

**Public Meeting Summary
LYNX Purple Line
Davidson Town Hall
216 South Main Street, Davidson, North Carolina
September 22, 2008**

1. Purpose and Intent

The purpose of the meeting was to update community members on the plans to build commuter rail from Charlotte to Mooresville; project scope, ongoing activities, challenges and next steps

2. Meeting Date, Time, and Location

This public meeting for the LYNX Purple Line was held on September 11, 2008, from 6:30 pm to 8:00 pm, at Davidson Town Hall, located at 216 South Main Street in Davidson, North Carolina.

3. Public Notices

3.1 Electronic Mailings

A total of 1,300 notices (in the form of an electronic postcard) announcing the meeting were sent on August 25, 2008 to individuals that have subscribed to receive electronic project notifications and information. A reminder message was sent to the same individuals on Friday, September 5, 2008.

3.2 Newspaper Announcements

An advertisement inviting the public to attend the public meeting appeared in the following publications on the following dates:

Charlotte Observer	August 31 and September 7 (<i>City Zone and Lake Norman South</i>)
Huntersville Herald	August 29 and September 5
Lake Norman Times	August 27 and September 3

3.3 Other Communications

On Friday, September 5, 2008, a press release from CATS Marketing Department was sent via email to newspapers and radio and television stations throughout the Charlotte area. The meeting was also listed in the Derita-Statesville Road Community Organizations electronic newsletter and in the TOC New (Town of Cornelius electronic newsletter).

4. Meeting Procedure

4.1 Presentation

The formal presentation began at 6:30 pm. Mayor John Woods welcomed the attendees and introduced Kris Krider, planning director for Davidson. Krider greeted the attendees and introduced Brian Nadolny, assistant project manager. Nadolny presented to the group.

After the formal presentation, there was a question and answer period with Brian Nadolny responding to most questions. Keith Parker, chief executive officer for CATS, addressed the attendees and also answered questions.

The verbal questions received during the question and answer period are documented in Section 5 of this report.

The following printed materials about the project and CATS were available:

2030 Transit Corridor System Plan brochure and

Rules of Light Rail Safety trifold;

4.2 Attendance

Approximately 85 people from the public attended the meeting. To assist these attendees and answer questions, representatives from CATS, Town of Davidson, Town of Huntersville, and the Charlotte-Mecklenburg Planning Commission were present.

5. Summary of Public Input

Listed below are the questions asked by those in attendance. Comments (written and verbal) gathered during the meeting are also included. Brian Nadolny (CATS) was the responder unless otherwise noted.

C: You should be proud of LYNX. When I first saw it, it blew me away.

Q: Is Huntersville going to be a part of the project? I read in the paper that they weren't going to participate in the project.

A: *We are continuing to work with all of the northern Mecklenburg towns, including Huntersville, and the Town of Mooresville to design a regional transportation system. Prior to any of the towns making a commitment, CATS needs to present a financial strategy and that will not occur until Preliminary Engineering is completed and the Metropolitan Transit Commission renders a decision on when to advance the project.*

Q: What can we do as citizens to help CATS (locally, state, federal) to that the project moves forward? How do we ensure the Purple Line doesn't fall behind the Blue Line Extension?

A: *Your voice needs to be heard by the people that make the decisions. That is not just the Metropolitan Transit Commission; it is also the state representatives and town boards. Your voice is critically important to ensuring that elected officials are aware that this project is wanted and needed.*

Q: Are we going to get any more buses? (Answered by Keith Parker)

A: *We have placed an order for more vehicles and they should arrive early next year. However, the challenge is that demand is outpacing our ability to acquire additional vehicles.*

Q: Does the Federal Transit Administration model for ridership assume \$4 gas and \$5 an hour parking in downtown Charlotte?

A: *The Federal Transit Administration model includes a lot of variable and they are adjusted as market conditions change. We are competing against other cities for a very limited amount of dollars and if the model is adjusted for Charlotte, it is also adjusted for all cities. Gas prices have increased nationally so Charlotte won't realize an advantage due to the high gas and parking prices.*

Q: Have we given up on securing federal money for the project?

A: *Although the project doesn't currently qualify for federal funding, we will continue to pursue opportunities for federal money.*

Q: Why are the new transit projects staying away from existing retail (Northlake, Southpark, etc.)?

A: *The LYNX Purple Line uses the existing Norfolk Southern O Line and our alignment is defined by the existing tracks. Assembling the project and right-of-ways from scratch would make the project cost prohibitive.*

Q: When the MTC is making the decision and they analyze the costs, why wouldn't our project receive the go-ahead?

A: *There are a lot of factors that make the LYNX Purple Line attractive and likely to advance to construction. The engineering is fairly simple because we are using an existing rail line. Additionally, there are nominal property acquisitions and environmental impacts. These same factors will still exist several years from now and that makes it feasible for the project to be delayed several years.*

Q: Will there be a phase 2 that includes shuttle buses to take you from the train station to shopping areas?

A: *A comprehensive feeder bus network to take riders from the train station to their final destination or to transfer points to pick up other modes is an integral part of phase 1 of the project.*

Q: What are the environmental benefits of the project?

A: *There are numerous environmental benefits to transit projects. [COPY FROM 2030 Brochure]*

Q: What is the estimated employment for Lowes?

A: *Lowes has put out estimates recently of between 12,000 and 14,000 employees at the build out of their facility in Mt. Mourne.*

Q: How are you going to handle parking around the train stations?

A: *We are working collaboratively with the staffs in each of the towns to estimate the parking demand at their respective stations. We are also cognizant of the fact that we may need to expand parking and are devising interim and permanent plans to increase the parking to meet those demands, should they arise.*

Q: Have you considered routing Village Rider buses through neighborhoods so that people could catch the bus to the train stations?

A: *The CATS Operations Division is constantly evaluating the need and demand for all routes. As the plans for the LYNX Purple Line progress, they will evaluate the existing service in the project area and define service adjustments to ensure the service is efficient and meets customer needs.*

Q: How will the project affect homeowners in Davidson? Particularly long Potts Street.

A: *We will use the existing Norfolk Southern right-of-way and tracks; there is limited land acquisition required and that land acquisition will be in the downtown area for the station. We don't foresee any adverse impacts on homeowners in Davidson.*

Q: What is the right-of-way width?

A: *Norfolk Southern has a 100ft easement and development isn't allowed within 50ft of the center line.*

Q: What about existing buildings that are in ROW?

A: *Existing buildings has been build have been built in the Norfolk Southern ROW without permission. The City and the northern towns are honoring the 100 foot ROW in all approvals of future buildings.*

Q: What is the Environmental Impact Statement?

A: *An Environmental Impact Statement is a federal document showing all the impacts of a major capital projects to the environment, such as air quality, noise, historical resources, water quality, etc. If there are any negative impacts found because of the project, the document addresses how these impacts would be mitigated.*

Q: In Davidson, will you provide parking for the train only or also for the 77X? Is there a way to combine the parking for both modes?

A: *When looking at potential parking for the 77x in Davidson, we are looking at sites that can be used by the train when it opens, as well as the 77x.*

Q: How firm are the station locations that you've shown?

A: *There has been an extensive public process over the years to define where the stations will go. These locations have been approved by the MTC and the City and northern towns.*

Q: Will there be accommodations on the train for bike racks?

A: *Yes, each of the trains and the trains stations will feature secured bike storage areas.*

Q: What prevents level boarding at the stations?

A: *To have level boarding, the platform must come within inches of where the doors of the train open. Because we are sharing the tracks with freight trains of varying sizes, we cannot locate the platforms close enough to qualify for level boarding.*

Q: How many stations will there be in Huntersville?

A: *Huntersville will have three stations: Hambright, downtown Huntersville and Sam Furr.*

