

**Public Meeting Summary
LYNX Purple Line
Derita Presbyterian Church
2230 West Sugar Creek Road, Charlotte NC
September 9, 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 9, 2008, from 6:30 pm to 8:00 pm, at Derita Presbyterian Church, located at 2230 West Sugar Creek Road in Charlotte, 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:

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| 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. Brian Nadolny, assistant project manager, welcomed the attendees and 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 45 people from the public attended the meeting. To assist these attendees and answer questions, representatives from CATS and 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.

Q: I live in Davis Lakes and was told by a rep from Gandy that they haven't broken ground because of railroad crossing. Can you comment?

A: *Currently, there aren't any gates at Hucks Road; however the Traffic Separation Study identified a need for gates at this location. Gandy will install the gates and CATS is designing them so that we can ensure the gate design meets our specifications. CATS will have the designs completed in the next 2 months and will then send them to Norfolk Southern and NCDOT Rail Division for approval.*

Q: Where will Charlotte Gateway Station be located and how will you go from there to offices uptown?

A: *Charlotte Gateway Station will be located on the corner of Graham and Trade where the Greyhound bus station is currently located. The station will be located approximately 4 blocks from the intersection of Trade and Tryon streets and will be easily accessible by walking, [future] streetcar or bus.*

Q: Will Amtrak move to Charlotte Gateway Station?

A: *Yes, current plans are to relocate Amtrak from its North Tryon Street location so that it is part of Charlotte Gateway Station. The LYNX Purple Line station platforms will be located on the west side of the existing Norfolk Southern tracks and Amtrak station platforms will be located on the east side.*

Q: How will Charlotte Gateway Station be funded?

A: *Although Charlotte Gateway Station is the southern terminus of the LYNX Purple Line, this project is a NCDOT lead project with separate funding sources. Currently, the project is being funded by Federal earmarks, State funds and local funds.*

Q: Is the funding of Charlotte Gateway Station set to the point that it won't delay the building of the rail line?

A: *Complete funding for Charlotte Gateway Station has not been secured; however, it is independent of the LYNX Purple Line and the readiness of one project will not adversely impact the other. Charlotte Gateway Station may be built and operated without the LYNX Purple Line and as long as our station platforms are built, the LYNX Purple line may be constructed and operated without Charlotte Gateway Station.*

Q: In order to have 2-way traffic will you have to have another set of rails?

A: *Yes, two rails are required for two-way traffic. We are designing the LYNX Purple Line project to include passing sidings so that we may facilitate 2-way traffic without having to construct a second track along the entire length of the project.*

Q: Do you have to widen the bridge at Harris Boulevard in order to allow for 2-way traffic?

A: *No, the bridge at Harris Boulevard and NC115 is not the location of a passing siding so we will not have to widen the bridge.*

Q: Will the project include two sets of tracks?

A: *No, our current plans do not include constructing two sets of tracks. We will have passing sidings in some locations, but will not have two tracks along the length of the project. However, CATS is working with the City of Charlotte and the northern towns to preserve the right along the tracks in the event that future needs dictate the construction of a second track.*

Q: Is NS sharing the costs of the trackwork?

A: *No. CATS has negotiated a lease agreement with Norfolk Southern for the use of the rail line. As the track owner, Norfolk Southern will do the work associated with upgrading and maintaining the track and CATS will pay for the associated costs as part of the LYNX Purple Line project.*

Q: Will the train stations be properly maintained? Some of the bus stops in the Derita area are not maintained and my concern is that the same will be true of the train station.

A: *Yes, all of the train stations and trains will be maintained with a goal towards cleanliness, safety and security. Part of the LYNX Purple Line program will include cameras on the trains and at the stations. There will also be a maintenance staff to ensure that the facilities remain clean and that concerns are promptly addressed. Our safety/security and facility maintenance program will be very similar to that being utilized on the South Corridor. If there are concerns about the maintenance of any of our train stations or bus stops, please notify CATS by calling 704.336.RIDE.*

Q: Will the stations look like those on the LYNX Blue Line?

A: *The stations will be similar to the LYNX Blue Line stations in that they will be of similar quality. The stations will be different in that commuter rail is a different technology (than light rail) and the stations will have different amenities. Riders will be able to purchase tickets at the station to facilitate boarding and there will be seating and parking. However, because the headways for commuter rail service is longer than for light rail service, the shelters at commuter rail stations may be designed differently to protect riders from the elements as they await the train.*

Q: Has there been any “pushback” from residents near the stations?

A: *Many of the stations for the LYNX Purple Line are in locations that are currently undeveloped; there are few residents at the immediate station locations. We are engaging the community at-large for feedback and comments, and will continue to work with the property owners where the stations are located.*

Q: Can you elaborate on the longer wait times associated with commuter rail?

A: *The LYNX Blue Line (light rail) service is 7.5 minutes during peak times and 15 minutes during off-peak times. The LYNX Purple Line will have service every 30 minutes during peak times and hourly during off-peak times. Because the time between trains for the commuter rail could be longer, we want to ensure our riders have safe, comfortable places to wait.*

Q: Are we in competition with other cities for federal dollars?

A: *Yes, there are a lot of viable transit projects and they are all competing for funding from the same limited source. Our relationships with elected officials, on local, state and national levels, are critically important because they will be the ones voting on how the money is allocated.*

Q: What is the status of the rail line relocation as part of the Bryton development?

A: *The developers will relocate the rail line so that it is further away from NC 115 and runs through the center of the Bryton. Currently, the rail line alignment is adjacent to NC115 in that area and the relocation is desirable from a project standpoint as it eliminates two curves in the rail line and also makes Bryton a true 360-degree transit-oriented development.*

Q: Who’s paying for relocation?

A: *American Asset Corporation, the developer of Bryton, is absorbing the costs associated with relocating the rail line.*

Q: Will I-485 go under the rail?

A: *I-485 is being designed to go over the rail line.*

Q: How many parking spaces will you have at the Derita station?

A: *The number of spaces at each station will be different because they will reflect the demand at that particular station. At the Derita station, we are planning for 150 parking spaces; however, as we are planning for parking at each station we are conscious of the potential future need to*

expand the parking capacity.

Q: Because Purple Line isn't eligible for federal funding, is the status of the project at the mercy of the Blue Line Extension (Northeast Corridor)? When will the Blue Line Extension figure be available?

A: *The status of the Purple Line isn't at the mercy of the Blue Line Extension. Both projects are in Preliminary Engineering and next spring the Metropolitan Transit Commission will review the refined costs and determine when to advance the projects.*

Q: Does the Metropolitan Transit Commission need the Federal Transit Administration to weigh in on whether the Blue Line Extension is fundable?

A: *The Blue Line Extension is currently going through the federal process to determine if the project meets the cost effectiveness threshold based upon the model to pursue federal funding.*

Q: What if Blue Line Extension has same challenges as Blue Line (South Corridor)? Even with federal funding, if the Blue Line Extension goes over budget, will it take money away from the Purple Line? (Answered by Keith Parker)

A: *The ½ cent sales tax is the local contribution to the projects. If any of the planned projects goes over budget and the amount of the local share is increased, it could impact the other unbuilt projects and potentially cause their timelines to be delayed.*

Q: How can we advocate for the line? Who can we tell? How do you contact the MTC?

(Answered by Keith Parker)

A: *You can make sure that local and state elected officials are aware that you want the project. You may contact the MTC by signing up to speak at an upcoming meeting and/or emailing them at MTC@ci.charlotte.nc.us. You may also submit comments via the website, www.ridetransit.org.*

Q: How does the advocacy get into the federal funding formula? (Answered by Keith Parker)

A: *It's difficult to say because the Federal Transit Administration bases its decision on data: benefits to communities, number of riders attracted, etc. However, part of CATS' role is ensuring that elected officials know that the Purple Line is an important project and that the investment in Charlotte will pay off. A year ago, there were a lot of concerns about the benefits of the transit and whether LYNX would be successful. We can't rest on how well things are going today and we have to stay in the fight and let people know that we care about transit and that this project is important to us.*

Q: When is the next Metropolitan Transit Commission meeting? (Answered by Keith Parker)

A: *The next meeting will be on Wednesday, September 24. The Metropolitan Transit Commission meets on the 4th Wednesday of the month at the Charlotte-Mecklenburg Government Center (400 East 4th Street, Charlotte). The meetings are open to the public and*

additional information about the meetings may be found by visiting www.ridetransit.org.

Q: What about improvements to roads? It's already congested and you are bringing in more traffic. Can improvements to roads happen before transit is built?

A: *In most cases road improvements will be built from a different source of money. However, CATS is working with the city and towns to identify which improvements will be important for the impacts of the rail line. We are exploring ways these projects can be accelerated before the transit projects are completed.*

Q: Are you considering feeder buses?

A: *Yes, we will have a network of feeder buses to assist riders with getting from the train stations to their final destination or another mode of transit.*