



**LYNX Blue Line Extension Light Rail Project
Public Workshop Comment Sheet Summaries
July 15, 2008**

7th Street to Craighead Road

CATS is proposing to shift the 16 th Street station north to the intersection of Brevard and Parkwood. Do you agree that the 16 th Street station would better serve customers at the proposed new location?		
	Received Responses	Percentage
Yes	16	50 %
No	6	19 %
Don't know / No Preference	10	31 %
Total Responses Received: *	32	

**Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.*

Comments:

- There is limited accessibility to the light rail from North Tryon from 7th Street to Crieghead. 16th Street is the only place this occurs. By having it at 16th Street it will help economic development along North Tryon. Secondly, there is already high density housing between 15th and 16th Street. Thirdly, more high density developments are being built in that area. There is also major discussion about moving Hunter Auto and placing another condo development there. By moving this station the likelihood of a project that could buy out Hunter Auto is low.
- Relocating the 16th Street station to the intersection of Brevard and Parkwood would cause more congestion. It could potentially lead to the removal of the immediate residents of this area.
- The old location is closer to 16th Street, so riders from N. Tryon St could use it more conveniently. Also, old location is on a straight section of Parkwood rather than on a curve of a busy street.
- I feel that the density at Duncan Gardens and Bloc 90 would be much better served at the previous (orig) location. Plus there are safety issues crossing Parkwood.
- Potential development favors the old location.
- Either one would work – alternatives show good planning on your part.
- Very good.
- I understand why CATS would like to move the station, but as I listened to the concerns of a property owner I can see his motivations of the original location to spur development of the auto yard.
- The maps are gone! [comment from a late arriver]



Due to the potential impacts to historic properties at the Boxing Academy and the Johnston & Mecklenburg Mills, CATS is proposing to move the 36 th Street station across the street from the previously proposed location. Do you have any concerns with the relocation of this station?		
	Received Responses	Percentage
Yes	6	19 %
No	22	71 %
Don't know / No Preference	3	10 %
Total Responses Received: *	31	

* Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.

Comments:

- This will be more from the people in that area [sic].
- Safety issues crossing tracks, but also, keeping the station at the Johnston/Meck mills complex will magnify the vibrance of that development and I think it (the Mills & station) would become the centerpiece of NoDa.
- I feel having the station closer to NoDa would allow for business to grow and for NoDa to become the next Dilworth.
- Hopefully it will fit on NoDa side. For safety reasons, a bridge is much preferred to a tunnel if necessary.
- There is more high density development between 36th and Anderson/Craighead: Steele Gardens/Renaissance/The Colony.
- Needs to serve NoDa as well as possible.
- Keep it on the NoDa side.
- I favor preservation of historic properties.
- Should the station be moved, I'd prefer a tunnel access route.

Sugar Creek vs. North Carolina Railroad Alternatives

How important are each of the following transit and planning goals to you? Please circle your answer. (Participants were asked to rate each on a scale of 1 to 5, with 1 being "Not Important" and 5 being "Very Important.")						
Ranking (Not Important to Important)	Not Important			Very Important		
	1	2	3	4	5	Total
1. Revitalization of N. Tryon Street (including streetscape improvements)	1	2	3	6	22	34
2. Redevelopment of Asian Corners	3	6	7	5	12	33
3. Serving existing neighborhoods	0	3	2	14	13	32
4. Access to stations (pedestrian)	1	1	4	8	18	32



5. Access to stations (vehicular)	1	2	7	10	13	33
6. Improved pedestrian environment (including sidewalks, bike lanes, crosswalks, etc.)	0	0	5	3	26	34
7. Maintain access to properties along N. Tryon Street	2	1	7	10	14	34

Based on the alignment options shown, which alignment do you believe would provide the best station locations to serve the community?		
	Received Responses	Percentage
Sugar Creek alignment	8	25 %
NCRR alignment	21	66 %
Don't know / No Preference	3	9 %
Total Responses Received: *	32	

Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.

Comments:

- Cost less!!
- Based on the information provided it allows for the light rail to be implemented at a minimized cost, while allowing monies proposed to be used for redevelopment in the North Tryon Corridor.
- The Sugar Creek alignment would allow access to neighborhoods both the east and west sides of Tryon. The NCRR alignment limits access to the western neighborhoods.
- Commuter line should run on or close to N. Tryon St. as soon as possible, even south of Sugar Creek nearer to 36th St. on Craighead Ave.
- This would help the Graham and [Beatties] Ford Road.
- It is cost effective, still allows access to all business.
- The money allotted for redevelopment would be an added plus along N. Tryon and the NCRR alignment without compromising.
- Train speed cost makes this better.
- NCRR less expensive, Sugar Creek alignment does not serve good purpose.
- Use \$21M for N. Tryon development, current properties available in close proximity for residential development.
- Property value.
- More economic value, more people living around.
- Put the 20million towards streetscape development which is desperately needed for revitalization, maybe more important than the TOD that might be created ½ mile out from transit station on Eastway station alt. and Sugar Creek alt station. Additionally, by using NCRR, the Eastway station is located next to Eastway Specialty Park, a soothing natural view as opposed to pavement and strip malls.
- S.C. alignment will be too costly and the creation of the bridges will likely negatively impact the businesses due to accessibility issues. Possible redev. of industrial Davidson and SC and Norfolk Yard.
- I strongly support in NCRR alignment. Less cost and still provides \$21 million for development.
- I think you need to enter N. Tryon as soon as possible for revitalization purposes.



- Basically anyone that revitalizes North Tryon and especially Asian Corners. Also consider ridership.
- Cost less, speeds up construction.
- Cost less money, speeds up construction.
- I'm distressed by the cost impact of the Sugar Creek alignment. While I understand the Hidden Valley's reasons for wanting the alt alignment not getting the project built at all is a great risk.
- The road is established and has open spaces in close proximity to Sugar Creek with the potential to grow the area. There are traffic lights for access to possible parking lots/decks.

Which alignment option provides the best opportunity for revitalization of N. Tryon St?		
	Received Responses	Percentage
Sugar Creek alignment	9	28 %
NCRR alignment	21	66 %
Don't know / No Preference	2	6 %
Total Responses Received: *	32	

Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.

Comments:

- N. Tryon from Sugar Creek to Eastway has solid base development already. Gentrification is headed that way already. It will "rebuild" itself.
- Again, minimized costs but allows allocations to be used for road and neighborhood improvements. This money can be used primarily for infrastructure improvements to allow for increase in traffic.
- I believe the Sugar Creek alignment would provide the best opportunity for N. Tryon revitalization. The Blue Line would be served by more exposure and ease of access to the businesses and travelers of N. Tryon.
- Development will follow the commuter line. N. Tryon St. south of Old Concord Rd. could be transformed similarly to South Blvd. was.
- Big proponent of NCRR because you get an improved streetscape as well as light rail. Tryon is in DESPERATE need of a Makeover.
- It is not an eye sore or interfering with business. It will keep it more open and inviting.
- Additional grades costs and obstructions do not seem to outweigh the economic development benefits. The \$21M could probably be used better in projects other than light rail here. NCRR is efficient.
- To ensure we get money for redevelopment of N. Tryon Street to benefit Hidden Valley, Asian Corners, and along N. Tryon Street.
- More open/available real estate for development.
- No bridges needed.
- It is less expensive and straight forward approach. Access bridges over Tryon may do far more damage than good.
- \$21 million and doesn't divide street.
- Engineering, cost and funding, access and pretty much everything points to NCRR being a better option. Use of existing infrastructure and right of way makes sense. Don't jeopardize funding.
- It appears that Sugar Creek may revitalize North Tryon.



- The Sugar Creek alignment would provide more pedestrian traffic for existing businesses. The SC line would cost more, but the economic development could make up for it. The NCRR line does not really run close to a lot of homes.
- Need more information on what is planned for the NCRR area. It looks mostly industrial.

Shopping Center Drive to I-485 / N. Tryon Street

CATS is proposing to combine the City Boulevard and Harris/N. Tryon stations, providing one station at McCullough St. Do you agree with the new proposed station location?		
	Received Responses	Percentage
Yes	25	78 %
No	2	6 %
Don't know / No Preference	5	16 %
Total Responses Received: *	32	

Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.

Comments:

- Need a City Blvd. station to serve IKEA.
- Minimized costs but allows a station to be located in a high density area. This will allow minimum interruption to traffic on N. Tryon and Harris Blvd intersection.
- The combined station would serve roughly the same area as the split station. Additionally, a combined station could have costs savings as well as allow for more gradual grading needed to bridge the Harris/Tryon intersection.
- Keep station away from N. Tryon St./Harris Blvd. intersection.
- Serves same area. Quicker transit times.
- Train speed. No parking at Harris.
- Makes sense.
- Save \$ and use efficiency gained by combining, use the extra savings for art or better design.
- More efficient, less stops.
- Cost less, faster construction.
- I believe this would greatly improve travel time as the train can reach higher speeds between the adjacent stops and the overall number of stops would decrease.
- I believe McCullough is a good compromise location given the efficiencies gained. I would recommend it be a park and ride location with a surface lot to handle over-flow from I-485.

Assuming the stations are combined, do you think the McCullough station should be a walk-up station (destination) or a park-and-ride station?		
	Received Responses	Percentage
Walk-up	10	29 %
Park-and-ride	20	59 %
Don't know / No Preference	4	12 %
Total Responses Received: *	34	

Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.



Comments:

- There should be plenty of parking at Wal-Mart.
- Existing development maybe cost prohibited.
- The McCullough station should be park and ride due to the lack of pedestrian thoroughfares. Heavy traffic on N. Tryon would make the line inaccessible or unsafe from at least one side for pedestrians. Additionally, most area businesses were built to accommodate a car culture. To incorporate walk-up stations would mean the culture and layout of the entire area would need to be changed.
- Unless big changes are made, it is very difficult to walk to McCullough from anywhere.
- A walk-up station.
- If the land is available and affordable, yes. It would be convenient for Harris traffic, but I'm not sure there's room/budget to accommodate it well.
- If not here where would the next park and ride be located? South line is already filling up, let's plan ahead.
- Development does not support walk-up yet. Maybe combo for future.
- There is a large amount of traffic on Harris Blvd. using the street as a belt road. They will be looking for parking and access to light rail.
- Both.
- Both for the residents in the area.
- You are giving one up to do this, so it makes sense [to have a park and ride].
- The surrounding area has a lot of spread out apartment complexes and subdivisions. I believe parking would promote more use of LYNX and decrease congestion along Tryon.
- See above [comment, "...McCullough is a good compromise location..."].
- Both are feasible, especially since at this time the area is NOT pedestrian friendly, therefore, making it dangerous to get from one area to the next.

CATS is proposing to move the Mallard Creek station away from N. Tryon St to better serve the UNC Charlotte campus area and existing/future residential properties. Do you agree with the new proposed station location?		
	Received Responses	Percentage
Yes	22	73 %
No	3	10 %
Don't know / No Preference	5	17 %
Total Responses Received: *	30	

Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.

Comments:

- Allows for minimum interruption to traffic flow while allowing for greater ease of access to students.
- While Mallard Creek/N. Tryon is a busy intersection, this proposed location would limit growth and flexibility by locking out the west side of the station. Additionally, moving the station further down Mallard Creek makes this station more pedestrian friendly for the surrounding neighborhoods.
- The alignment is good, but a station is not necessary in that area. Let the University add one if it needs it in the future.



- UNC Charlotte students would be much better served by this station location. Accessibility to new 9th Street campus for education and to Uptown in general would only enhance the visibility of the University.
- UNCC will be bringing more ridership that needs convenient access to light rail.
- Whatever UNCC feels it needs.
- That segment of Tryon does not have many businesses/homes close by. The economic impact would be minimal.
- I was initially concerned about cost/about the curvaceous spur route and relocating this station even out the line and serves UNCC's interest.
- UNCC has its own station.

Please add any additional comments here.

- Please look at the on-board bike rack systems when bringing the rail to the University City. I would need to bike to a station, ride the train with my bike and bike to work. The current system on the Blue Line is not very user friendly or space efficient. Thank you for having these sessions to answer questions and show your great progress.
- Please keep current location of 9th Street station to ensure redevelopment of Hal Marshall land.
- We don't need to get creative with the city/county budgets and do the "alternate" route. It still boils down to money from Charlotteans pockets.
- Please ensure traffic study is conducted in the Old Concord/Orr Road / N. Tryon intersection. Potential for peak period and 8 A.M., 5 P.M. and CMS school year traffic conditions.
- A line built through the UNC-Charlotte campus would be nice, but it would greatly transform the campus. Why not build a station near the Charlotte Research Institute and let people walk 10 – 15 minutes from the center of campus, or ride the shuttle buses which run very frequently.
- This would leave too many people out that need the N. Tryon Street. Rider out; that do not have cars. We need more service to impact the whole City not just the center part. This will be leaving out some of our history part of the City.
- This workshop was very helpful in allowing the citizens to have input in the decision-making process. We commend the consultants for a good job in explaining the project.
- If 36th station is being located south of 36th Street than there should be an additional station at Craighead. There are several proposed developments in the N. Tryon/Craighead/N. Davidson block that could be served by an additional station. Also, people that live along W. Craighead including the school at N. Tryon and W. Craighead would have good access to the light rail. Residents along Anderson St. towards the Plaza Rd. would be covered as well.
- I have a different concern with the line (which I enthusiastically support). I think the City and County should establish a parallel, dedicated bike line paralleling the North line. This opportunity was missed when the South line was built. Charlotte has a limited amount of arterial roads, being a city of cul-de-sacs. This presents an opportunity to bring bike commuters into Uptown; all the way from University City – safely! Bike commuters would also be able to "feed" into the path from the neighborhoods the line passes through. There is currently no way to bike into Uptown Charlotte safely – I bike every day in this city and can assure you this is the case whatever the spin that asserts otherwise. This is an opportunity that should not be thrown away. The light rail lines on their own are a wonderful development (and so much needed) of themselves, but let us enhance this corridor to its full usefulness.
- The station and park and ride lot at Tom Hunter Road needs to be on the Hidden Valley side of N. Tryon St. There are three successful, viable businesses on the other side that



would be closed if CATS stays with the station location across from Tom Hunter Rd. I own property and a business at ... N. Tryon Street and DO NOT want the station located there. We have been in business for years and it would be safer for the residents of Hidden Valley to not have to cross N. Tryon St. to get to the station. Also, LYNX riders would make a right turn in the mornings to park in the station lot if it were on the Hidden Valley side.

- You should work very hard to make it possible to get to stations from the greenways, so people can walk or bike to public transit station via the greenway, which connects to many neighborhoods and to the UNCC campus. (Note that this also applies to bus stations!)
- Tom Hunter station will take out a very successful Queen City Audio Video and Appliance Store. It has been located there since early 1960's. Brand new buildings built with economic developments funds from City just two years ago. We invested 2 million dollars in that property without being told by the City of these plans being moved up. Who will replace this volume of business? Who will reimburse us for the investment in a community that need our services?
- Please consider the following: 1. Increase potential for economic revitalization of North Tryon, Asian Corners, Northpark Mall, 2. Ridership.
- The walking path/bike lane along South line is great amenity, would like to see similar addition to N line. Concerned that restricting Tryon to 4 lanes will hinder traffic flow. Frankly, if you want to improve N. Tryon, pick one side of the street and demolish it.
- Time is of the essence, the faster the better.
- CATS should investigate the route that yields the shortest travel time to Uptown. The reduction of curves and level gradings would help this. The line should have effective streetscape that makes the stations safe as possible. This will greatly improve ridership and promote adjacent development.
- So far I've been happy with this process. Many of the questions I asked this evening are very detailed (speed impact of NCRRT vs. Sugar Creek) but the answers I've received about generalities and impact while not specific because I'm asking ahead of the planning/building they've been useful nonetheless. Also, the web survey was very useful in reaching the UNCC community that could not attend on the campus event.
- This has been very informative. Thank you for having such patient and knowledgeable staff available!!

Additional correspondence received:

1. Comments from a light rail operator
Need "T" intersections with all streets when building new light rail lines. This is a safety issue so that nobody can get in front of gates at streets that meet rail lines at an angle. Also such crossings restrict visibility.

Examples:

South Blvd. near Clanton Rd.

South Blvd. near Scaleybark Rd.

Please call if there are any questions about the above.



Comments put on flip charts during the meeting:

Sugar Creek / NCRR Alternate

Concern about impacts of sidewalks along Sugar Creek to graves (unmarked) at Zion Primitive Baptist Church

Location of Tom Hunter - better (to commute) on NW quadrant of Tom Hunter/N. Tryon

Potential need for parking deck at Rocky River station

Build pedestrian bridges over N. Tryon to connect Hidden Valley and Asian Corners

Shopping Center Drive to I-485/N. Tryon

At end – run LRT to East and put ramps to 485 under. Future extension.

Question about shading on UNCC campus – flood plain/way interest in keeping wooded area

Question about train slowing moving along horizontal curves

Comment about study and option considered to go behind hospital, etc.

Comment that possible park and ride behind/at Hams might be a good location

Several questions about greenway – need to connect to park and rides

Need park and ride lots large enough so overflow does not use greenway lots

Harris Blvd. needs special design

NOTE: Some comments have been modified to protect the privacy of individuals or businesses. 38 comment sheets or additional correspondence received.