

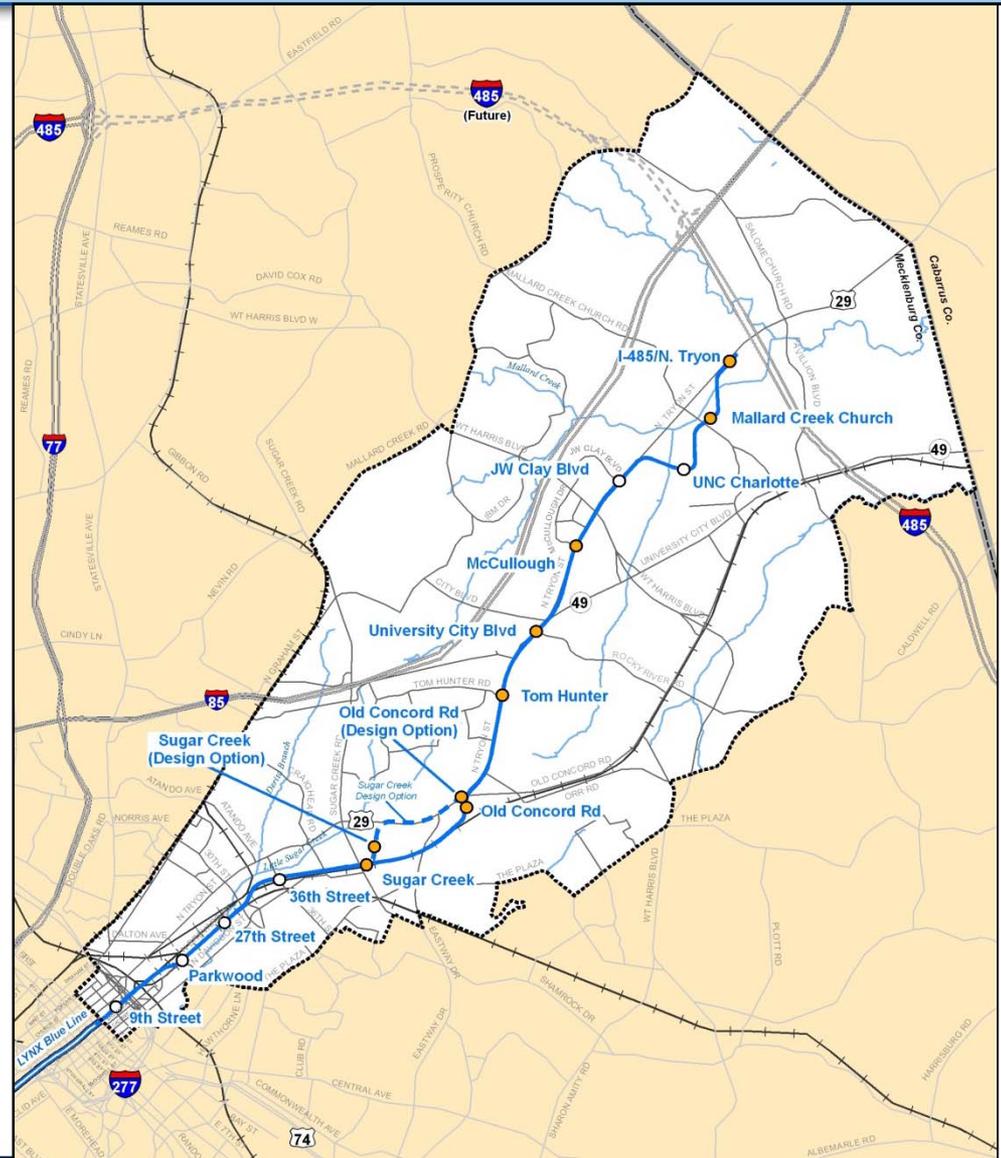


Public Meetings
January 13 and 15, 2009

- Project Update
- Platform Types
- Station Site Plans
- Sugar Creek and North Carolina Railroad Study Results
- Open House



- Uptown Charlotte to I-485 at N. Tryon Street
- Total project length: 11 miles
- South Corridor extension
 - Improves operational effectiveness
 - Better leveraging of public investment
- 13 stations
 - 6 Walk-up stations
 - 7 Park & rides

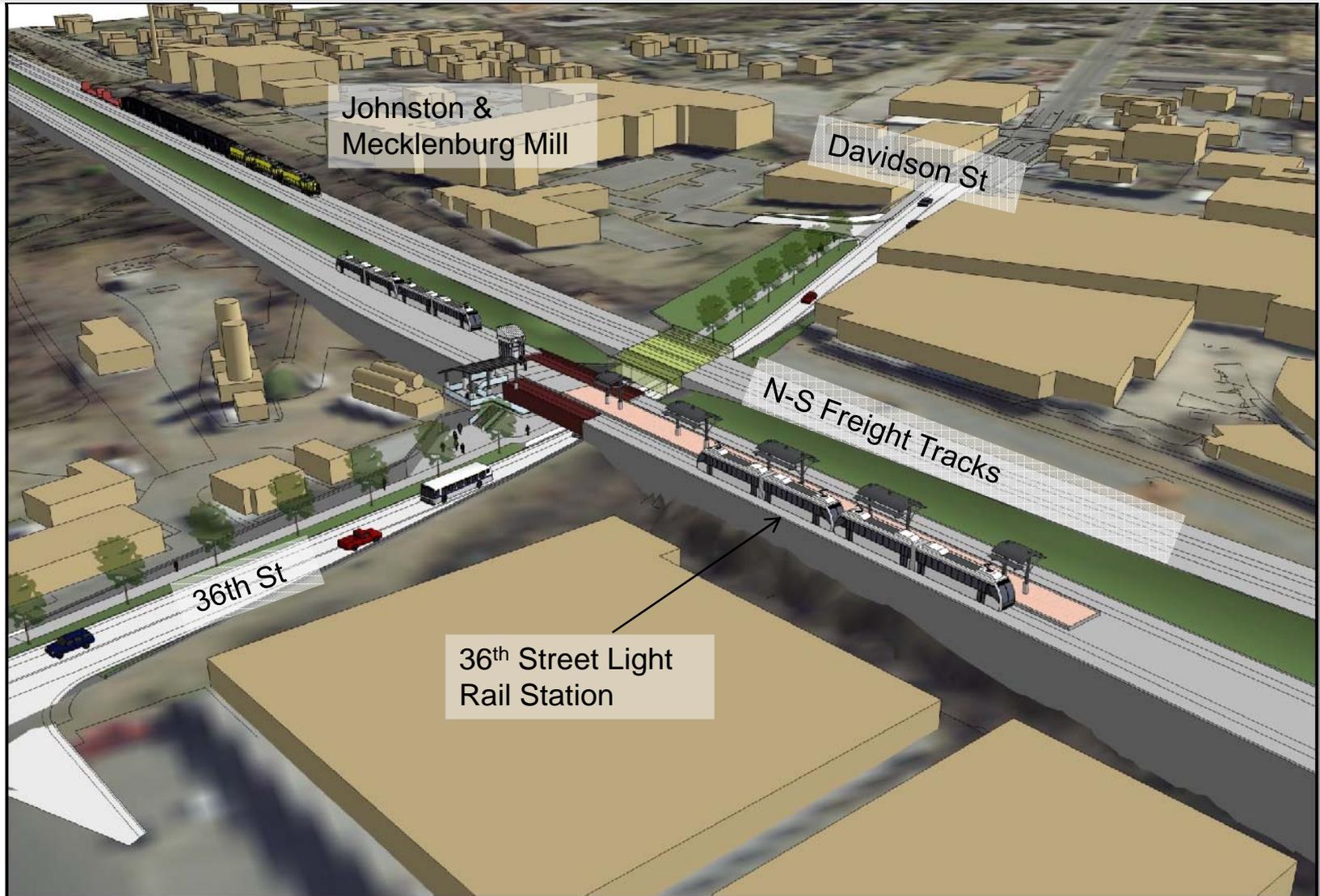


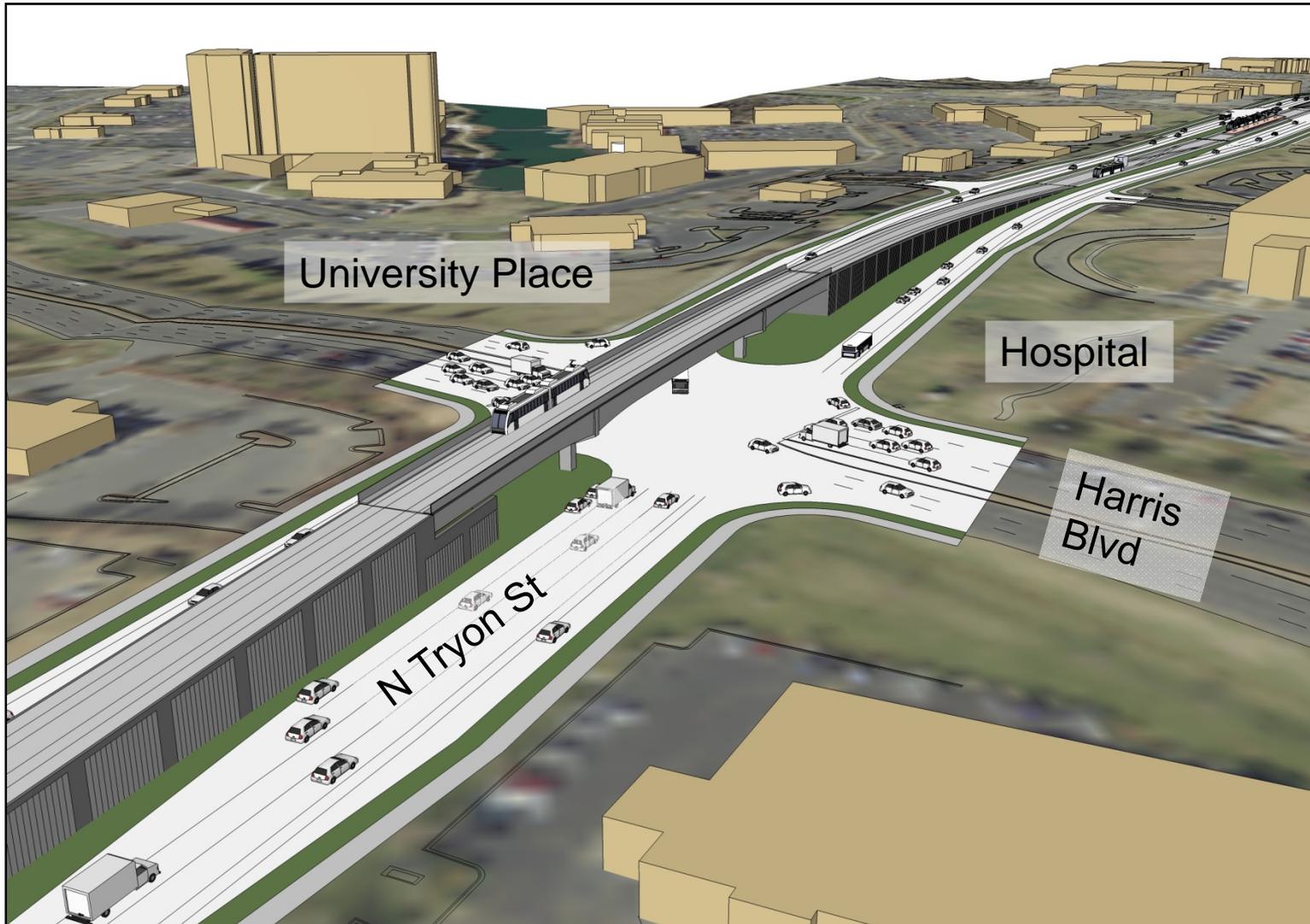
- Need for greater capacity
 - Longer platforms
 - Increased train frequency
 - Increased parking
 - Additional power
 - More grade separations
 - Maintenance facility expansion
- Competition for railroad right-of-way
 - Additional freight tracks
 - Expanded freight operation (more and longer trains)
 - High-speed rail
 - LYNX Blue Line Extension
- Railroads desire a sealed corridor
 - Potential grade separations at 36th Street and Sugar Creek

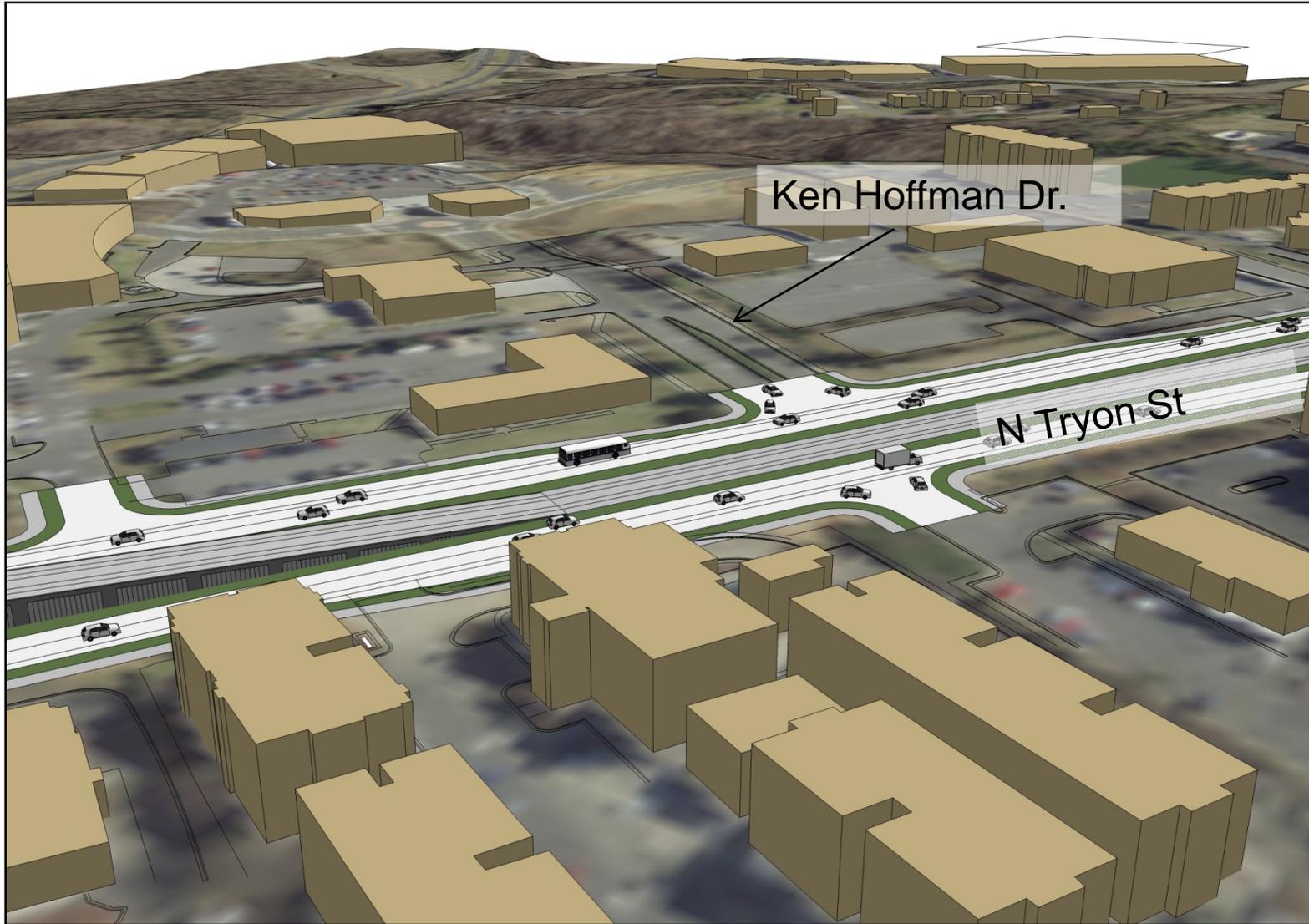


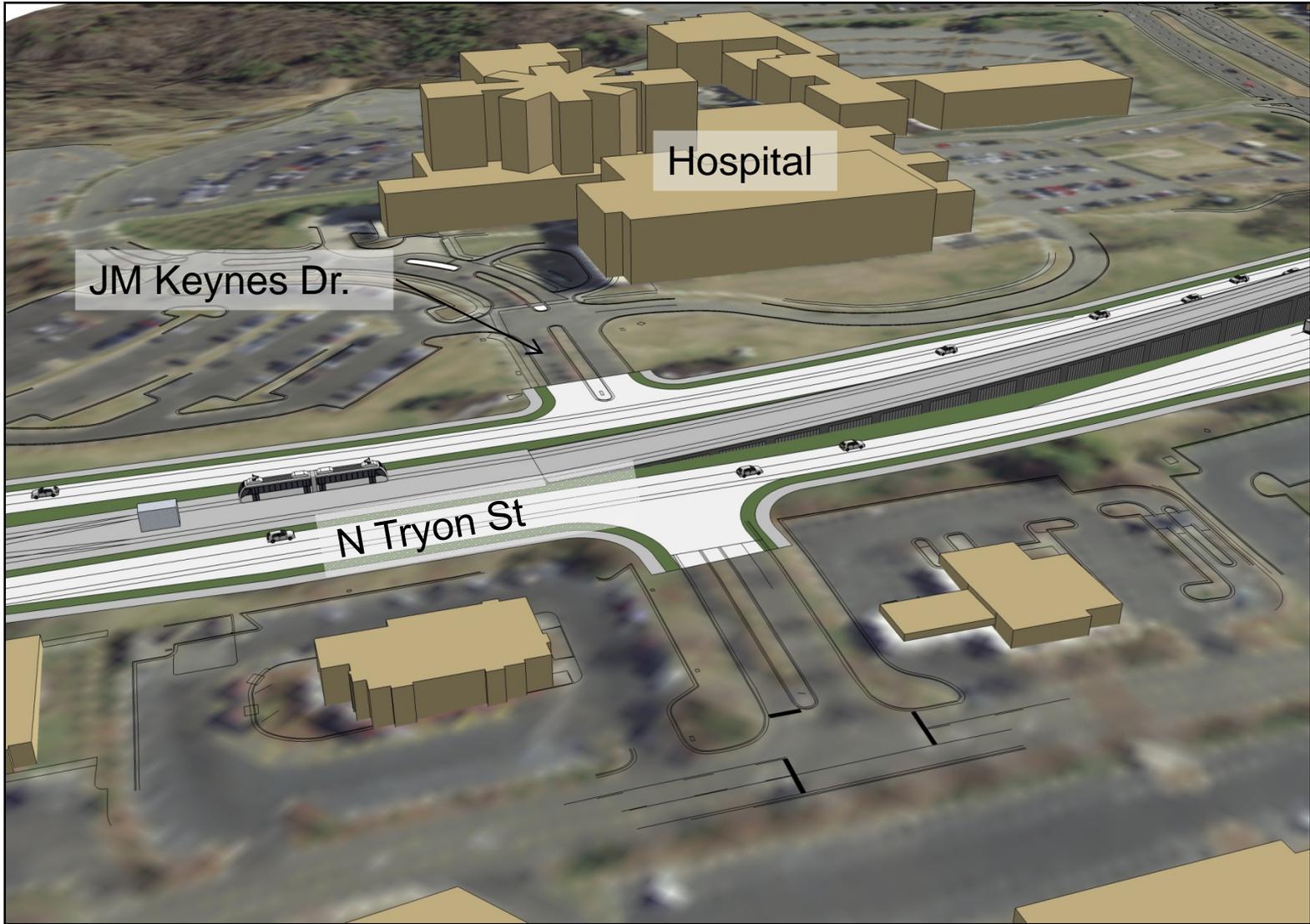
- Asymmetric widening of Tryon Street (Old Concord Rd to Orchard Trace)
- 300 ft long platforms
- Fewer intersections/grade crossings of light rail
- 36th Street grade separation
- Grade separated underpass onto UNC Charlotte campus

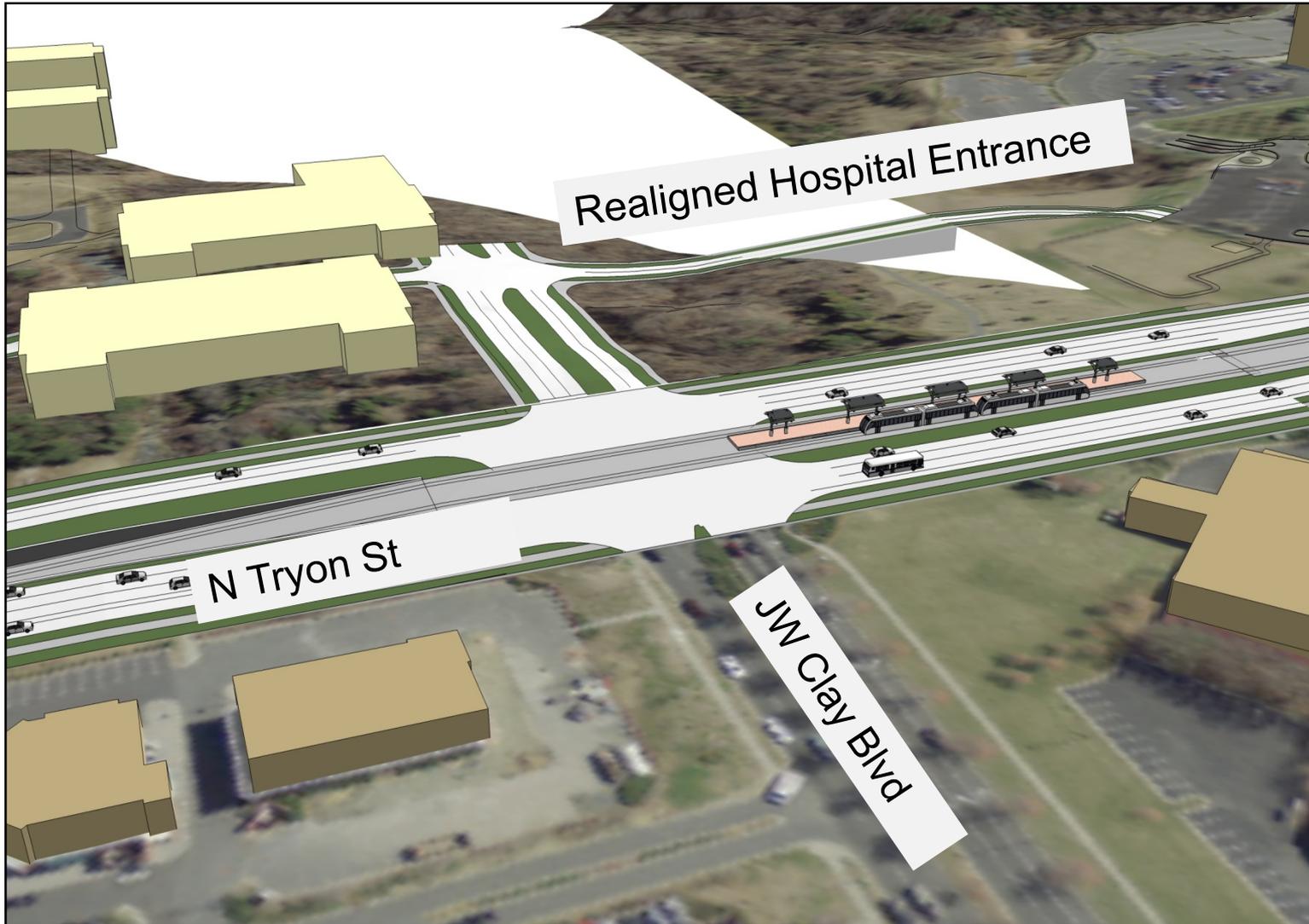
36th Street Station - Grade Separation













- Continue coordination with stakeholder groups
- Environmental Impact Statement
- 15% design and cost estimate
 - Completed: Spring 2009
- Railroad agreements
- NCDOT coordination

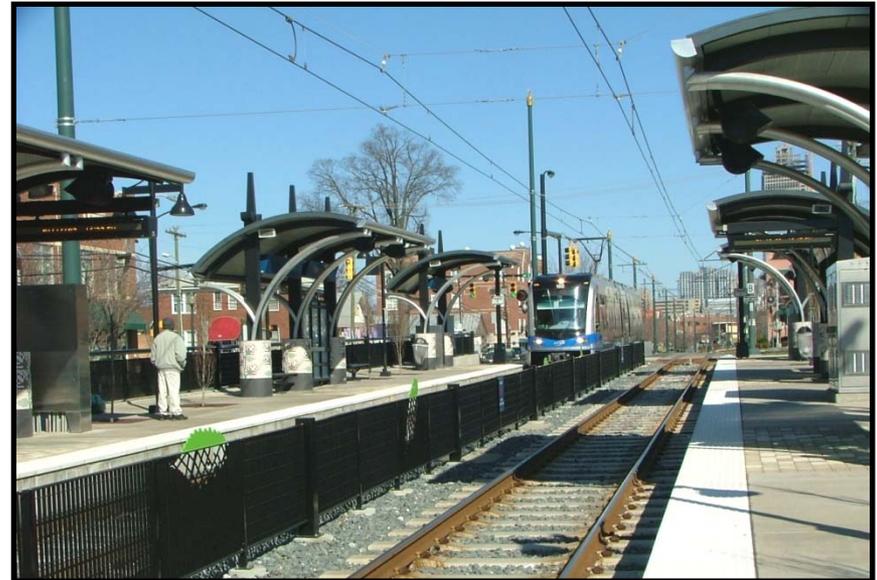


Platform Types

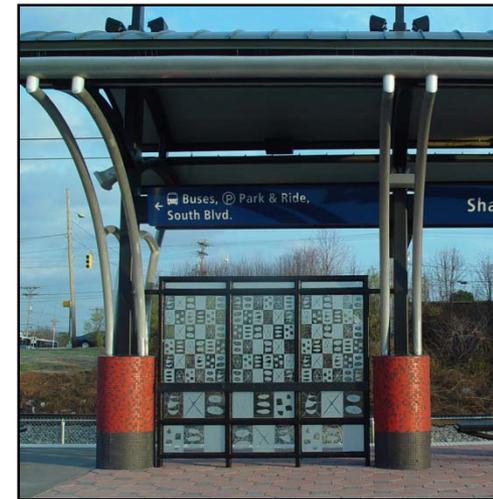
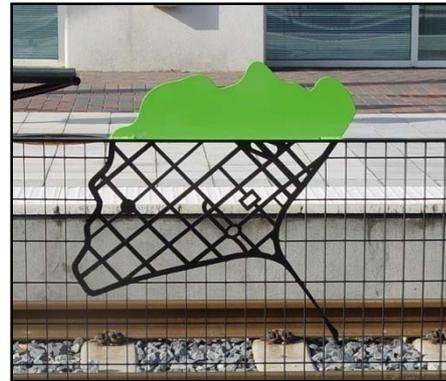


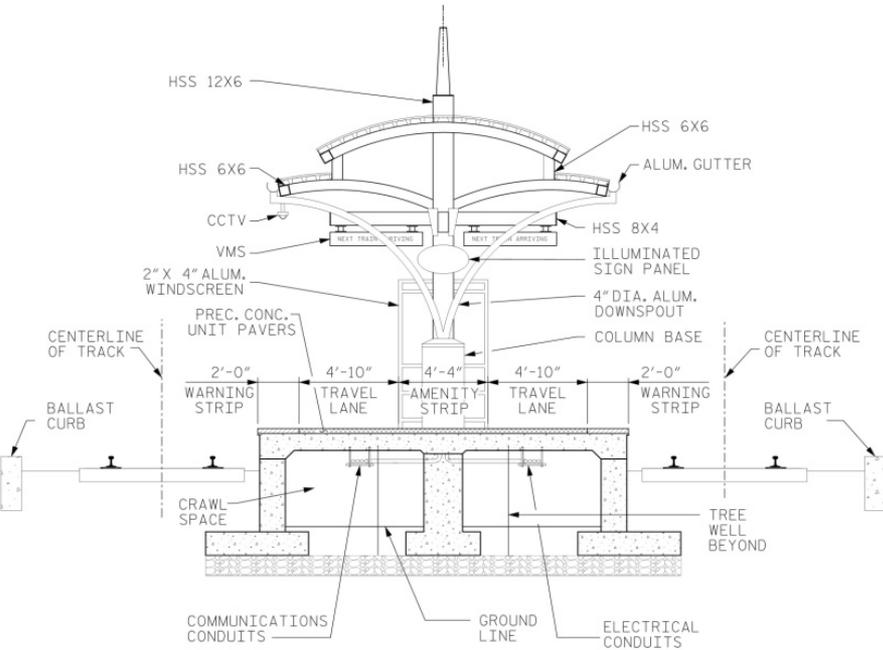
Center Platform

Side Platform



- Security features
- Maps
- Schedules
- Public art
- Bicycle storage
- Seating and benches
- Trash receptacles
- Trees
- Tactile warning strips
- Covered ticket vending machines
- Canopy coverage

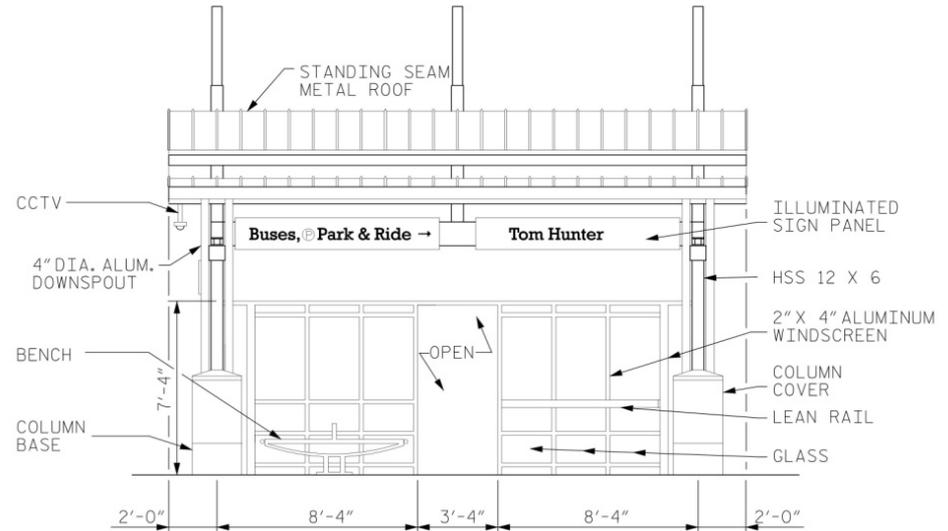




PARTIAL SECTION

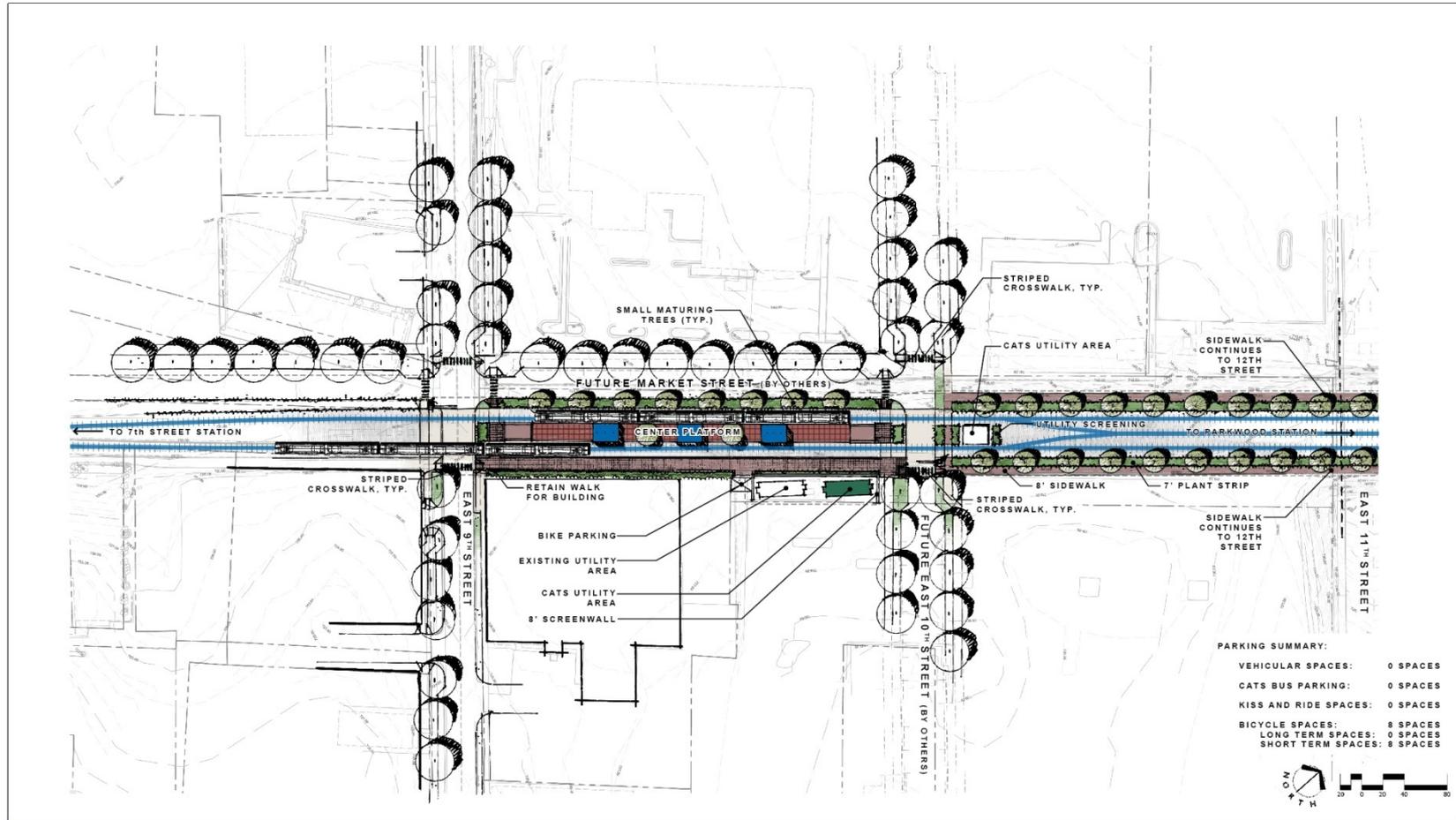
@ PLATFORM

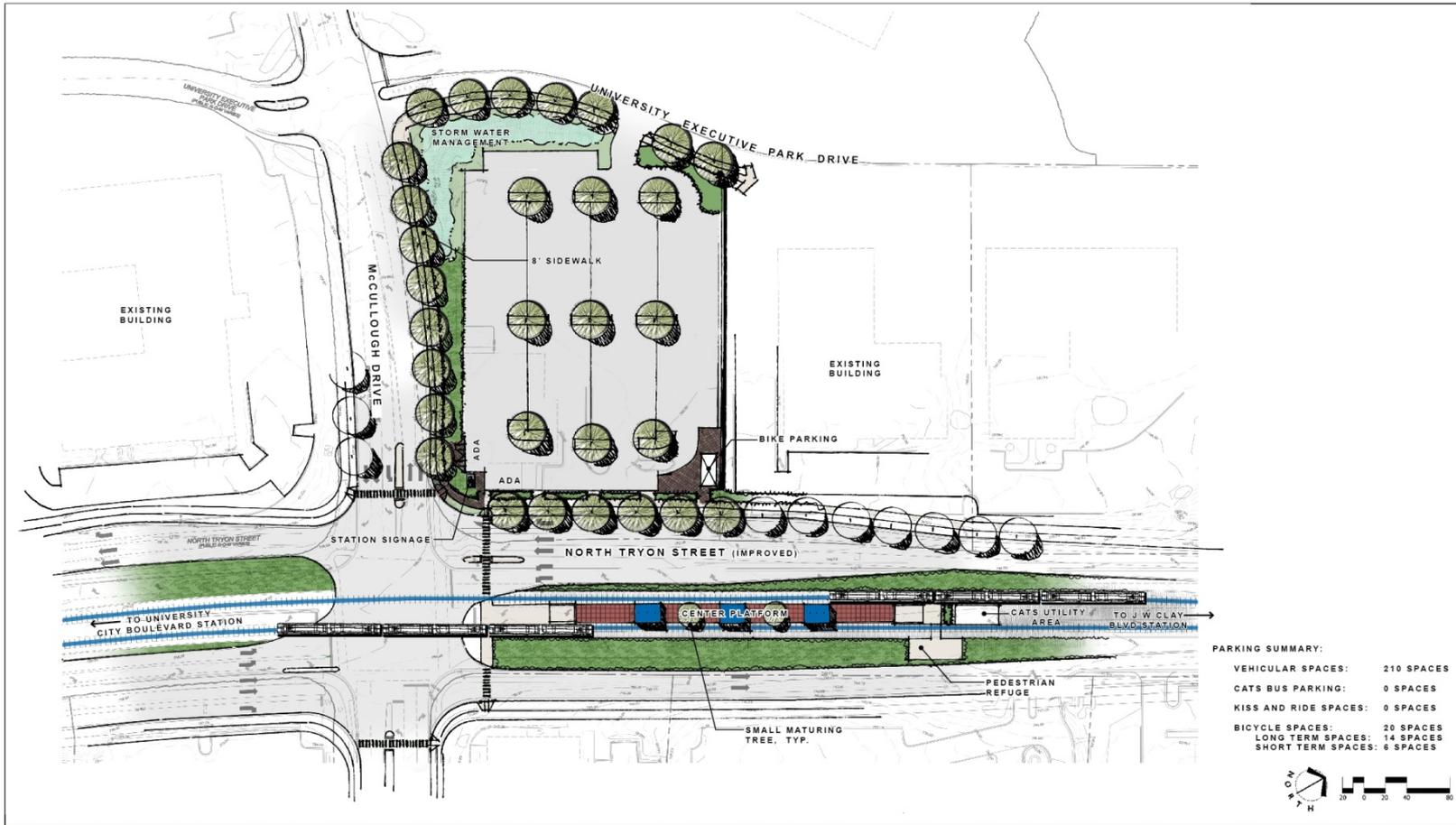
SCALE: 1/4" = 1'- 0"



TWO COLUMN CANOPY ELEVATION

SCALE: 1/4" = 1'- 0"





PARKING SUMMARY:

VEHICULAR SPACES:	210 SPACES
CATS BUS PARKING:	0 SPACES
KISS AND RIDE SPACES:	0 SPACES
BICYCLE SPACES:	20 SPACES
LONG TERM SPACES:	14 SPACES
SHORT TERM SPACES:	6 SPACES





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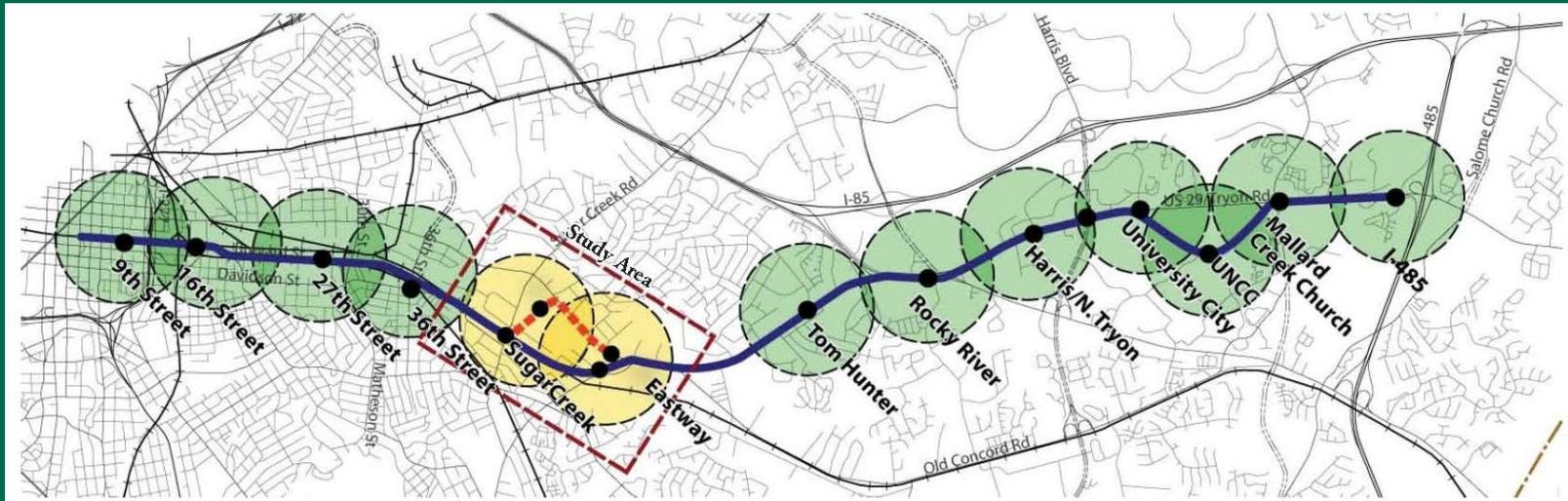
Sugar Creek and North Carolina Railroad Alternative Alignments



- In November 2006, the MTC adopted the 2030 Transit System Corridor Plan
- The 2030 Plan:
 - created Locally Preferred Alignments for future engineering and planning
 - included an alternative alignment of the Northeast Corridor - Sugar Creek Alternative
- January 2008 – approval of funds for preliminary engineering of the BLE - including the Sugar Creek Alternative

NCRR Alignment and Sugar Creek Alternative

- NCRR Alignment - NCRR ROW from Uptown to Old Concord Road, entering the median of North Tryon at Old Concord Road
- Original Sugar Creek Alternative designed to exit NCRR ROW at Sugar Creek Road, through Asian Corners and then North Tryon median





Sugar Creek Alignments



Why study the Sugar Creek Alternative?

- Need for revitalization along North Tryon, including the vicinity of Sugar Creek and Old Concord Roads
- Can Sugar Creek Alternative in 2030 Plan spur higher ridership and more redevelopment?
- June 2008 – \$18 million committed in CIP over five years for construction of Sugar Creek Alternative if economic benefits justified cost

- **Sugar Creek Alignment**

- Modified by Sugar Creek Road underpass
- Modified to avoid historic properties
- Now hidden behind Asian Corners – reduces economic development impact
- Impacts existing businesses and eliminates access - new bridges at Dorton Street and Eastway

- **NCRR Alignment**

- Sugar Creek Road underpass creates at-grade station and greater economic development potential from proximity to NoDa
- At-grade station has stronger connection to Asian Corners– creates stronger potential for redevelopment
- At-grade stations have greater impact than aerial



Sugar Creek Alignments



NCRR Alignment: Sugar Creek Station





- Both alignments generate approximately the same economic benefit
 - New Sugar Creek Alternative does not affect Asian Corners
 - Limited access along North Tryon in the Sugar Creek Alternative impacts existing businesses
 - Sugar Creek Station in NCRR Alignment now closer to Asian Corners and abuts north end of NoDa



- NCRRA Alignment projects 10%–18% higher commercial and retail growth by 2030
- NCRRA Alignment projects 5% higher residential growth by 2030
- Similar amounts of demolition of existing buildings by 2030
- Sugar Creek Alt results in relocations of 31 businesses
- NCRRA Alignment results in relocations of 21 businesses



Analysis Factor	Measure	NCRR	Sugar Creek Alt
○ Economic Impact	Business relocations	21	31
○ Demolition 2008 - 2030	Square feet- includes retail, office and industrial	Total = 1,381,226	Total = 1,412,575
○ Redevelopment potential- residential	Unit count through 2030	1,025 – 1,175	960 – 1,120
○ Redevelopment potential- office	Square feet through 2030	90,000 – 150,000	80,000 – 125,000
○ Redevelopment potential retail	Square feet through 2030	305,000 – 470,000	350,000 – 470,000

- **Transit**
 - No appreciable difference in projected ridership or travel time
- **Transportation**
 - No appreciable difference in through traffic mobility
 - Left turn access impacted more with the Sugar Creek Alternative
 - NCRR Alignment has moderately better access for walking, biking and better automobile circulation

- No appreciable difference in ridership and travel time

Analysis Factor	Measure	NCRR Alignment	Sugar Creek Alt
○ Ridership	Total daily boardings	21,600	21,600
○ Travel Time	7 th to I-485	24 minutes	24 minutes
○ Transportation System User Benefits	Hours of travel time savings	Same	Same
○ Safety	Number of conflict points (street crossings of rail)	1 at Old Concord Station	2 at Sugar Creek Station 1 at Lambeth and Tryon 1 at Old Concord Road



Analysis Factor	Measure	NCCR Alignment	Sugar Creek Alt
Vehicular Operations	Travel time AM Sugar Creek to Orr Road (minutes)	SB = 9 NB = 9	SB = 9 NB = 9
	Travel time PM Sugar Creek to Orr Road (minutes)	SB = 12 NB = 20	SB = 11 NB = 20
	Speed AM Sugar Creek to Orr (mph)	SB = 12 NB = 13	SB = 13 NB = 13
	Speed PM Sugar Creek to Orr (mph)	SB = 10 NB = 6	SB = 10 NB = 6
Left turn access on North Tryon		31 driveways lose left turn access in streetscape plan	85 driveways lose left turn access, 6 intersections become right in, right out only.

- The Sugar Creek Alt. has more property acquisitions
 - 68 acquisitions in Sugar Creek Alternative (25.97 acres)
 - 30 acquisitions in NCRR Alignment (15.01 acres)
- Sugar Creek Alt. has more potential wetland, visual and historic property impacts
- The NCRR Alignment has three potential vibration impacts to Howie Acres

Analysis Factor	Measure	NCRR Alignment	Sugar Creek Alt
○ Acquisitions	Number of parcels	30	68
○ Displacements	Business relocations	21	31
○ Noise Affected Receivers	Receivers impacted	None	None
○ Vibration Affected Receivers	Receivers impacted	3 homes	None
○ Historic Resources Affected	Number / acres of resources affected	3 indirect impacts	1 direct impact 3 indirect impacts



- **NCRRA Alignment**
 - Sugar Creek Station has higher visibility and abuts wider variety of land uses
 - Old Concord Station needs new street network
- **Sugar Creek Alternative**
 - Sugar Creek Station has low visibility and needs new street network
 - Old Concord Station provides more TOD
 - Acquisitions impact on North Tryon may affect reuses of parcels
 - More visual and physical barriers created



- 2006 2030 Plan Gap - \$26 million
- 2009 Refined Gap - \$57.4 million
- The NCRR Alignment:
 - 1 bridge removed over NCRR / Norfolk Southern
 - Station at Sugar Creek at-grade
- The Sugar Creek Alternative:
 - Grade separation at Eastway required
 - Greater real estate costs due to wider cross section than originally planned

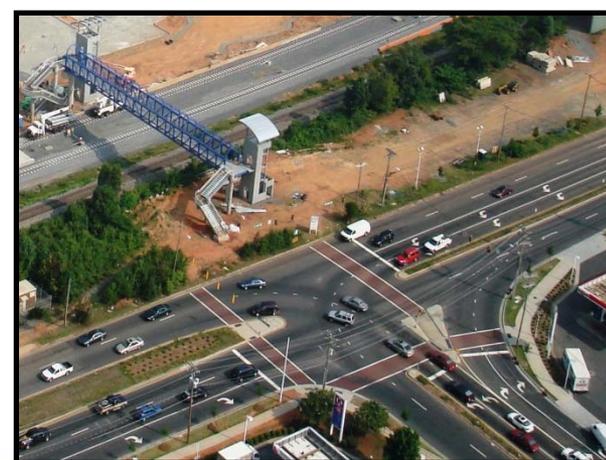
- Alignments similar in travel time and ridership
- Alignments similar in environmental impacts
- Alignments similar in economic development impact
- Sugar Creek creates negative visual impacts
- Sugar Creek reduces access to existing businesses
- Sugar Creek more costly

Open House until 8pm:

Staff resources

Comment sheets

Tell us what you think!



- www.ridetransit.org
 - Notify Me
- 704-336-RIDE
- www.charmeck.org
- 311- City/County customer service
- Future public involvement opportunities

