



Community Workshops

July 10 and 15, 2008

- Progress to date
- Station and alignment updates
- Sugar Creek vs. North Carolina Railroad Alternatives update
- Presentation will address:
 - Evaluation criteria
 - Key issues
 - Impacts and possible mitigation measures
- Open House
 - Tell us what you think!



Progress to date:

- Further alignment analysis and station refinement
 - Includes City and County staff
- Coordination with:
 - Local neighborhoods
 - Local corporate/business groups
 - UNC Charlotte
 - Cabarrus County
 - State Historic Preservation Office (SHPO)
 - North Carolina Department of Transportation (NCDOT)
 - North Carolina Railroad (NCRR)



Public Input
Land Use
Transportation
Transit
Economic Development
Costs



7th Street to Craighead Road

- Shift 16th Street Station north to intersection of Parkwood & Brevard to facilitate better pedestrian connection



- Conflict between station and two historic structures:
 - Johnston-Mecklenburg Mills
 - Boxing Academy
- Move station south of 36th Street (NoDa side) to avoid conflict
 - Could be an adverse impact as defined by SHPO; may have to shift station to east side of railroad tracks
- Preferred location predicated by railroad negotiations and SHPO determination



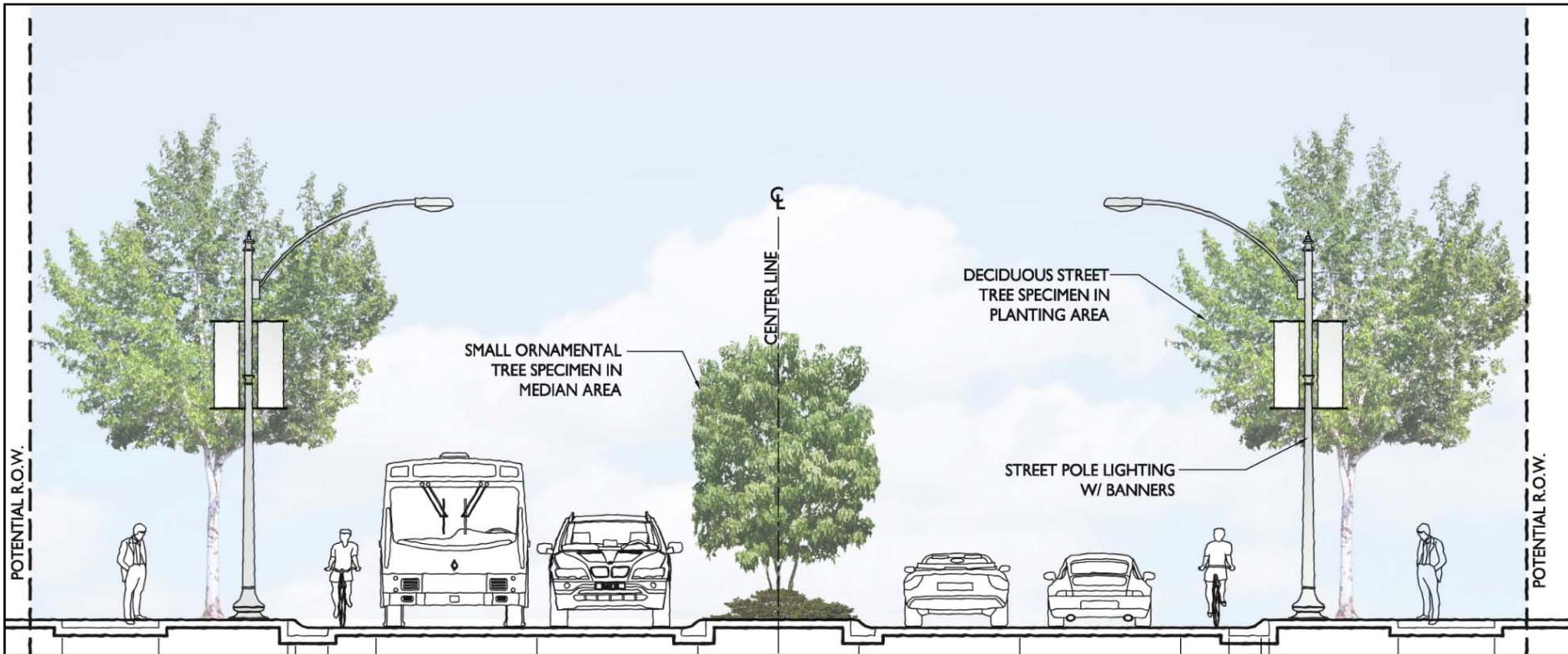
Sugar Creek Vs. NCRR Alternatives Update

- Two alternatives were developed for the Sugar Creek / Old Concord area during conceptual engineering.
- MTC recommended the NCRR alignment
 - Presumed to be less expensive
 - Unsure of impact on existing businesses with Sugar Creek
 - Unsure of traffic impacts with Sugar Creek
- Sugar Creek Alternative build costs would be covered by the City without using the transit sales tax
 - Build costs figured into overall project cost
 - Could affect ability to secure federal funding for entire project
- In 2008, City Council identified approximately \$21M for Sugar Creek Alternative OR upgrades to North Tryon

- Economic Development (ED) leading revitalization study of N. Tryon St. from Brookshire Freeway to Old Concord Road
- Segment 1: Brookshire to Sugar Creek Road
 - Nearly complete
 - Recommends streetscapes and medians
 - Opportunities for larger redevelopments
 - ED working to secure dollars
- Segment 2: Sugar Creek Road to Old Concord Road
 - Coordinated with Blue Line Extension Preliminary Engineering

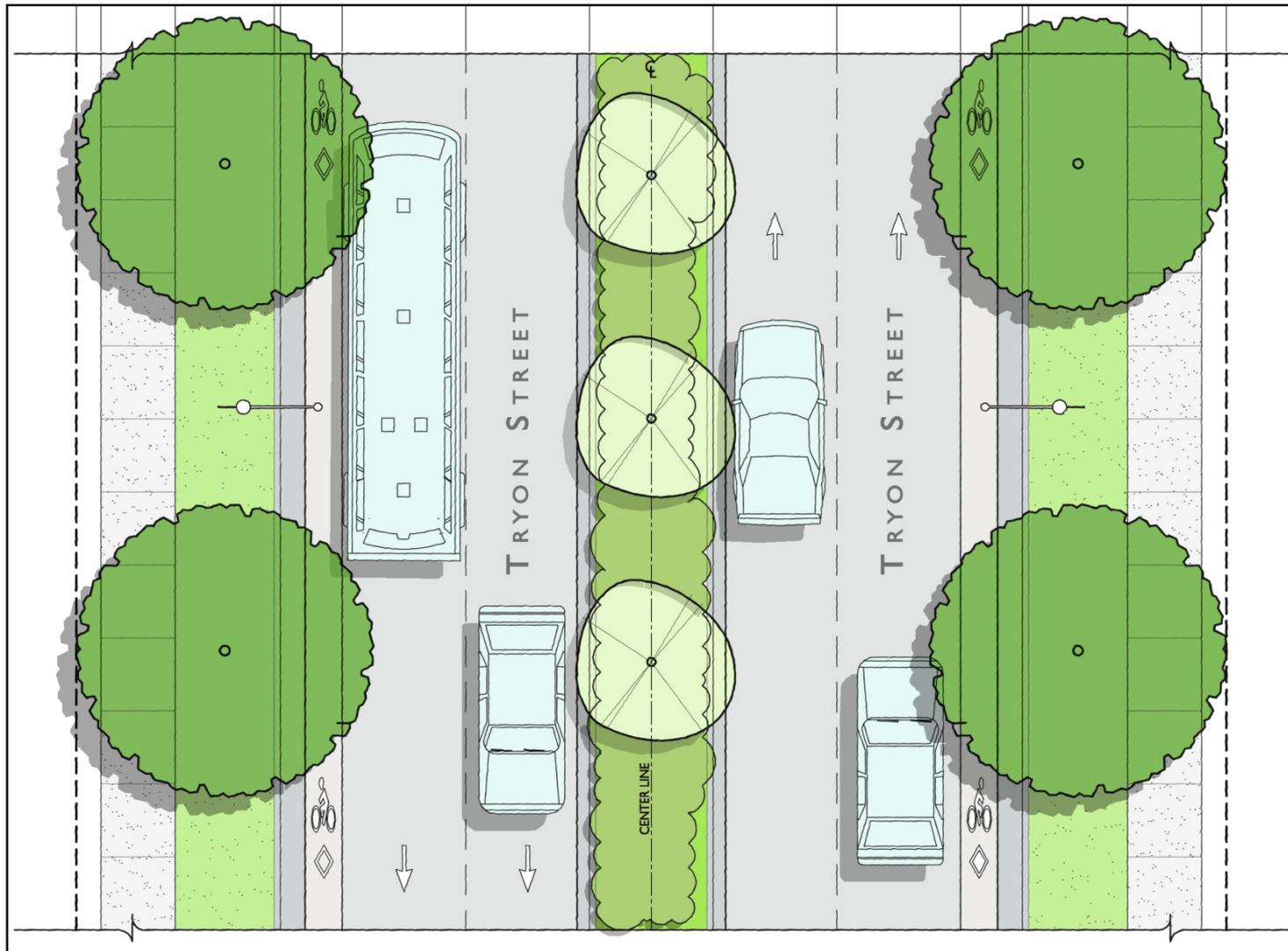


Segment 1: Example of Work





Segment 1: Example of Work



- Pedestrian accessibility and utility
- High traffic volume at Eastway and Old Concord
- Coordination with NCDOT's vision for North Tryon



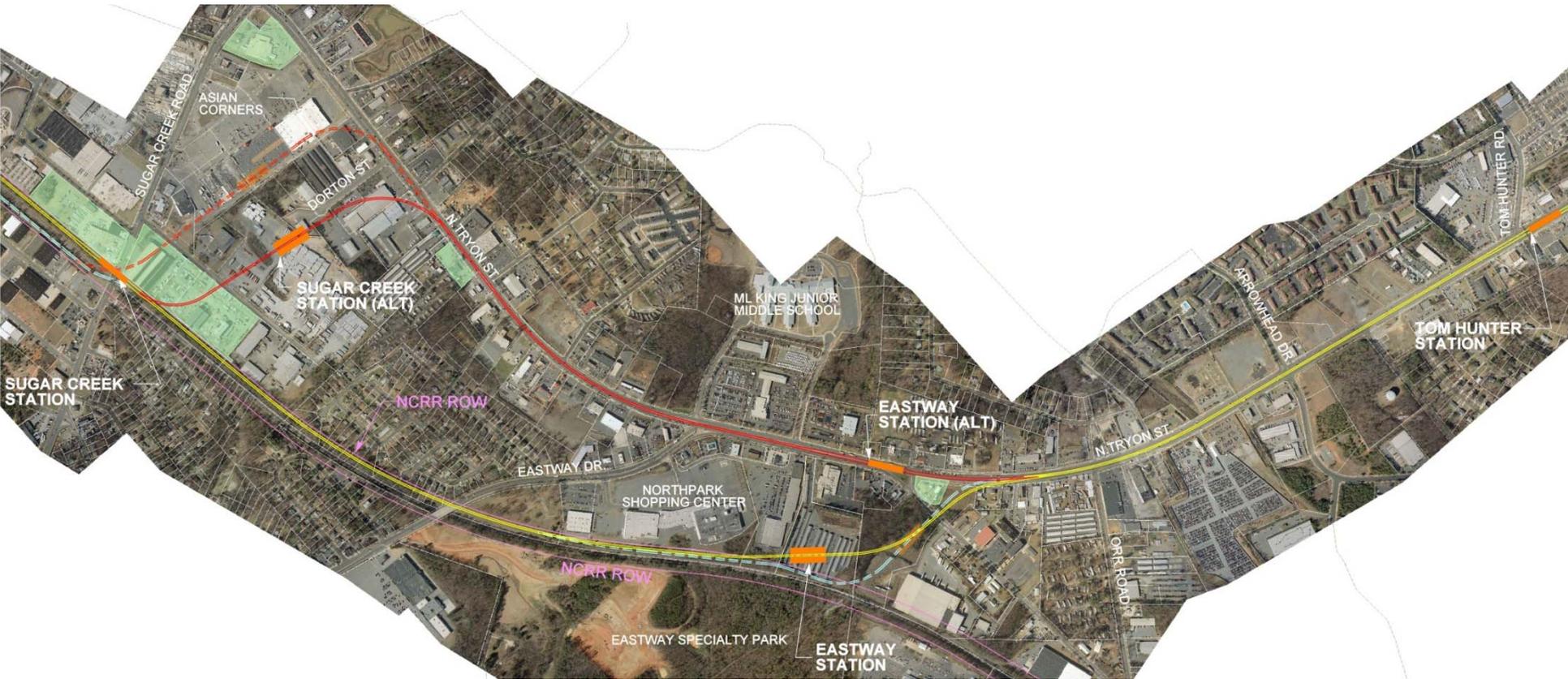


- Sugar Creek and NCRR alternatives are being analyzed using cost benefit model

	With Improvements	With Light Rail
Access to neighborhoods		
Impact to existing businesses		
Potential for new development		
Value of new development		
Employment impacts		
Land value impacts		
Quality of life impacts		
Traffic impacts		
Cost		
Change in land use		



Evolving Alignment Options & Station Locations



Sugar Creek Station: Evolving Issues / Opportunities

- NCR/ Sugar Creek Rd. grade separation project
- NCR alignment
 - Station on bridge over Sugar Creek Rd
 - Highly visible with at-grade access from both sides of Sugar Creek Rd
- Sugar Creek alignment
 - Positions NS property for redevelopment
 - Avoid historic buildings
 - Station closer to N. Tryon
 - Station migrates away from Asian Corners



- NCRR alignment
 - Improved NCRR station location
 - Potential grade separation of Old Concord Road/entrance to N. Tryon
 - Avoid potential historic property
- Sugar Creek alignment
 - Likely grade separation of Eastway/N. Tryon intersection
 - Station at Old Concord Road to allow at-grade station

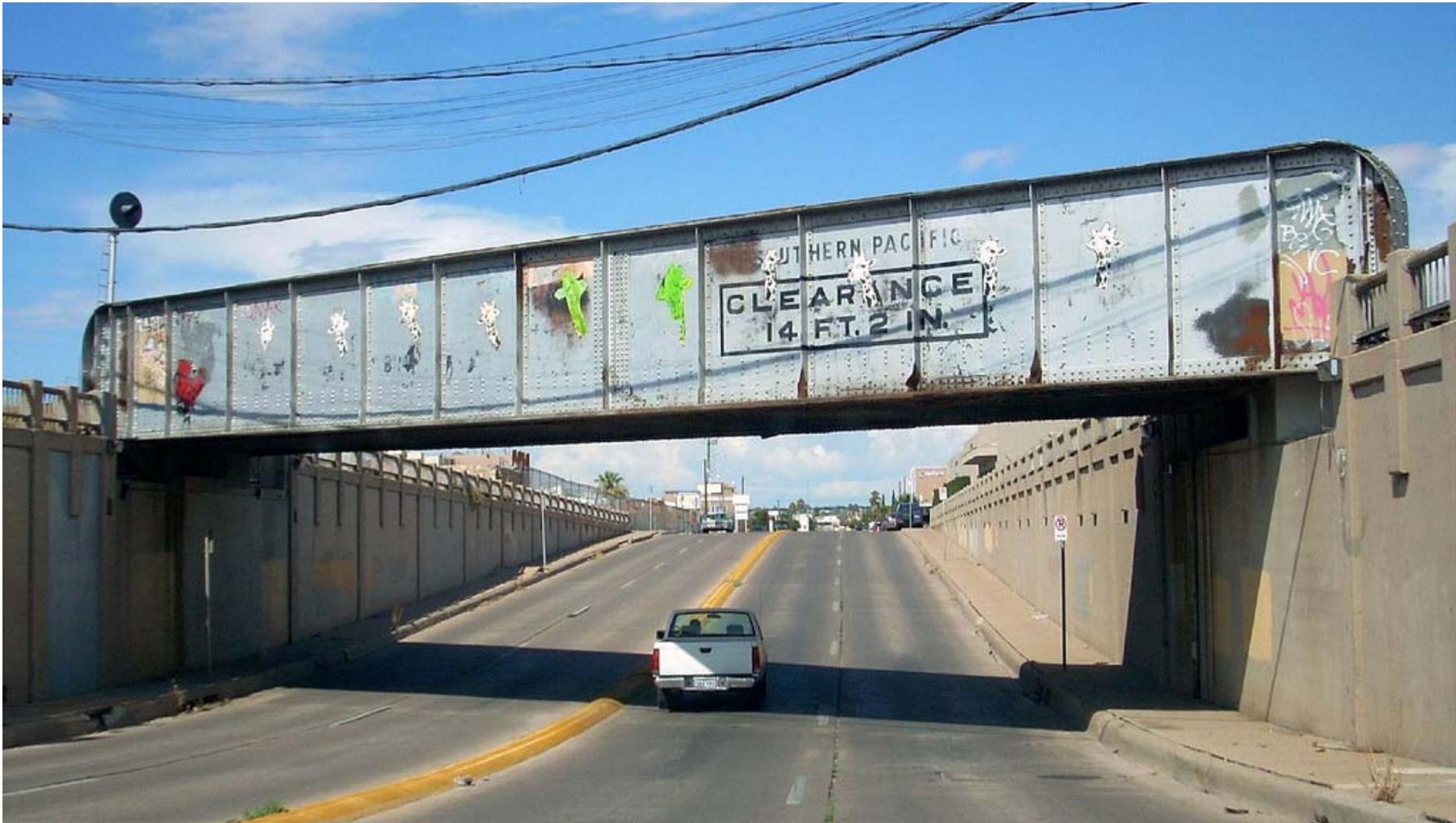




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NCRR Alignment Alternative: Sugar Creek Station







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LYNX Blue Line CTC/Arena Station





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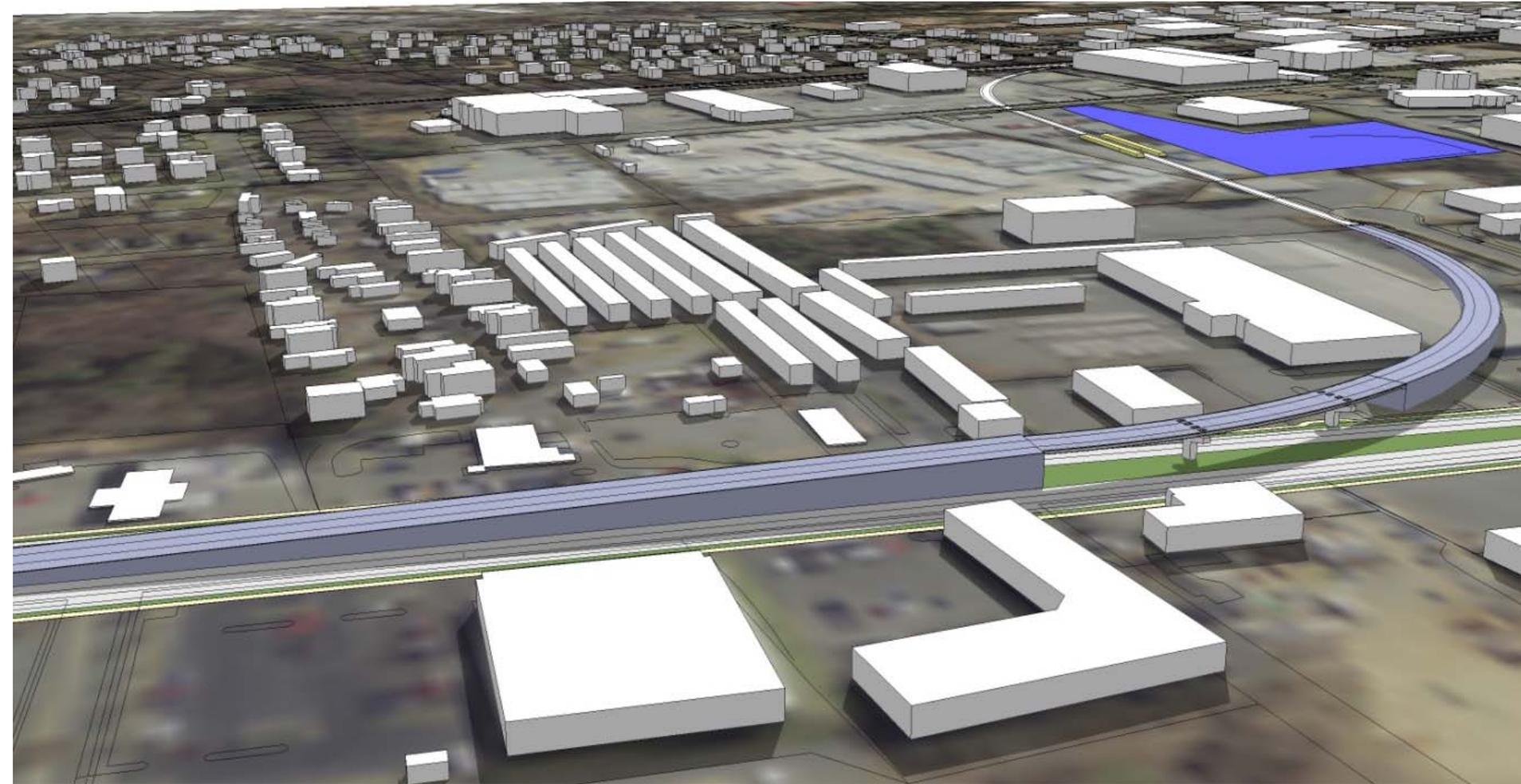
Sugar Creek Alignment Alternative: Sugar Creek Station



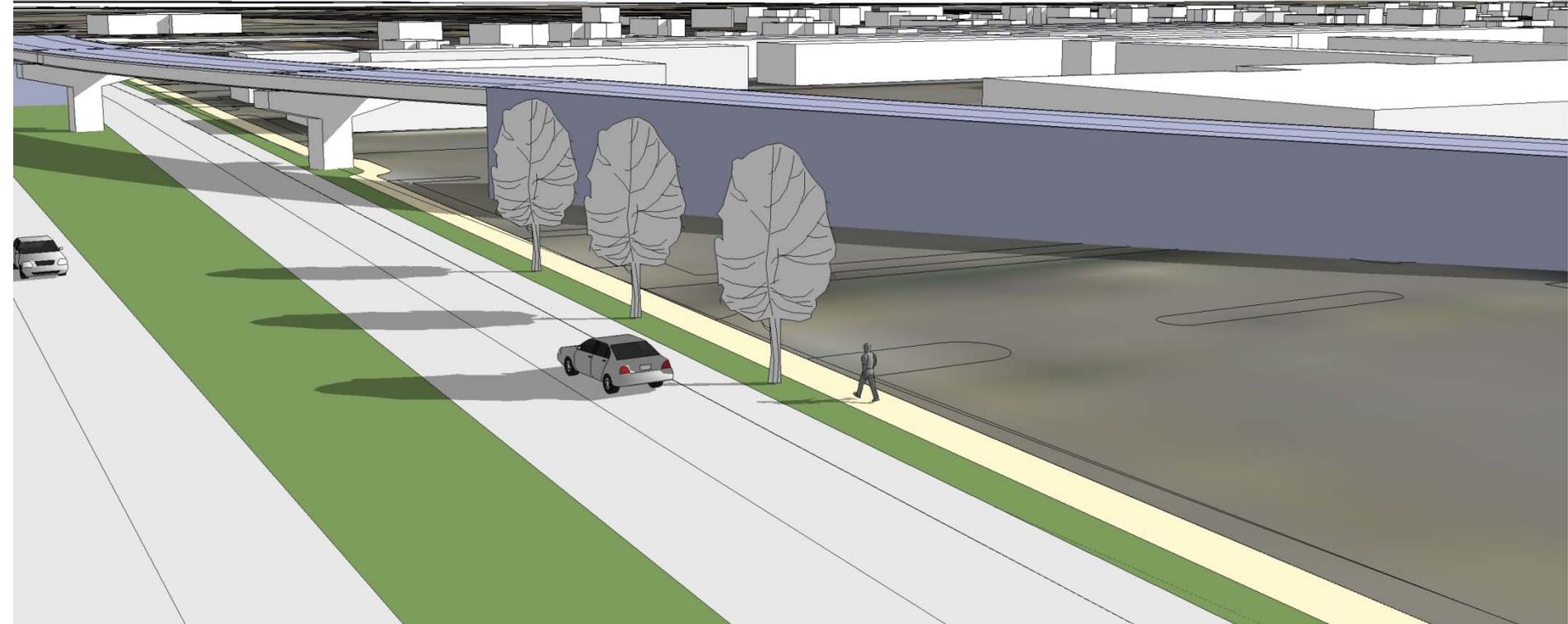


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Sugar Creek Alignment Alternative: Sugar Creek Station



Sugar Creek Alignment Alternative: Sugar Creek Station



- ✓ Refined alignment
- ✓ Defined stations
- ✓ Identified historic properties

- Refine cost estimates
- Continue market analysis of economic development potential
- Identify streetscape vision for N. Tryon St.
 - Sidewalks, landscaping, lighting and other associated infrastructure

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

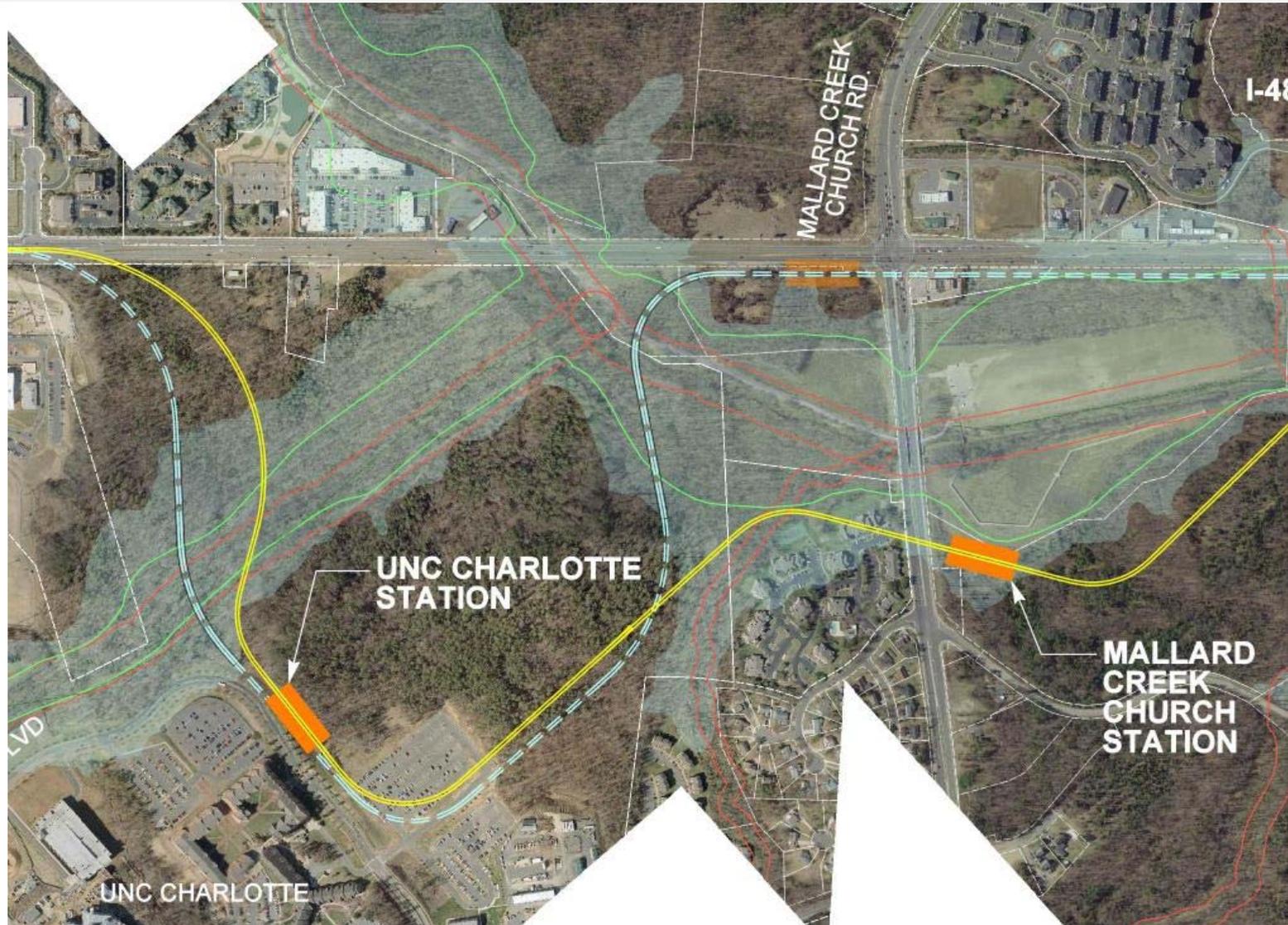
- Conceptual station spacing not ideal
 - Late addition of Rocky River Station created service area overlap
- Consolidate Harris/N. Tryon and City Blvd. stations to one station at McCullough Drive
 - Improves light rail operational/time efficiency
 - Enhances bus connections
 - Better pedestrian and vehicular access
 - Potential land use opportunities

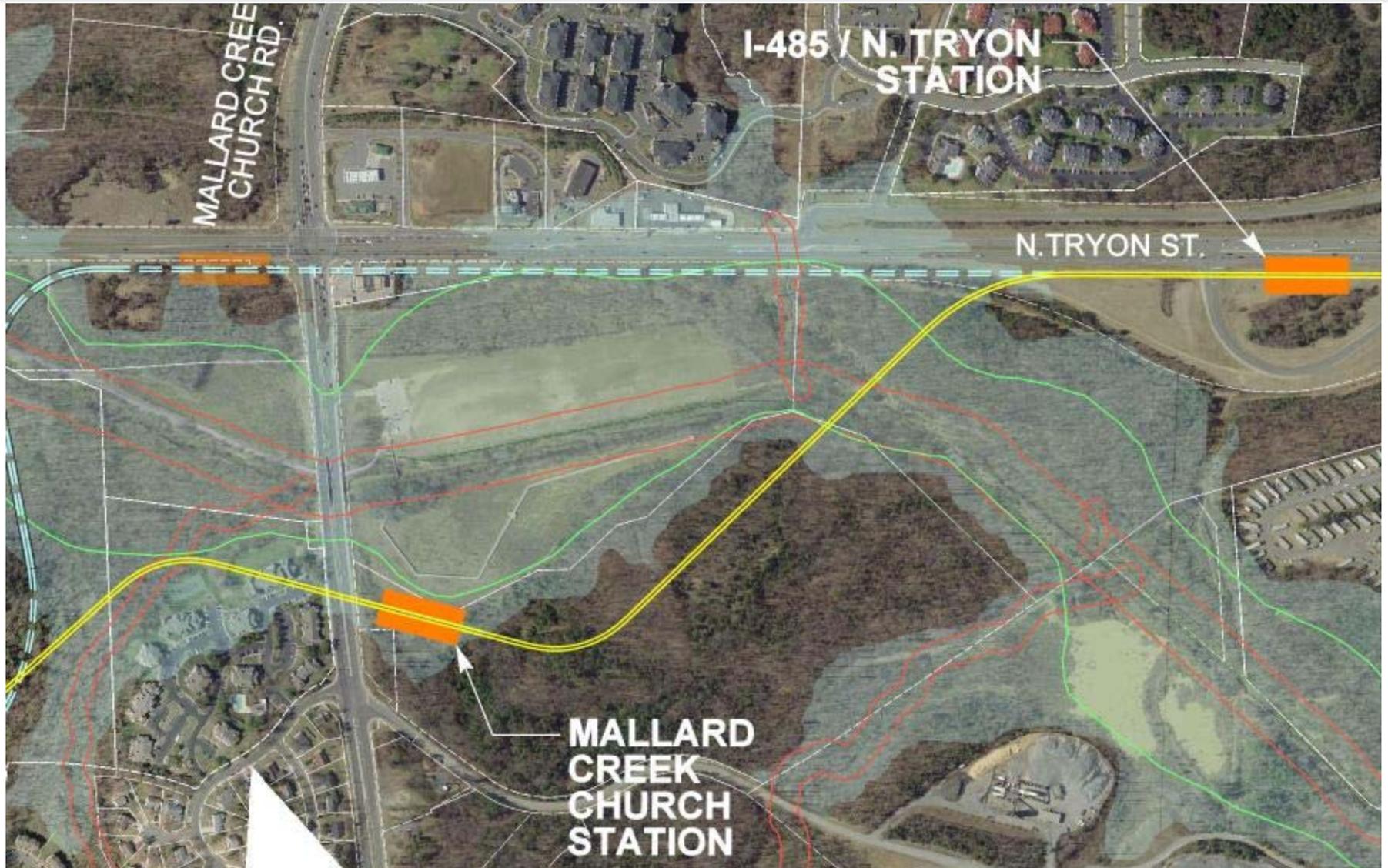
Proposed McCullough Station



- Service to university provides significant ridership
- University requested analysis of second station in future campus expansion area







- Continue coordination with stakeholder groups
- Continued evaluation of Sugar Creek alignment
 - Final recommendation by end of the year
- Environmental analysis
 - Environmental Impact Statement (EIS)
- Station site plans



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



Open House until 8pm:

Staff resources

Comment sheets

Tell us what you think!



