	1	2	4
Adopt a local Complete Streets and Traffic Calming Policy.	2	3	5

### Design Guidelines

Update street design guidelines and traffic calming policies to accommodate a safe and convenient multimodal system.

Policy	Cost	Time	Impact
Establish guidelines for the installation of bicycle parking, sharrows, and signage that create safer spaces for cyclists and pedestrians.	1	1	3
Update UDC requirements and street design guidelines and other policies to accommodate a safe and convenient bicycle and pedestrian system.	2	2	4
Coordinate street design beyond the Town's boundary to ensure consistency in design and facility type for all users.	1	2	3








### Promotion and Awareness

Seek opportunities to identify funding sources and market Pineville as a multimodal-friendly community (e.g., education in schools, Safe Routes to Schools, League of American Bicyclists, mobility-friendly business program).

Policy	Cost	Time	Impact					
Publicize, promote, and present the Pineville Mobility Plan to the public.	1	1	4					
Establish a page on the Town's website that can be used by the community as a resource for understanding where current bicycle and pedestrian facilities are and where future facilities may be.	2	3	5					
Utilize social media to promote local events as being accessible via biking, walking, and transit.	1	1	3					
Identify regional, state, and federal funding opportunities to implement multimodal improvements.	1	2	5					

### Local Events

Infuse bicycling, walking, and transit promotion into local events such as festivals, races, open streets, etc.

Policy	Cost	Time	Impact					
Create events to promote National Bike Month, Bike to Work Day, and host pedestrian and bicycle safety events.	2	4	3					
Plan and execute Open Streets events.	3	5	3					
Establish a Safe Routes to Schools (SRTS) task force.	1	5	4					






### Transit Access

Use policy to promote developments and transportation projects that provide safe and equitable access to transit options via all travel modes.

Policy	Cost	Time	Impact					
Prioritize development of projects that fill in biking and walking gaps in access to transit stops.	1	1	5					
Use the transit analysis within the Pineville Mobility Plan to create an action plan to improve existing transit stop amenities.	2	3	5					
Continue to collaborate with the CATS to encourage improvements of key stops.	1	2	4					
Prioritize first/last mile connections to future LYNX Blue Line stations.	2	3	5					

### Monitoring & Assessment

Use performance metrics, such as bicycle and pedestrian counts, bicycle parking utilization, and transit ridership, to monitor the use of the system over time.

Policy	Cost	Time	Impact					
Use performance metrics, such as counts for biking and walking, crash frequencies, bicycle parking utilization, and transit ridership to monitor the use of the system over time.	2	4	4					
Develop an action plan to create and maintain a list of opportunities to locate, design (incorporating local art where possible), and fund bicycle parking.	1	3	4					
Continue to monitor changes in project prioritization at the regional and state levels.	1	1	3					



In completing this Plan, the Town of Pineville is recognizing the importance of providing safe and comfortable pedestrian and bicycle facilities throughout Town. The recommendations detailed in this Plan provide Pineville residents connections to their local community within Town and access to destinations through the region. Multimodal travel contributes to a community's vibrancy by improving the Town's safety, health, economy, environment, and livability. The Pineville Mobility Plan provides the foundation and action plan to achieve this goal. Through the hard work and dedication of Town officials, community advocates, and planners and with this Plan as a guide and a tool for advocacy, Pineville is well on the way to providing a safe, healthy, and comfortable mobility system for residents of all ages and abilities.

# Conclusion

# PINEVILLE MOBILITY PLAN

## Appendix



# Table of Contents

**Appendix A: Public Workshop Summary** ————— **A-1**

**Appendix B: Public Survey Summary** ————— **B-1**

**Appendix C: Transit Stop Inventory** ————— **C-1**



# Appendix A

## Public Workshop Summary

# Public Workshop Summary

## Overview

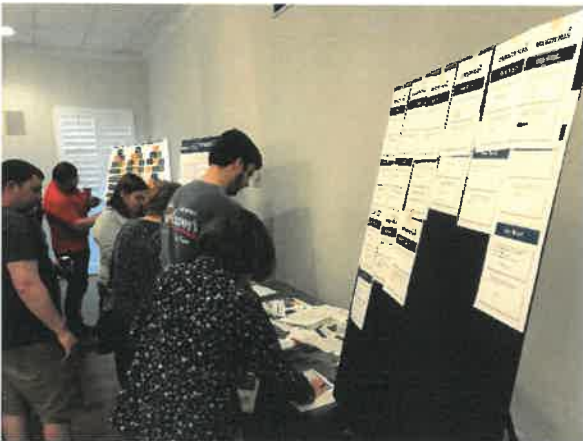
The public workshop for the Pineville Mobility Plan, held in tandem with the Pineville PARC Plan, occurred on March 11, 2020. The drop-in workshop allowed attendees to participate in a series of interactive stations. Nearly 60 people attended the workshop. This document summarizes the event.

- Date:** Wednesday, March 11<sup>th</sup>
- Location:** The Hut | 413 Johnston Drive
- Time:** 6:00pm to 8:00pm

## Agenda

- Information Stations
  - Sign-In
  - Project Background
- Activity Stations
  - Where do you go?
  - One Word
  - Priority Pyramid
  - Visual Preference Survey
  - Destinations/Barriers Mapping Exercise
- Survey & Exit Questionnaire





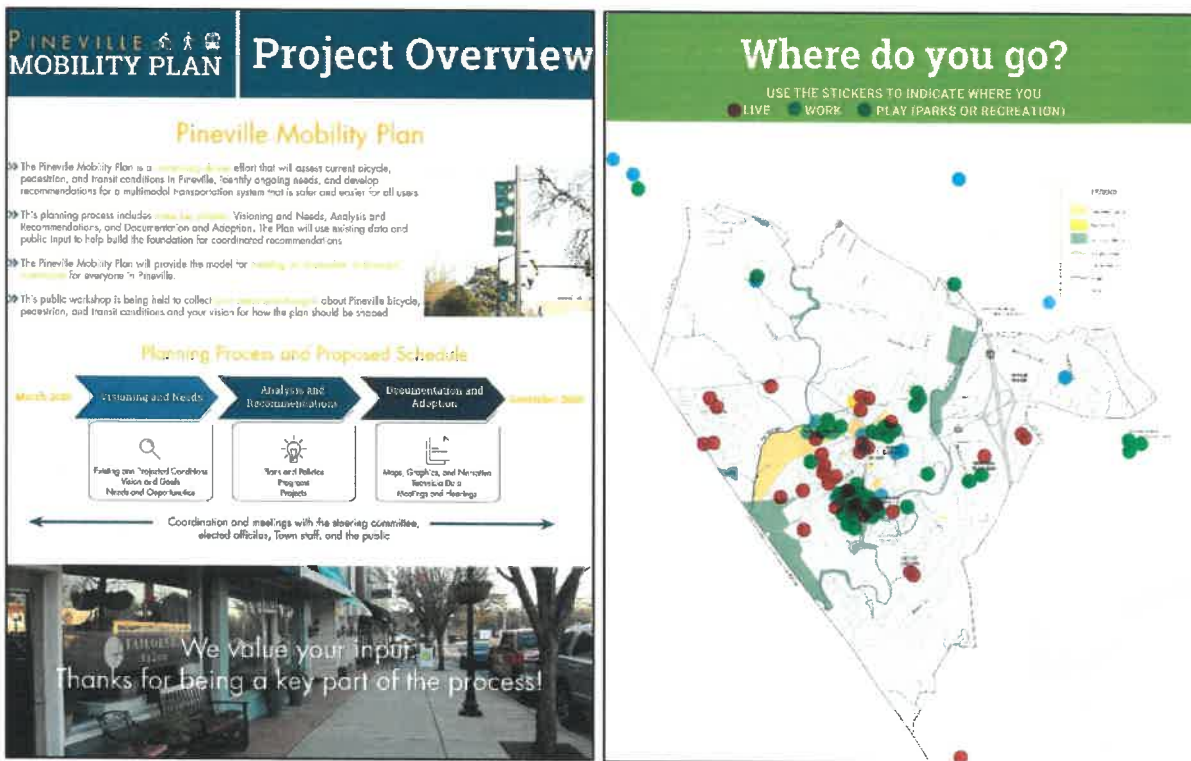
# Activity Results Summary

## Project Overview

This station was the first area that attendees visited after signing in. They were directed to a board that described the purpose of the Pineville Mobility Plan and the planning process.

## Where do you go?

Participants were asked to identify where they live, work, and play. The results inform which areas of Pineville were represented by meeting participants. The stickers indicate that most attendees live in central Pineville and McCullough and play in Pineville Lake Park, Jack D. Hughes Park, or on Main Street. Other destinations for play include Carolina Place Mall and McMullen Creek Greenway.





# PINEVILLE MOBILITY PLAN

## One Word

The One Word activity captured existing sentiments and future hopes about walking and biking in the Town of Pineville. Participants were asked to write down one word that describes walking and biking in Pineville today and one word that describes their vision for walking and biking in Pineville in the future. The following word clouds illustrate the responses, placing more emphasis on repeating themes. "Dangerous" was the most popular term for describing existing conditions for walking and biking in Pineville, followed by "unsafe," "difficult," and "nonexistent." When envisioning the future of walking and biking in Pineville, "safe" and "accessible" were the most popular terms.

### Walk and biking in Pineville today...



### Ideal vision for walking and biking in Pineville...



## Priority Pyramid

Six priorities were established to guide the development of the Pineville Mobility Plan: safety, walkability, bikeability, transit access, Pineville connectivity, and regional connectivity. This activity asked participants to rank the six priorities in order from least to most important on their personal game board. The pyramid below displays the results from all responses, the priorities fall into one of three tiers. People placed a high value on safety and the ability to walk while fewer people found that transit access and regional connectivity were of high priority for Pineville.










# PINEVILLE MOBILITY PLAN

## Visual Preference Survey

Two large boards were displayed on easels for participants to see. One displayed a variety of pictures of different types of pedestrian infrastructure and the other exhibited pictures of bike infrastructure. Participants were given stickers to place on pictures of pedestrian and bike infrastructure that they like and would want to see in Pineville. The activity provided insight into the participants' preferences relating to pedestrian and bike infrastructure. The most popular pedestrian infrastructure picture was of a greenway followed by a sidewalk. The most popular bike infrastructure picture was also of a greenway followed by a multiuse path. The responses are detailed below.



What Makes Walking a Great Experience?			
			
28 Votes	23 Votes	19 Votes	36 Votes
			
9 Votes	21 Votes	0 Votes	22 Votes

What Makes Biking a Great Experience?			
			
4 Stickers	4 Stickers	15 Stickers	37 Stickers
			
14 Stickers	10 Stickers	23 Stickers	12 Stickers

### Destinations/Barriers Mapping Exercise

For this activity, participants viewed a large map of Pineville and placed green dots to denote destinations and red dots to denote barriers. Destinations were locations within Pineville that participants like to walk or bike to. Barriers were areas that participants identified as difficult for pedestrians or bicyclists to utilize and



reflect poorly on Pineville’s multimodal infrastructure. Post-its were also provided for participants to describe why an area was considered a destination or a barrier. The result of this exercise yielded areas and corridors in Pineville that are perceived by the public as strengths to be leveraged and concerning areas to be evaluated further. The main destinations and barriers identified are listed below.

**Destinations:**

- Jack Hughes Parks
- Pineville Lake Park
- Belle Johnston Community Center
- Carolina Place Mall
- Main Street between Dover Street and Polk Street

**Barriers:**

- Along Main Street
- Lacking connections to Jack Hughes Park
- McCullough neighborhood to Main Street



# Appendix B

## Public Survey Summary

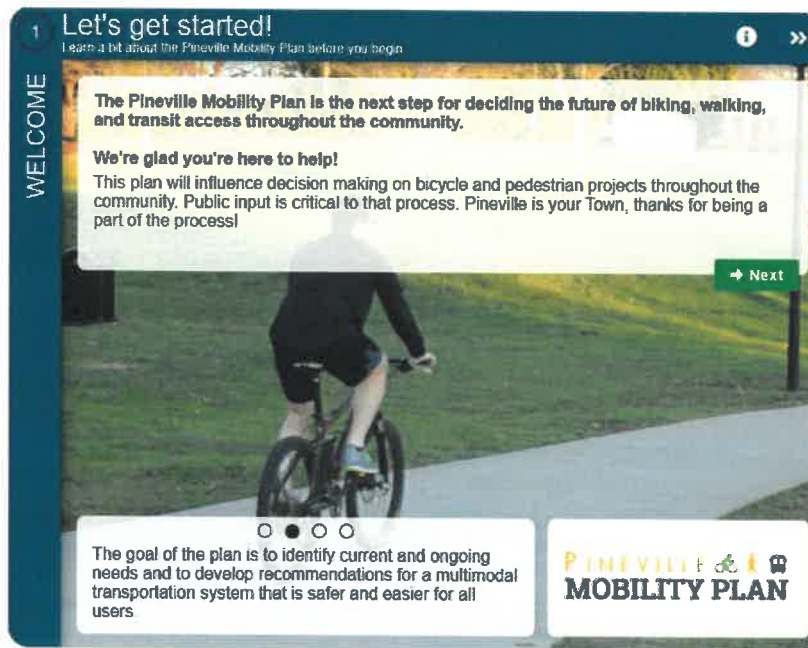
# Public Survey Summary

## Overview

The Pineville Mobility Plan public survey was active from September 1<sup>st</sup>, 2020 through October 5<sup>th</sup>, 2020, via the survey platform, MetroQuest. The interactive questionnaire solicited feedback regarding what policy areas, physical areas, and specific mobility improvement projects were most important to residents. The survey also asked general questions about the respondents' relationships to Pineville and its mobility network. A total of 174 people participated in the survey.

## Welcome

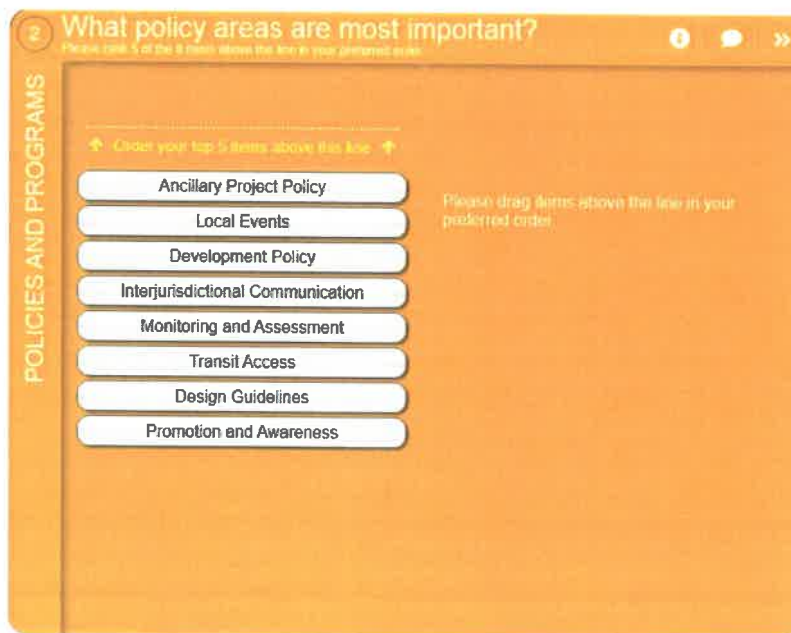
The first screen of the survey briefly explained the goal of the Pineville Mobility Plan: to identify current and ongoing needs and to develop recommendations for a multimodal transportation system that is safer and easier for all users. No responses were solicited on this screen.



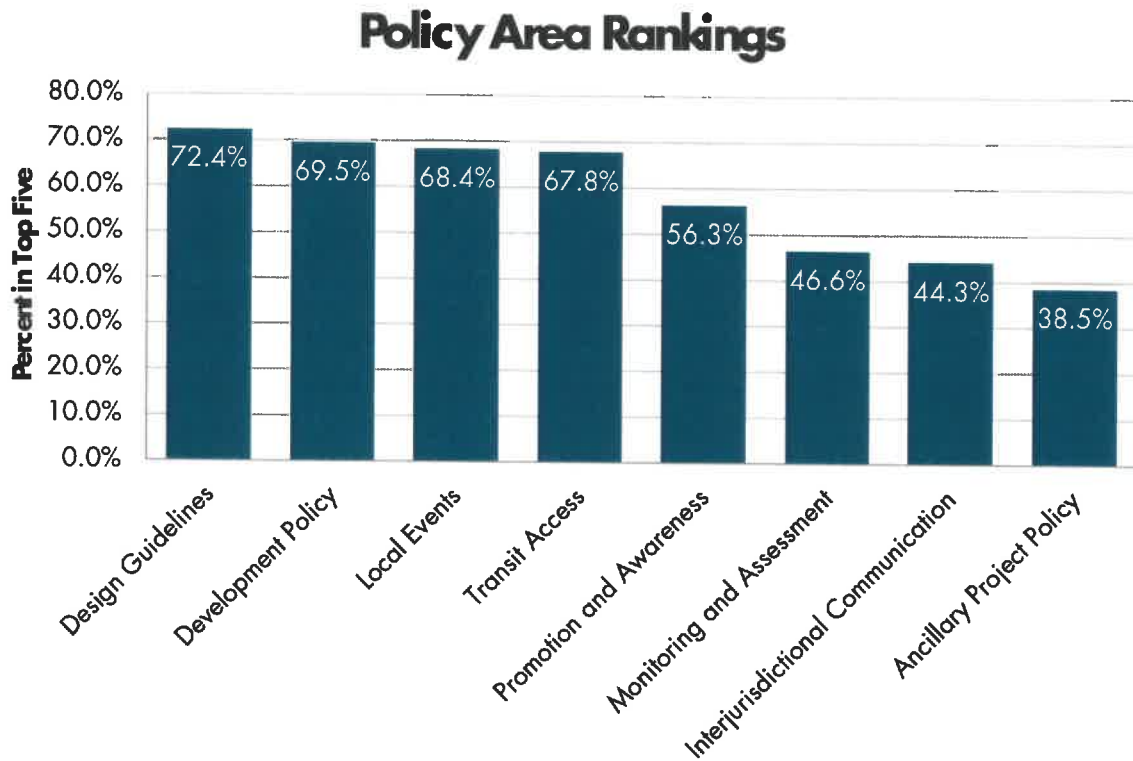
## Policies and Programs

The next screen asked respondents to rank their top five policy areas out of a total of eight options. Respondents also had the opportunity to comment on their choice. The policy options included:

- **Development Policy:** Blend bicycle, pedestrian, and transit considerations into the development process and Traffic Impact Assessment process to ensure future development projects include appropriate facility improvements.
- **Interjurisdictional Communication:** Request that neighboring jurisdictions update their plans to reflect applicable connections with Pineville.
- **Ancillary Project Policy:** Ensure future roadway improvements include suitable bicycle and pedestrian facilities.
- **Design Guidelines:** Update street design guidelines and traffic calming policies to accommodate a safe and convenient multimodal system.
- **Promotion and Awareness:** Seek opportunities to market Pineville as a multimodal-friendly community (e.g., education in schools, Safe Routes to Schools, League of American Bicyclists, mobility-friendly business program).
- **Local Events:** Infuse bicycling, walking, and transit promotion into local events, such as festivals, races, open streets, etc.
- **Transit Access:** Use policy to promote developments and transportation projects that provide safe and equitable access to transit options via all travel modes.
- **Monitoring & Assessment:** Use performance metrics, such as bicycle and pedestrian counts, bicycle parking utilization, and transit ridership, to monitor the use of the system over time.



The graph below shows how each policy was ranked by the percentage of respondents who included that policy in their “top five.”



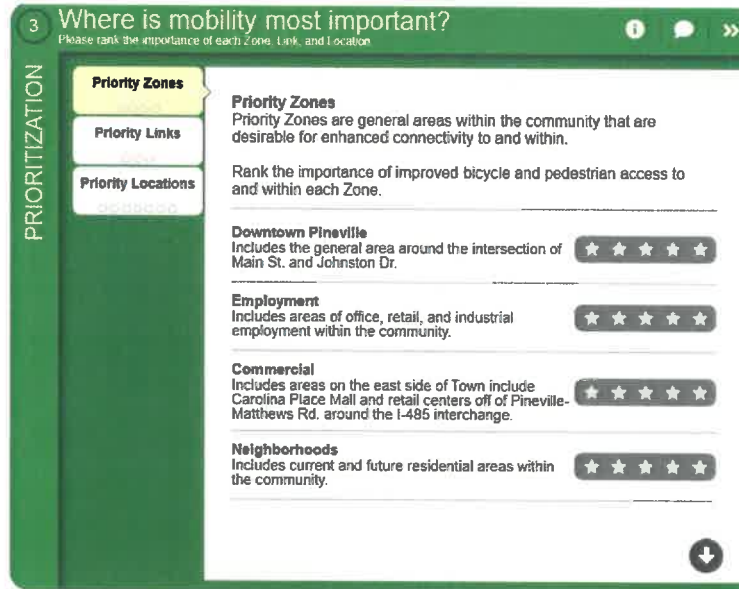
According to these results, the policy areas most frequently in respondents’ top five were Design Guidelines (72.4%), Development Policy (69.5%), and Local Events (68.4%). The least frequently in respondents’ top five were Ancillary Project Policy (38.5%), Interjurisdictional Communication (44.3%), and Monitoring and Assessment (46.6%). Two individual comments were received on this question:

- “I was drawn to the walk ability and summer events.”
- “Sidewalk or bike lane access to the light rail station.”

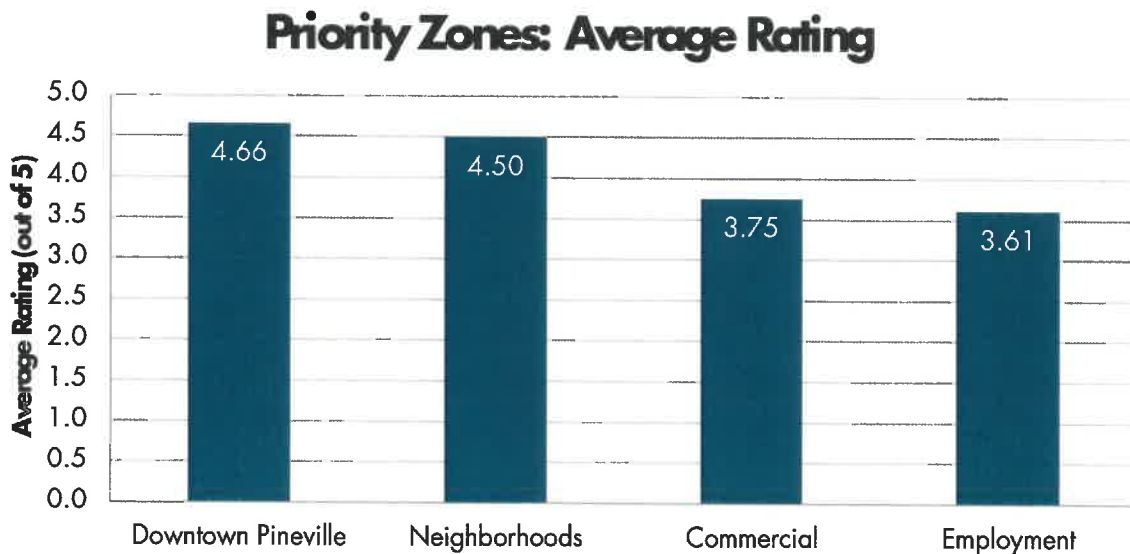


## Prioritization

The next screen asked respondents to rank the importance of different priority zones, links, and locations using a five-star rating system.



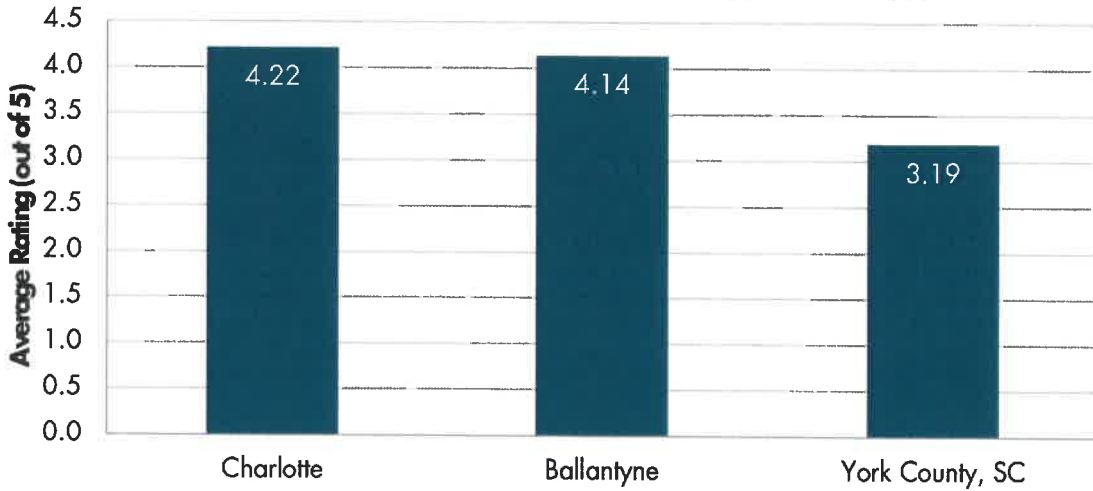
The graph below displays the results of the Priority Zones question by the average rating (5 being the most important, 1 being the least important).



The zone of most importance to Pineville respondents was Downtown Pineville, with an average rating of 4.66 out of 5 stars.

The next graph displays the results of the Priority Links question by the average rating for each link.

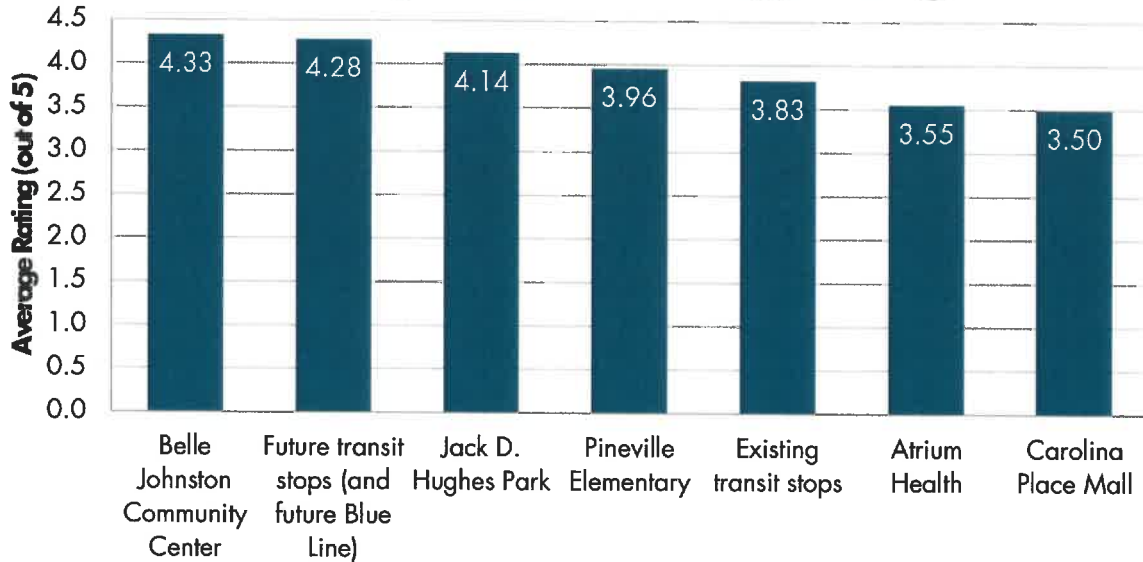
### Priority Links: Average Rating



The two links of highest importance were Charlotte (avg. 4.22 stars) and Ballantyne (avg. 4.14 stars).

The graph below displays the results of the Priority Locations question by the average rating for each location.

### Priority Locations: Average Rating



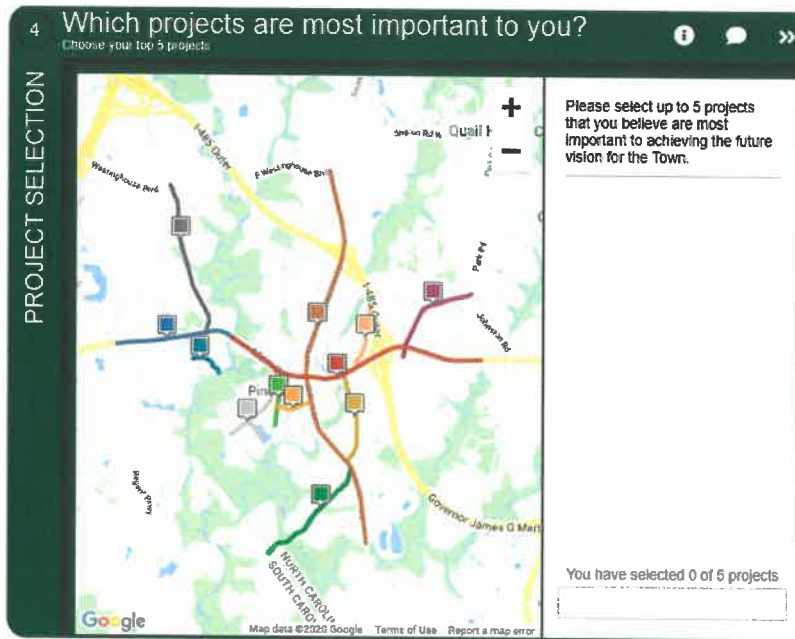
PINEVILLE     
**MOBILITY PLAN**

Item 1.

The two locations of highest importance were Belle Johnston Community Center (avg. 4.33 stars) and future transit stops/future Blue Line (avg. 4.28 stars). The two locations of least importance were Carolina Place Mall (avg. 3.50 stars) and Atrium Health (avg. 3.55 stars).

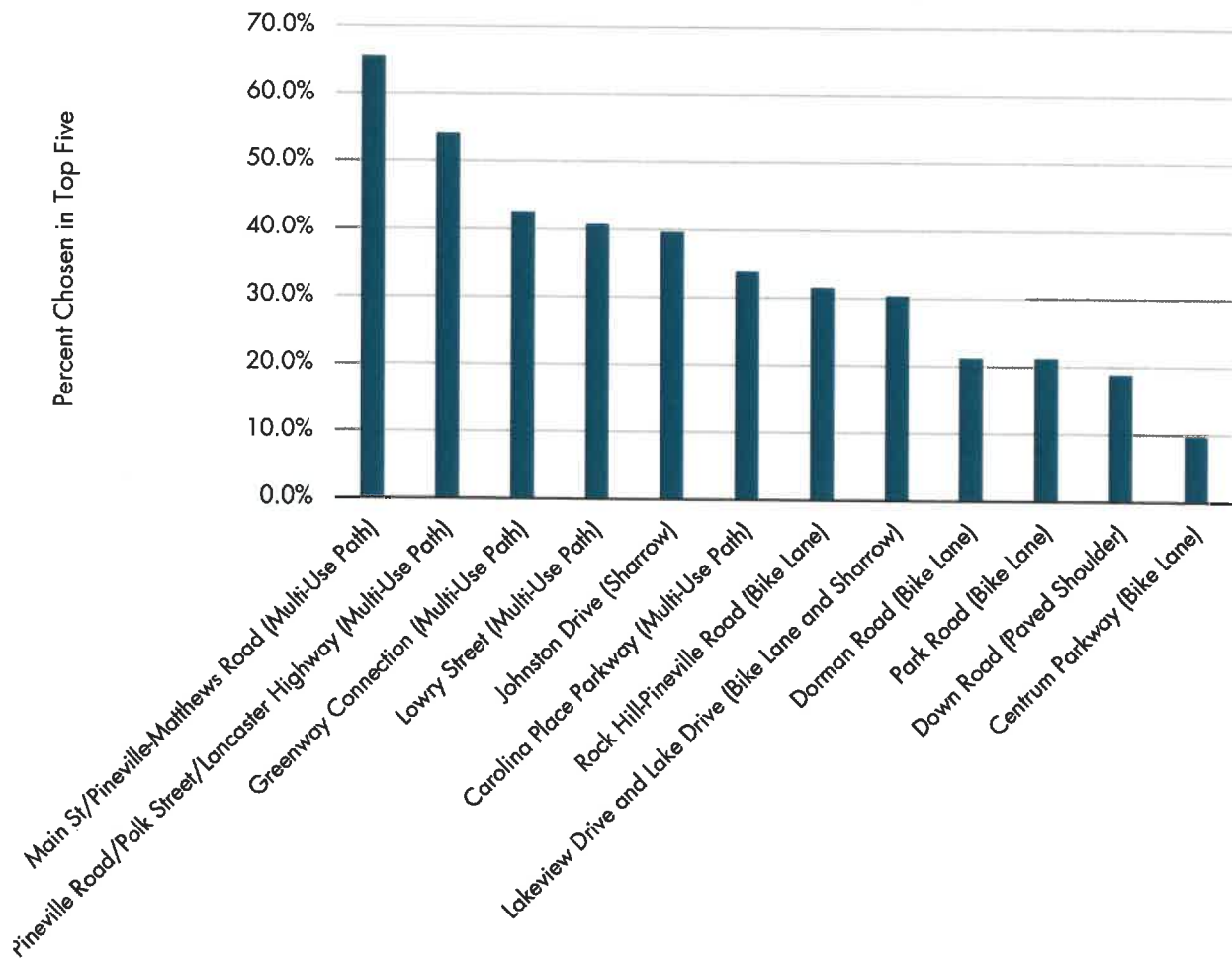
## Project Selection

The next screen asked respondents to select up to five of the proposed projects they see as most important for the future of mobility in Pineville.



The graph on the following page ranks the projects by the percentage of respondents who included that project in their "top five."

### Project Ranking



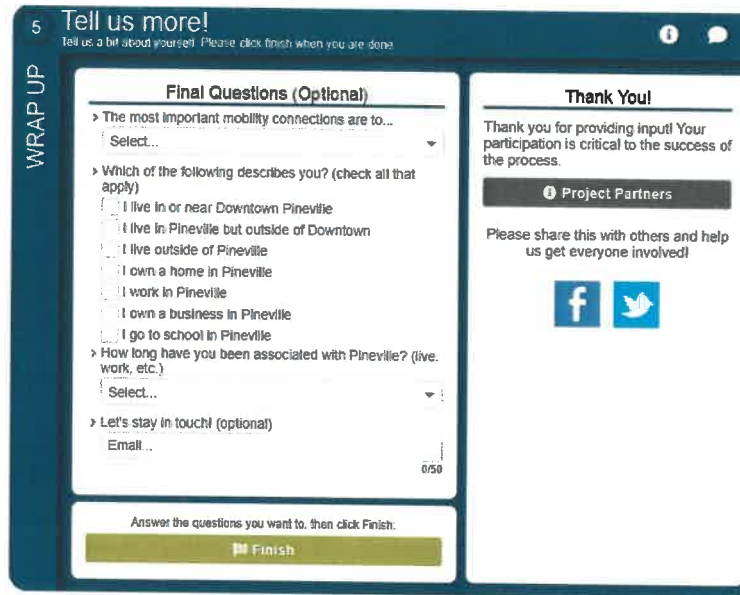
Three individual comments were received on this question:

- Lowry Street (Multi-Use Path): “Only for future Lynx line stop.”
- Main St/Pineville-Matthews Road (Multi-Use Path): “Sidewalk repair.”
- Greenway Connection (Multi-Use Path): “So long as safety, security, and private property of McCullough HOA is maintained.”

The results of this question show that the most frequent project in respondents’ top five was Main Street/Pineville-Matthews Road (Multi-Use Path), with 65.5% of respondents including it in their top five. The two other highest scoring projects were Pineville Road/Polk Street/Lancaster Highway (Multi-Use Path) and Greenway Connection (Multi-Use Path) with 54.0% and 42.5%, respectively. The least popular project was Centrum Parkway (Bike Lane), with just 9.8% of respondents ranking it in their top five.

## Wrap Up

The last screen of the survey asked respondents to rank whether priority links, zones, or locations were most important to them. The screen also asked about the respondents' relationship to Pineville (job, home, school, etc.) and about how long they have been associated with Pineville. The final question gave respondents an opportunity to keep updated with the Mobility Plan.



The results of the first question are shown in the chart below:

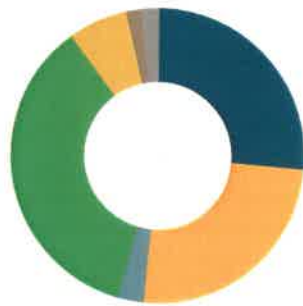
### The most important mobility connections are to...



According to the results of the first question, respondents to the survey seemed to care more about priority locations than priority zones or links, with 47% of respondents ranking priority locations the highest of the three.

The results of the second question are shown in the chart below:

### Which of the following describes you? (check all that apply)



- I live in or near Downtown Pineville
- I live in Pineville but outside of Downtown
- I live outside of Pineville
- I own a home in Pineville
- I work in Pineville

Most survey respondents of the survey were residents of Pineville, with 36% owning a home in the area. Only 6% of respondents reported working in Pineville.

The results of the third question are shown in the chart below:

### How long have you been associated with Pineville? (live, work, etc.)



- Less than 2 years
- 2 - 4 years
- 5 - 10 years
- More than 10 years

The respondents were remarkably varied in terms of time associated with Pineville. Close to 25% of respondents identified with each of the categories provided (less than 2 years, 2-4 years, 5-10 years, and more than 10 years).



# Appendix C

## Transit Stop Inventory



# Transit Stop Inventory

Item 1.

The following table inventories the amenities provided at each bus stop located within the Pineville Town limits.

Transit Stop Location	Stop ID	Direction	Shelter	Seating	Trash Receptacle	Lighting	System Map/Info.	Sidewalk Access	Bike Access
Johnston Rd & McMullen Creek Pkwy	13310	Outbound							
Park Rd & Plum Creek Ln	21320	Inbound							
Park Rd & Old Park Dr	21325	Outbound							
Park Rd & Park Cedar Dr	21330	Inbound							
Park Rd & Park Cedar Dr	21335	Outbound							
Park Rd & Willow Ridge Rd	21340	Inbound							
Park Rd & Willow Ridge Rd	21345	Outbound							
Park Rd @ Black Lion	21350	N/A							
Park Rd @ CMC Pineville	21355	Outbound							
Park Rd @ Sam's Club	21426	Outbound							
Carolina Place Mall	37050	N/A							
Carolina Place Pkwy & Pineville-Matthews Rd	37055	Inbound							
Pineville-Matthews Rd & Polk St	37060	Inbound							
Polk St & Pineville-Matthews Rd	37070	Inbound							
Polk St @ 400	37080	Inbound							
Polk St & Morrow Ave	37090	Inbound							
Pineville Rd & Industrial Dr	37100	Inbound							
Park Rd & Carolina Place Pkwy	46355	Outbound							
Pineville Rd & Industrial Dr	46408	Outbound							
Polk St & Morrow Ave	46409	Outbound							
Polk St @ 413	46410	Outbound							
Polk St & College St	46411	Outbound							
Park Rd & Carolina Place Pkwy	49297	Inbound							
Hwy 51 & Marfield Ln	49338	Inbound							
Hwy 51 & Marfield Ln	49339	Outbound							
Pineville-Matthews Rd @ 8500	49470	Inbound							

# Memorandum



**To:** Mayor and Town Council  
**From:** Ryan Spitzer  
**Date:** 1/21/2021  
**Re:** Mid-Year Revenue Projections

---

## Overview:

During the creation of the FY21 Budget there was uncertainty around revenue projections due to COVID-19. Because of this uncertainty staff projected a reduction in revenue based on the past three years actuals. Based on this reduced projection several projects were put on hold. Council decided to review where our current revenues are after six months to decide if they would like to reallocate monies to projects that were put on hold during the budget creation.

As of December 31, 2020, the Town has \$1million in actual revenues over projections. The only revenue source that is not out performing our projections is Room Occupancy Tax. This bodes well for the Town and allows the Town to reallocate funds to various projects if Town Council wants. The projects that were put on hold are:

## Infrastructure

Land Purchase for FD - ~\$400,000 extra

## Equipment

Side-by-side (FD) –	\$30,000
Bathroom Heaters (P&R) –	\$40,000
Outdoor Fitness Equip (P&R) –	\$35,000
Ravo (VAC Truck) (PW) -	\$270,000

## Attachments:

Revenue Analysis  
 Budget vs. Actual

**Town of Pineville  
Revenue Analysis  
FY21**

Revenue Account	G/L code	Distribution Schedule	FY20 Dec	FY21 Dec	FY21 YTD Estimate	FY20 YTD	FY21 YTD
Property Tax	3010.0100	Monthly	1,840,874.32	2,430,915.72	4,000,000.00	4,210,918.53	4,636,392.14
Property Tax - DMV	3010.0500	Monthly	23,492.49	-	162,500.00	137,941.69	118,300.03
Prepared Food	3265.0000	Sept & March	-	-	225,000.00	373,729.08	339,439.79
Room Occupancy	3270.0000	Monthly	50,747.23	30,699.23	230,000.00	293,785.80	105,307.76
Vehicle U-Drive IT Tax	3280.0000	Monthly	22,387.80	27,636.18	89,650.00	141,053.81	164,325.67
Utility Franchise Tax	3370.0000	Quarterly	301,928.47	317,214.09	487,500.00	546,533.47	544,115.55
Total Sales Tax		Monthly	158,008.17	212,450.98	600,000.00	670,286.13	860,156.11
YTD revenue per report					5,794,650.00	6,374,248.51	6,768,037.05

\*Property Tax DMV revenue not received as of December report date

Town of Pineville  
 Budget vs. Actual  
 12/31/2020

Item 2.

	<u>Budget</u>	<u>Actual</u>	<u>% of Budget</u>
<b>Revenues</b>			
Property Tax	\$ 8,125,000	\$ 4,754,692	58.52%
Prepared Food Tax	450,000	339,440	75.43%
Room Occupancy	460,000	105,308	22.89%
Franchise Tax	975,000	544,116	55.81%
Sales Tax	1,200,000	860,156	71.68%
Storm Water	405,000	146,649	36.21%
Powell Bill	180,000	203,629	113.13%
Other	2,487,374	668,235	26.87%
Sale of Fixed Asset	2,300,000	-	0.00%
Appropriated F/B - Restricted Police	1,063,150	1,063,150	100.00%
Appropriated F/B Stormwater	1,000,000	1,000,000	100.00%
Total	\$ 18,645,524	\$ 9,685,373	51.94%
<b>Expenditures</b>			
Governing Board	\$ 176,715	\$ 80,086	45.32%
Administration	5,939,175	1,631,502	27.47%
Human Resources	222,999	77,648	34.82%
Zoning	436,499	189,457	43.40%
Police	5,494,378	2,662,736	48.46%
Fire	1,701,074	402,966	23.69%
Public Works	852,372	329,992	38.71%
Storm Water	405,000	103,139	25.47%
Powell Bill	908,274	313,749	34.54%
Sanitation	640,000	194,307	30.36%
Recreation	585,264	272,314	46.53%
Cultural/Tourism	1,179,774	372,564	31.58%
Cemetery	4,000	300.00	7.50%
Contingency	100,000	48,310.24	48.31%
Total	\$ 18,645,524	\$ 6,679,070	35.82%

# Memorandum



**To:** Mayor and Town Council

**From:** Ryan Spitzer

**Date:** 1/21/2021

**Re:** FY22 Budget Schedule

---

**Overview:**

The budget will be ready to be reviewed by Town Council in the last week of March. Staff would like to set up 5 budget meetings with Council. Dates available are from the last week in March through April 30<sup>th</sup>.

The Town usually holds the Budget Public Hearing at the May Council Meeting to get feedback from the public. Approval of the budget has to be completed before June 30, 2021 and usually takes place at the June Council Meeting.

**Attachments:**

FY22 Budget Calendar

**Town of Pineville  
Budget Calendar  
FY22**

**1/13/2021 – Budget discussion during Managers meeting**

**1/15/2021 – Department access budget worksheets in ClearGov**

**2/08/2021 – Department worksheets completed in ClearGov**

**2/10 -2/17 – Finance Director review department worksheets**

**2/22 - 2/26 – Schedule Department Budget review meetings**

**March 2021 – Consolidate departmental budget worksheets**

**Develop and review revenue estimates**

**Develop CIP budget**

**Prepare for Council meetings**

**April 2021 (TBD) – Council budget review meetings**

**May 11, 2021 – Council meeting – Budget presentation**

**June 8, 2021 – Council meeting – Approve Budget Ordinance**

# Memorandum



**To:** Mayor and Council  
**From:** Barbara Monticello  
**Date:** 1/21/2021

Attached is the section from January's Council Meeting that outlined the openings and included any of the applications/resumes that were sent to me. Unless anyone else received applications/resumes and did not forward them to me, then this should be everything.

## **Planning Board**

There is one regular spot open on the Planning Board. In speaking with the alternate of that board, Randy Smith, he expressed interest in moving to the regular seat. In addition, Gary Wright, submitted an application for the spot on the Planning Board as did David Neely.

You can choose one person for the regular seat and up to two people as alternates for this board

## **Board of Adjustment**

There are two regular spots open on the Board of Adjustment. The alternate, Bill Ryan, moved out of Pineville so he is not eligible to move to a regular spot on this board.

There was only one interested person that submitted an application to be on this board and that was Jim Knowles (who is also on the Planning Board). That still leaves one regular seat open and up to two alternate spots open on the Board of Adjustment.

## **Arts and Science Council**

Greg Record had to resign as he moved out of town leaving one spot available on this board. I received a resume for this spot from Claire Jenkins expressing interest in being on this board. Additionally, Ann Parker had received her resume as well and contacted me to say she was a good candidate for this spot. You are all aware of the rest.

# Memorandum



**To:** Mayor and Town Council  
**From:** Barbara Monticello  
**Date:** 1/08/2021  
**Re:** **New Business: Annual Appointments**

Each year the Council appoints representatives to various boards and committees as required by state law, town policy or agency regulations. This is typically done at the beginning of the year although some county committees/boards operate on a fiscal, rather than a calendar year and make their appointments at that time. The appointments that need to be made for 2021 are as follows:

**THE PLANNING BOARD CURRENTLY CONSISTS OF THE FOLLOWING MEMBERS:**

- Jim Knowles (3 year term expires 12/22)
- Thomas White (3 year term expires 12/21)
- Eric Fransen (3 year term expires 12/22)
- ~~William Chaney (3 year term expires 12/21)~~ (resigned, need to fill vacancy)
- Kevin Kendrick (3 year term expires 12/22)

Alternate to this board is Randy Smith (term exp 12/22) has stated his interest in moving to a regular seat on this board. Should he move to the regular seat that is vacant, then the alternate seat will need to be filled. Additionally, Mr. Gary Wright has also expressed interest in participating on this board.

**THE BOARD OF ADJUSTMENT (BOA) CURRENT CONSISTS OF THE FOLLOWING MEMBERS:**

- Mark Matthews (3 year term expires 12/20) (still wants to participate, needs to be reappointed)
- ~~Joseph Yarbor (3 year term expires 12/20)~~ (resigned, need to fill vacancy)
- Thomas White (3 year term expires 12/21)
- ~~William Chaney (3 year term expires 12/21)~~ (resigned, need to fill vacancy)
- Jeff King (3 year term expires 12/21)

Alternate to this board, Bill Ryan, has moved out of Pineville and is no longer eligible to participate on the board. That leaves two regular seats and one alternate seat vacant. Mr. Jim Knowles has expressed interest in participating on this board as well as continuing his participation on the Planning Board.

**TELEPHONE BOARD:** The Telephone Board will consist solely of Town Council Members, the Town Manager and Telecommunications Director.

**Terms for the following boards/committees are as follows:**



<u>Committee</u>	<u>Current</u>	<u>Proposed</u>
<b>CITIZENS TRANSIT ADVISORY GROUP:</b>	Tommy Fellers (term expires 6/30/20)	Board has not asked for a new volunteer
<b>ARTS and SCIENCE COUNCIL: ADVISORY COMMITTEE</b>	David Neely (2 year term expires 6/30/22) Greg Record (moved/resigned)	Need to fill vacancy
<b>CRTPO (MUMPO) REPRESENTATIVE:</b>	Jack Edwards, term expired 12/20	recommend reappointment (s/b Elected Official)
<b>MTC REPRESENTATIVE:</b>	Jack Edwards, term expired 12/20	recommend reappointment
<b>CENTRALINA COG DELEGATE:</b>	Jack Edwards, term expired 12/20 Ryan Spitzer, Alternate	recommend appointing ASW recommend reappointment unless other interested party
<b>MECKLENBURG COUNTY PLANNING COMMITTEE:</b>	Jack Edwards (term expired 12/20)	recommend reappointment unless other interested party
<b>ELECTRICITES:</b>	Jack Edwards, (term expired 12/20) Ryan Spitzer, <i>Alternate</i>	Jack Edwards (main) Ryan Spitzer (alternate) recommend reappointment unless other interested party
<b>TAX COLLECTOR:</b>	Mecklenburg County	was reappointed in August
<b>TOWN ATTORNEY:</b>	Janelle Lyons, term expired 12/20	recommend reappointment/ open for discussion
<b>MUNICIPAL EDUCATION: ADVISORY COMMITTEE</b>	Joe Maxim, 2 year term expires 12/21	Joe Maxim
<b>THE CHARLOTTE-MECKLENBURG STORM WATER ADVISORY COMMITTEE:</b>	Randy Smith (Resident) term expires 6/30/21	Randy Smith
<b>AIRPORT ROUNDTABLE:</b>	<del>Theresa Brunner</del> (resigned) (no term provided)	Open-board has not asked for another volunteer
<b>HAZARD MITIGATION COMMITTEE:</b>	Gerelyn Garcia (Resident) (no term provided) Libby Boatwright (Alt Resident) Brian Elgort (Town Rep) <i>Travis Morgan</i> Mayor Edwards (Alt. Town Rep)	Keep as is Keep as is Keep as is Keep as is
<b>PINEVILLE PARKS &amp; RECREATION BOARD:</b> (all 3-year terms)	<b>Current Members:</b> Megan Bailey      Lorraine Haynes Sue Bankston      Yvette Isaacs Randy Brantley    Barbara Manning Tad Hardy          Stacy Shatterly Tristan McMannis   Clay Perry (Chair)	Keep all as is

**Action Requested:** Recommend reappointments where indicated.

Item 4.  
Item 13.



### Application for Board Appointments Town of Pineville P.O. Box 249 Pineville, NC 28134

Name: Jim H. Knowles Date: 1/6/21  
Address: 1013 Cone Ave Phone: 704-889-2012  
Email Address: jknowles@PinevilleDSL.NET Cell Phone: 704-539-1951

Which Board do you wish to participate on: Planning Board \_\_\_\_\_ Board of Adjustment

Please explain briefly why you are seeking appointment to this board:  
I want to help the town in it efforts to provide services to the residents of Pineville. I currently am on the Planning Board. I would like to serve on the Board of Adjustments as well. I have been a resident of Pineville since 1983 and am vested in this community. Thanks for considering me.

Please describe any professional experience you may have that would be relevant to this board:  
I have served on the Planning Board for many years. I am a resident of the town since 1983, own property on Cone Ave, and am a Registered Pharmacist in NC & SC.

Please describe any committees, organizations or other boards you may have participated on or educational background you have that would qualify you for this position on the board:  
Planning Board of the town of Pineville, many church committees, & a Registered Pharmacist in NC & SC. Worked on multiple committees at my work.

Please tell us anything else about yourself that would be beneficial to this board:  
I believe I covered everything in the above statements.

Signature: Jim Knowles Date: 1/6/2021



**Application for Board Appointments**  
Town of Pineville  
P.O. Box 249  
Pineville, NC 28134

Name: Gary Wright Date: 01/08/2021  
Address: 126 Lynnwood Lane Phone: 704-351-5306  
Email Address: gwright@labella.com Cell Phone: 704-351-5306

Which Board do you wish to participate on: Planning Board  Board of Adjustment

Please explain briefly why you are seeking appointment to this board: Recruited and also have interest in serving my community

Please describe any professional experience you may have that would be relevant to this board:  
Worked in local government for 38 years.  
Worked with Engineering firms last 4 years.  
Background = Roadway construction, storm water, erosion control, concrete, asphalt.

Please describe any committees, organizations or other boards you may have participated on or educational background you have that would qualify you for this position on the board:  
2 yr AAS Degree Architectural Design  
2 yr ~~EE~~ AAS Degree Civil Eng Technology Degree  
Studied Civil Eng. @ UNC-Charlotte - did not complete.  
State certified in Concrete, Asphalt, Erosion Control

Please tell us anything else about yourself that would be beneficial to this board:  
Lived in Pineville since 1982

Signature: Gary C. Wright Date: 01/08/2021

Rec'd 1/12/2021  
1:00 PM



**Application for Board Appointments**  
Town of Pineville  
P.O. Box 249  
Pineville, NC 28134

Name: David Neeley Date: 1/11/2021  
Address: 11807 Carolina Blossom Ln. Pineville, NC 28134 Phone: (704) 369-6247  
Email Address: davidneeley3@gmail.com Cell Phone: (704) 369-6247

Which Board do you wish to participate on: Planning Board  Board of Adjustment

Please explain briefly why you are seeking appointment to this board:  
I am seeking appointment to the Planning Board because as a Pineville resident, small business owner (service industry), and member of the Pineville Chamber of Commerce, I am heavily vested in Pineville's hospitable reputation and ability to attract profitable businesses.

Please describe any professional experience you may have that would be relevant to this board:  
Personal and Business spending are major factors in measuring economic viability of an area. As a financial planner, I am aware that well-maintained buildings, homes, and good planning anedotally, have a positive affect spending in an area.

Please describe any committees, organizations or other boards you may have participated on or educational background you have that would qualify you for this position on the board:  
My current and previous board service includes:  
Chair, Director, Pineville Chamber of Commerce - current  
Representative, Arts & Science Council, SE Subcouncil/Pineville - current  
Director, Big Brothers Big Sisters of Central Carolinas - 2016-2018

Please tell us anything else about yourself that would be beneficial to this board:  
I live in the Carolina Village neighborhood off Dorman Rd in Pineville, NC. As a financial planner, my disposition is bent toward strategies that build value. Personally, professionally, civically, I am highly interested in furthering the aims of Pineville for the benefit of its citizens and would therefore, consider it an honor to serve on the Planning Board.

Signature : [Signature] Date : 1/11/2021

Item 4.  
Item 13.

**Barbara Monticello**

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**From:** Claire Jenkins <caashworth@gmail.com>  
**Sent:** Friday, January 8, 2021 2:55 PM  
**To:** BMonticello@pinevillenc.gov  
**Cc:** Joseph B. Maxim  
**Subject:** Claire Jenkins Resume - consideration for ASC Public Sector Advisory Council  
**Attachments:** ClaireJenkins Resume 2020.pdf

Good afternoon Barbara,

I filled out the application online for the ASC Public Sector Advisory Council and Joe Maxim advised me to forward you my resume as well. I have included a PDF in this email. Please let me know if anything additional is needed.

Thank you!

Claire Jenkins

704-473-0854

69  
67

**Claire A. Jenkins**  
416 Fisher Street  
Pineville, NC 28134  
704-473-0854  
caashworth@gmail.com

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**OBJECTIVE**

**Sales or Office Associate/Manager** providing effective assistance and leadership for operation of office, gallery, or retail store. Experienced in most phases of business operation, including sales, inventory, scheduling, and managing people. Effective facilitator and team player with ability to meet performance goals. Demonstrated success in organization of products and events, and always being customer-oriented.

**PROFESSIONAL EXPERIENCE**

**Venturi Restoration, Pineville, NC**

**August 2015 to September 2020**

**PROJECT COORDINATOR**

Analytical and adaptable Project Coordinator with 5 years of experience facing challenges to achieve consistent quality results.

- Responsible for office administrative operations in restoration business management system DASH, adding notes, communicating tasks and deadlines.
- Worked specifically with mitigation and contents project managers to ensure compliance with internal system and with insurance carriers.
- Assisted project managers with inputting data.
- Aided in collections and cash flow, including communicating with mortgage companies.
- Responsible for inputting timecard entries in DASH system and submitting payroll information to both payroll department and staffing companies.

**Springs Insurance, Indian Land, SC**

**October 2011 to August 2015**

**CUSTOMER SERVICE REPRESENTATIVE**

Assisted office manager/sales agent with commitment to customer service by handling customer inquiries, billing questions and payments.

- Responsible for front office, handled all incoming calls, and scheduling of customers.
- Reviewed personal policies and maintained Agency Management System.
- Interacted with customers to identify their needs and resolve issues as quickly as possible.
- Documented customer interactions, details of inquiries, as well as actions taken.
- Billed all commission statements for agency.
- Superior customer service skills.
- Proficient in Microsoft Office applications Excel, Outlook, Powerpoint, and Word.

**Animal Supply House, Rock Hill, SC**

**January 2006 to May 2019**

**ASSISTANT MANAGER**

Assisted owners of pet supply retail store by supervising other sales people and general operation of the store.

- Purchased and managed inventory.
- Responsible for weekly work schedule of all employees.
- Responsible for customer sales and receipts.
- Organized store's stock.

**Art by J, Belmont, NC**

**August 2009 to May 2012**

**ART INSTRUCTOR**

Assistant art instructor in a private art school, teaching children ages 6 to 18. Aided in teaching children fundamentals of art using a range of art media including pastel, oil pastel, watercolor, acrylic, and clay. Assisted in planning and setting up of Christmas and Spring art shows.

**Sports Connection, Charlotte, NC**

**January 2008 to July 2009**

**ADMINISTRATIVE ASSISTANT AND HOSTESS**

Administrative assistant responsible for event planning and managing events as a hostess for children's birthday parties and other types of group outings. Events included games such as bowling, laser tag, video and arcade games.

- Member of "Birthday/Event Team."
- Successful party booking rates due in part to outgoing personality.
- Designed information flyers for the facility.
- Organized work areas in detail.
- Designed layout of retail area for new section, "Animaland."
- Purchased and managed inventory for "Animaland" and led training of employees for operation.
- Successful time management of parties and events.

**EDUCATION**

**B.A., Art with Art History Minor, Winthrop University, Rock Hill, South Carolina**