

## City News

### Asheville Recognized as Bicycle Friendly

The City of Asheville received a Bicycle Friendly Community designation by the League of American Bicyclists. The bronze-level designation identifies Asheville as a leading voice in bicycle advocacy and education and was based on the city’s accomplishments in increasing bicycle accessibility and awareness.

### Durham Receives Funding to Fight Homelessness

Durham’s Continuum of Care Program has received more than \$900,000 in grant funding from the U.S. Department of Housing and Urban Development (HUD) to help end homelessness. A Continuum of Care is a collaborative funding and planning approach that helps local communities provide a full range of to address the needs of homeless persons.

### Raleigh Wins \$21 Million Transit Grant

The City of Raleigh will receive a \$21 million federal grant to develop a multi-modal transit hub in the heart of Downtown. The City of Raleigh is partnering with the North Carolina Department of Transportation and Triangle Transit on construction of the transit center.

### Greensboro Names Denise Turner Roth City Manager

The Greensboro City Council has selected Interim City Manager Denise Turner Roth as city manager. Roth has served in the interim role since December of 2011 and brings more than 13 years of legislative and government leadership experience to the post.

### Goldsboro Mayor Honored

Mayor Al King received an Afterschool Award from the North Carolina Center for Afterschool Programs (NC CAP) at the “Breakfast for Champions” for his support for the children and youth in Goldsboro. Mayor King was recognized for his sponsorship of an area afterschool and summer enrichment program for disadvantaged youth as well as hosting NC CAP’s Afterschool Regional Summit.

### Wilmington Convention Center Recognized as ‘Green’

The Wilmington Convention Center received LEED silver certification from the U.S. Green Building Council. The 105,000-square-foot facility uses energy-efficient lighting and HVAC systems as well as plumbing fixtures that conserve water. In addition, a sand-filtration system helps clean storm water runoff before it reaches the Northeast Cape Fear River.

### Charlotte Mayor Introduces Small Business Lending Guide

At the U.S. Conference of Mayors’ annual meeting, Charlotte Mayor Anthony Foxx introduced his “Mayors’ Access to Capital Resource Guide.” The brochure, sponsored by Bank of America, is designed to serve as a tool for mayors around the country as they work to help small businesses.

### Concord, Kannapolis Mayors Honored

Kannapolis Mayor Robert S. Misenheimer and Concord Mayor J. Scott Padgett have joined the long list of distinguished North Carolinians to receive the Order of the Long Leaf Pine. The mayors were surprised with the recognition at the Cabarrus Regional Chamber of Commerce annual meeting in a videotaped presentation by Governor Beverly Perdue.

### Boone ‘Best Place to Retire’

Boone was listed in *U.S. News and World Report’s* article “10 Best Places to Retire” for being an affordable mountain town. The article states, “Pricey Aspen and Vail may be beyond your budget, but that doesn’t mean you can’t spend your retirement years appreciating spectacular mountain views or making runs on the slopes...Residents of this small town of [17,153] also have access to one of the country’s most scenic roads, the Blue Ridge Parkway.”

### Rocky Mount Honors Native Son

Thelonious Monk, a native Rocky Mount jazz musician who composed over 70 classics and whose work is immortalized in the Smithsonian Institute, was posthumously recognized by Rocky Mount residents during the opening of the Harambee Festival held. The public was invited to an unveiling of a NC Highway Historical Marker named in his honor.

### Technology Improves Transit in High Point

*Dial-A-Lift*, High Point’s specialized public transportation alternative, began using a mobile data computer system to schedule and dispatch trips in 2011. As the driver travels the route, the system updates the dispatch staff on trip status and vehicle location. The system audibly notifies the driver of map turns, receipt of messages, add-on trips and cancellations, and it has reduced the amount of time spent entering data to meet federal reporting requirements.

### Carrboro Recognized as ‘Tree City’

For the 27th year, Carrboro was named a “Tree City USA.” The program is sponsored by the National Arbor Day Foundation in cooperation with the National Association of State Foresters and the USDA Forest Service.

### Burlington Named a Health Trailblazer

The City of Burlington was awarded the NC Prevention Partners’ Trailblazers award for 2011. Trailblazer Awards are given to diverse workplaces that have made meaningful progress in promoting physical activity, healthy eating and a tobacco-free workplace.

### Cary Supports Electric Vehicles

Cary has installed an electric vehicle charging station at its Garmon Operations Center and two more charging stations at the Herb Young Community Center. These efforts support NC Get Ready!, an initiative by public, private and government entities to prepare for electric vehicles in North Carolina. In addition, to encourage electric vehicle transportation, the Town’s Inspections & Permits Department now accepts online permit applications from citizens who wish to install electric vehicle supply equipment, or EV Charging Stations, in their homes.

### Fayetteville Marks 250 Years

The celebration of Fayetteville’s 250th anniversary kicked off July 1 with a performance by the N.C. Symphony at Fayetteville’s Festival Park, fireworks and a resolution by Mayor Tony Chavonne. In 1762, the colonial assembly chartered Fayetteville - a 100-acre settlement then known as Campbellton along the Cape Fear River. The city will culminate the sestercentennial Nov. 3 with the dedication of a monument downtown.

### Chapel Hill Mayor Visits White House for LGBT Pride Reception

Mayor Mark Kleinschmidt joined President Barack Obama and other leaders for a reception at the White House in honor of Pride Month. Pride Month is a time for the LGBT community and its allies to reflect and commemorate advances in the LGBT movement and stand up against discrimination.

### Huntersville Facility Ranked Best in Aquatics

Huntersville Family Fitness & Aquatics (HFFA) was recently awarded with the Best of Aquatics in their category by Aquatics International. Town-owned HFFA (www.hffa.com) was chosen from hundreds of entries in the category of aquatics facilities and country clubs that offer fitness facilities.

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## Moving Forward

We have just completed another busy session of the General Assembly. As you know, although we are making progress in some areas, times continue to be tough for our state, and crafting a state budget hasn’t gotten any easier. Unfortunately, there were some wrong turns made this session; some of the legislation passed will create real challenges for our cities and our citizens as we try to maintain a sustainable growth pattern.

Our Coalition continues to educate legislators on the ways that cities drive our state’s economy, growth and progress. And we continue to advocate for smart policies to help guide our future, especially in the areas of economic development, transportation and public safety. That advocacy is getting attention and paying dividends, earning successes even during tough times.

For example, the Metro Mayors were instrumental in helping pass new legislation to fight gang activity. There are more than 15,000 gang members in North Carolina communities, according to statistics compiled by the Governor’s Crime Commission, and the crime and fear associated with gangs are a drain on our local law enforcement.

Modeled after a successful law in Texas, the legislation allows law enforcement to bring a civil action against gangs operating in North Carolina under the state’s public nuisance laws. A judge would then have broad powers to work to break up the gang by prohibiting members from associating with one another and taking other actions. We worked with Rep. John Faircloth of High Point and the N.C. Metro Police Chiefs to turn this innovative idea into a new tool for law enforcement.

## Metro Mayors Launching Piedmont Crescent Partnership

The Metropolitan Mayors Coalition has received a \$50,000 grant from the Rockefeller Foundation to create a regional transportation agenda along the I-85 corridor. With this investment, and additional funding from the Z. Smith Reynolds Foundation, the Coalition launched the Piedmont Crescent Partnership in January. The Partnership is a regional initiative that unites civic and business leaders across North Carolina’s Piedmont metropolitan corridor to produce a shared development agenda centered on a high-quality transportation infrastructure. This regional collaboration will help the Piedmont Crescent address its growth-related needs by fostering a more integrated approach to planning, as well as competitively pursue major sources of funding.

The Piedmont Crescent is North Carolina’s most rapidly growing metropolitan region. Over half of the state’s population lives in this area, which

We were also able to make some positive changes to the transportation budget. The House draft budget originally included a provision to cut public transportation funding by 15 percent. Combined with the loss of federal matching funds this would have amounted to an almost \$100 million hit to transit. Thanks to the work of Reps. Shepard, Killian and Frye, that cut was rolled back to 9 percent.

In addition, the 35-cent motor fuels tax planning cap proposed by Rep. Blust was not included in the final budget. This provision would have restricted NCDOT to plan and program for only 35 cents of gas tax starting in FY2013-14, rather than the 37.5 cents collected. This provision would have taken important projects out of the planning pipeline, and it threatened to stifle discussion about the long-term consequences of shrinking transportation revenues.

Finally, we worked with NCDOT to amend the 2040 plan to ensure that the plan did not advocate for shifting secondary road funding and maintenance to local governments. We value our strong relationships with NCDOT leaders and staff and appreciate their willingness to address this issue.

During difficult times, we continue to make progress on our most pressing issues. Thanks to the hard work of our Coalition members and the willingness of legislators to listen, we will keep moving forward.



Message from the Chairman

Mayor  
Bill Bell

## Accolades

- The Northeast Central Durham Livability Initiative received the Outstanding Achievement in Innovation Award from the Alliance for Innovation.
- *ConventionSouth*, a leading trade magazine, selected the Raleigh Convention Center as the South’s “most creative and professional” meeting site.
- Bloomberg *BusinessWeek* ranked Wilmington the No.7 Most Fun, Affordable City. Forbes ranked Wilmington No.13 in “Best Places for Business and Careers,” and *Fortune Small Business Magazine* ranked the city as No.14 for “Best Places to Launch a Business.”
- The City of Concord Wastewater Resources Department was awarded the first-ever North Carolina Collection System of the Year Award by the North Carolina American Water Works Association and the North Carolina Water Environment Association (NC AWWA-WEA).
- Boone was ranked fourth in *Forbes’* “America’s Fastest-Growing Small Towns.” Using census data to calculate the population growth rate between 2007 and 2010 for towns with fewer than 100,000 people, Boone rose 14.7percent.
- The United Way Tar River Region presented the City of Rocky Mount with a Bronze Award for their participation in the United Way campaign.
- *Expansion Solutions Magazine* again named High Point a winner of its national 2011 Awards of Excellence – in the distribution / warehousing category.
- Burlington held the inaugural Active City Streets event through a partnership of the Alamance County YMCA, Alamance Partnership for Children, the Alamance County Health Department, Healthy Alamance, the Burlington Downtown Corporation and Burlington Recreation & Parks.
- *Forbes* has named Cary one of the Top 25 Suburbs for Retirement.
- Fayetteville–Cumberland Parks & Recreation was selected for a \$10,000 grant for sports and physical activity programs for disabled veterans and Warriors in Transition from the National Recreation and Park Association (NRPA).
- The Town of Chapel Hill was awarded a \$20,000 grant from the Mayors Innovation Project.

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*The North Carolina Metropolitan Mayors Coalition was founded in 2001 by large-city mayors and today represents the state’s 28 largest cities and more than three million citizens. The Coalition, closely affiliated with the N.C. League of Municipalities, remains a nonpartisan, mayor-driven organization advocating on issues that affect large cities in a fast-growing and urbanizing state. The Coalition has successfully worked with federal and state elected officials to promote job creation, protect local revenue streams, invest in infrastructure, and keep our cities safe.*

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## The Rise of Urban Influence



Message from  
the Director  
**Julie  
White**

Long a rural state known for tobacco and textiles, North Carolina has shifted to a modern economy anchored in our cities. In 2010, North Carolina's was home to 9.5 million people, an increase of 18.5 percent since 2000. But the growth rate of the state's ten largest cities far outpaced the State's average at an impressive 35 percent. Just 14 metropolitan counties now represent more than half of the state's population.

By 2040, an estimated 14 million people will call North Carolina home, a 42 percent increase from 2010. Population in the state's six major metropolitan areas (Charlotte, Raleigh-Durham, Greensboro-Winston-Salem, Asheville, Fayetteville, and Wilmington) is expected to swell to 74 percent of state population.

This growth has already started in our major cities. In 2010-2011, Charlotte added more than 18,000 people, mostly from within the state. Raleigh-Cary added 16,000 and Wilmington added 5,100. In fact, ten metropolitan areas gained more than 74,000 people in that year.

And as the population continues to shift, so will the political power. Rising population has translated into greater representation for urban areas. The influx of new city residents has changed voting behavior and demographics.

## High Point Model Decreases Violent Crime

"It's not a program! It's a way of doing business." That's how High Point Police Chief Marty Sumner described the "High Point Model"—using intelligence, focused deterrence and community partnerships to reduce violent crime.

The dramatic decrease in High Point's violent crime rate and how that decrease was achieved were the topics of the managers' breakout session during the Metro Mayors Coalition legislative retreat in March.

High Point City Manager Strib Boynton moderated the discussion. Chief Sumner traced the city's 22-year violent crime trend, showing a 47 percent reduction in violent crime while High Point's population increased by 34 percent. The incidences of murder, rape, robbery, and assault began decreasing in 1990 and continued a steady decline through 2011.

The High Point Model is data driven. Police gather and analyze information about crime in a chosen neighborhood, determining who the offenders are. According to Sumner, less than 1% of the population is committing most of the violent crimes. Those offenders, the "A" list, are targeted for arrest. If a community identifies and deals with the worst of the worst, the wannabes will get the message.

According to Sumner, the decrease was not dependent on those arrests of the most violent "A" list offenders. Instead, he credits the partnership between the community and the police.

In 1997, HPPD began calling in groups of offenders on the "B" list for a meeting where police delivered the deterrence message face-to-face: "We have enough evidence to send you to prison now. If you accept our help, we'll give you a chance to turn your life around."

These call-ins were conducted in partnership with the Violent Crimes Task Force and the High Point Community Against Violence (HPCAV), a group of concerned citizens who volunteered to help.

HPCAV has grown into a 501(3) (c) non-profit organization made up of community members, clergy, service agencies, governmental and educational agencies, and private supporters. Members respond to the scenes of acts of violence along with the police, provide the community's moral voice to repeat offenders identified by police, assist with intervention strategies, and coordinate community resources for those who want help.

The first successful application of the High Point Model was in neighborhoods where the open-air drug market kept residents locked in their homes. After shutting down entire drug markets, violence in those neighborhoods decreased by 57 percent and that rate has been sustained for six years. Importantly, those drug markets did not spring up in other neighborhoods.

In subsequent years, the HPPD has applied the High Point Model to gang robbery intervention, youthful offenders, and domestic violence. Of the 900 people called in to receive the deterrence message in the last 10 years, only 10 percent have become repeat offenders.

According to City Manager Boynton, police chiefs need the unconditional support from their managers. And, he said focused deterrence doesn't require an army of officers. Chief Sumner said that the High Point Model has given his officers 42 percent of their time to be proactive, rather than having to react to violent crimes.

*Written by Alice Smith Moore, Public Information Director, City of High Point*

## Metro Mayors In Action



Metro Mayors Chairman Mayor Bill Bell, Rep. Dan Ingle, Rep. John Faircloth, Rep. G.L. Pridgen, Jacksonville Police Chief Mike Yaniero and Wilmington Police Chief Ralph Evangelous watch as Governor Perdue signs new gang legislation supported by the Coalition.



Mooresville Mayor Miles Atkins, the newest member of the Metro Mayors, and Concord Mayor Scott Padgett during the High Point meeting.



Raleigh Mayor Nancy McFarlane, Boone Mayor Loretta Clawson and Jacksonville Mayor Pro Tem Michael Lazzara during a break at the spring meeting.



Durham Mayor Bill Bell, chairman of the Metro Mayors, presents N.C. Senate President Pro Tempore Phil Berger with the group's legislative award for his efforts to balance the budget without taking local revenues.



Charlotte Mayor Anthony Foxx accepts an award from the U.S. Conference of Mayors (USCM) for Charlotte's Power2Charlotte initiative, which is designed to create jobs and save energy.



Salisbury Mayor Paul Woodson participates in a White House panel discussion on the importance of volunteers in the community.



N.C. Senator Pete Brunstetter speaks to the Metro Mayors during their spring meeting in High Point.



House Minority Whip Rick Glazier speaks to the Metro Mayors in High Point.

## Metro Mayors Launching Crescent Partnership Continued from Page 1

bringing together the region's various stakeholders with the goal of developing a shared vision and strategy for regional transportation infrastructure advocacy and planning. The efforts are well timed, as legislative leaders have indicated a desire to undertake major transportation reform in the 2013 Session. The Partnership plans to have recommendations to provide the General Assembly while they are developing their plans for 2013.

The Partnership will host a series of listening sessions in Charlotte, the Triad and the Triangle to connect with civic and business leaders, to better understand local issues and to unite leaders from across the region in developing a shared vision. The Partnership will also engage a network of civic and business leaders and elected officials to advocate for policies and strategies that promote a strong transportation infrastructure critical for the region's future.

"As the Southeastern United States continues to grow and increasingly garners the attention of national and international businesses, we must ensure that North Carolina is well positioned to attract good paying jobs and industries," said Durham Mayor and Metro Mayors Chair Bill Bell. "We believe that this Partnership is critical for North Carolina's future economic competitiveness."

The Rockefeller Foundation made the grant as part of their initiative to promote sustainable transportation policy. The organization, which is based in New York, supports work that expands opportunity and strengthens resilience to social, economic, health and environmental challenges.

*Written by Warren Miller, founder and president of Fountainworks, a market research and policy consulting firm.*

## The Piedmont Crescent - Thinking Regionally while Still Acting Locally

Historians attribute the origins of the term "Piedmont Crescent" to the development of the North Carolina Railroad in the mid-19th century, when its leaders gave that name to the new railway that followed the old Native American trading path that traversed the state in an arc between what is today the Research Triangle, the Piedmont Triad and Charlotte. Earlier European settlers followed that same path into the back country of the Carolina Piedmont in what became known as the Great Wagon Road. And in the 20th century, state leaders and transportation planners chose the corridor for the creation of Interstate 85, both acknowledging and solidifying the Piedmont Crescent's central role in North Carolina's modern economy, where, depending on how broadly you define it, over 65 percent of the state's population now lives.

Given this inextricable and historic link between the corridor's dual role as major transportation artery and economic engine for the rest of the state, it's not surprising that discussions today about the Piedmont Crescent's future inevitably center on the interconnection between transportation and the economy. Indeed, the ongoing success of the corridor in an increasingly competitive global economy depends on the ability of leaders at both the state and local levels to find regional solutions to issues of congestion and mobility, both along and extending out from the Piedmont Crescent's core. Highway improvements, the development of passenger rail, and intermodal solutions to the region's freight transportation needs all feature prominently in those discussions.

As important as transportation remains for the Piedmont Crescent, leaders and citizens alike have also come to understand that the corridor's quality of life and the management of its limited natural resources are also critical to sustained economic well-being. Concerns about water resources have surfaced in recent battles over inter-basin transfers and debates about who should hold federal licenses for hydroelectric dams. Metro regions have struggled to meet federal requirements for air quality (with federal transportation funds hanging in the balance), while the corridor's prevailing pattern of sprawling development over the past several decades has raised concerns about the loss of the region's open space – and the long-term viability of agriculture in an era when the "locally-grown" food movement has taken its place beside parks, schools and climate as an essential ingredient in the quality-of-life mix that is so crucial to attracting and retaining talent.

Recent analysis of satellite imagery by UNC Charlotte researchers demonstrated that for the 21-county southern portion of the Piedmont

Crescent – extending from the point where I-85 crosses the South Carolina line in Cleveland County to the northeast corner of Davidson County south of Greensboro – approximately 15.46 percent of the area's open space had been converted to developed uses by 2006. That compares to just 1.64 percent in 1976, a 30 year interval. (Similar research is currently underway for the rest of the Piedmont Crescent, including the Piedmont Triad and Research Triangle.) That sort of rapid growth in such a short period of time has placed unprecedented stress on both the corridor's built and natural infrastructure, which can't be easily addressed by continued adherence to artificial municipal and county boundaries alone.

Yet, too often sectionalism and the fear of large-scale regional planning have stymied efforts to address these issues in a coherent and collaborative way. A focus on local planning, rather than on larger regional initiatives, has been one of the hallmarks of the planning profession over the past several decades. Placed in a historical context, this can be seen as a positive response to some of the more misguided "mega" infrastructure and economic development initiatives of the mid-20th century, which sometimes demonstrated an unfortunate disregard for the uniqueness and value of local communities. And one can justifiably argue that this "refocusing on the local" – what some have taken to calling "place-based economic development" – has led to the successful revitalization of communities throughout the Piedmont Crescent, both large and small, both urban and rural.

Working solely at the local level, however, with an ambivalence, or worse, antipathy, toward regional collaboration on issues such as transportation and resource management risks losing the very competitiveness that has driven the success of local communities along the Piedmont Crescent since the very first rail was laid by the NC Railroad in the mid-19th Century. As the diverse communities along North Carolina's Piedmont Crescent look ahead to the 21st century, they should embrace more of a "both/and" strategy in meeting the challenges of growth – working collaboratively on regional issues like transportation, water and open space, while continuing to nurture and build upon their unique cultural, natural and economic strengths. The two approaches do not have to be incompatible – in fact, they are probably mutually dependent in an increasingly competitive global economy.

*Written by Jeff Michael, Director of the UNC Charlotte Urban Institute.*