



WHAT'S INSIDE:	<u>Page</u>
<u>Information:</u>	
Uptown Road Closures Resulting from Streetcar Starter Project Construction.....	2
Gold Rush.....	2-3
Old City Hall Recognized for Energy Savings by Smart Energy Now.....	4
<u>Attachments:</u>	
March 18 Environment Committee Summary.....	5

INFORMATION:

Uptown Road Closures Resulting from Streetcar Starter Project Construction

Staff Resource: Tonia Wimberly, Engineering & Property Management, 704-353-1931, twimberly@charlottenc.gov

Planned road closures in the uptown area will occur for the next several weeks as construction continues on the Streetcar Starter Project. Staff within multiple departments have been working closely to ensure the closures are communicated to the traveling public as well as area businesses. The latest closures and detours are listed below and were shared with Streetcar stakeholders, email notification subscribers, and employees in the government district.

A detour map and more information on the project can be found on the [Charlotte Streetcar website](#).

- Road Closure for East Trade Street/Elizabeth Avenue and McDowell Street
Duration: April 19 – April 29, 2013
Intersection of East Trade Street/Elizabeth Avenue and McDowell Street will remain closed through Monday, April 29, 2013. Motorists on Trade Street/Elizabeth Avenue will be able to travel between Kings Drive and Davidson Street. No turns will be allowed at McDowell Street from Trade Street/Elizabeth Avenue. Motorists on McDowell Street must follow the detours suggested.
- Road Closure for Trade Street (College – Caldwell)
Duration: April 21 – May 19, 2013
A road closure is planned for Trade Street from Caldwell Street to College Street from April 21 through May 19, 2013 in order to install water lines, storm drain lines, and other utility work associated with the Streetcar Starter Project. Westbound Trade Street traffic will be routed to 4th Street via Caldwell and College Streets. Eastbound Trade Street traffic will be routed to 5th Street via College and Caldwell Streets.

Gold Rush

Staff Resource: Ruffin Hall, City Manager's Office, 704-336-3403, rlhall@charlottenc.gov

Due to a scheduling issue, the Council did not receive the dinner briefing on the Gold Rush at its meeting on April 22. The Gold Rush is a free circulator service operated by CATS in Uptown Charlotte during the hours of 7:00 a.m. and 6:00 p.m. The Red Line runs along Trade Street between Johnson C Smith University (JCSU) and Presbyterian Hospital. Students from JCSU, Central Piedmont Community College and Johnson and Wales University as well as Center City employees take advantage of the service which connects to the Lynx Blue Line and the Charlotte Transportation Center. The Orange Line runs along Tryon Street, from Morehead to 10th Street.

Approximately one million riders use the Gold Rush service each year. In fiscal year 2013 it will cost just over \$1.5 million to operate the service. Funding for the service comes from CATS, state transit dollars, and federal grants, as well as corporate contributions collected by Charlotte Center City Partners (CCCP).

FY14 Funding

Two federal grants which help support the Gold Rush are expiring in June. Because of the loss of these grants and a decline in private contributions, the operating budget for the Gold Rush for FY14 is less than half the operating budget for FY13. As a result, the City and CCCP are proposing that operations on the Red Line continue, but that the Orange Line be temporarily suspended for FY14. Public outreach to communicate this potential change includes:

- An initial public meeting was held in February to communicate CATS service changes, including possible reductions in Gold Rush Services.
- The Metropolitan Transit Commission will be briefed on the Gold Rush at its meeting on Wednesday, April 24, 2013.
- A second public meeting is scheduled on May 8, 2013 in room CH-14 at the Government Center from 11:30-1:30.
- The Metropolitan Transit Commission will make a determination about the FY14 Gold Rush service levels following the second public meeting.

FY15 Funding

In December, the City and CCCP hired Nelson/Nygaard, a transit and multi-modal transportation planning consultant to evaluate the Gold Rush. The scope of their study is to evaluate the operations, routes and funding of the Gold Rush for its future operations, given the loss of federal grants and the decline in private donations. Initial findings of the study indicate:

- Both routes are productive and effective, above the industry standard for transit service.
- The Red Line carries over twice the riders of the Orange Line (Red: 650,000 riders; Orange: 300,000 riders).
- The Gold Rush serves the components of a successful transit market: employment center, activity centers, neighborhoods, and transit connections.

The City and CCCP will continue to work with the consultant to determine a strategy for FY15 and beyond.

[Click here to view the 4/22 Gold Rush Dinner Briefing Presentation](#)

Old City Hall Recognized for Energy Savings by Smart Energy Now

Staff Resources: Laurie Sickles, Engineering & Property Management, 704-336-4811, lsickles@charlottenc.gov

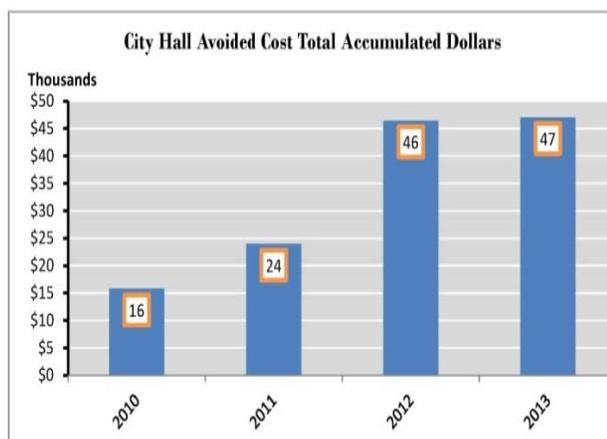
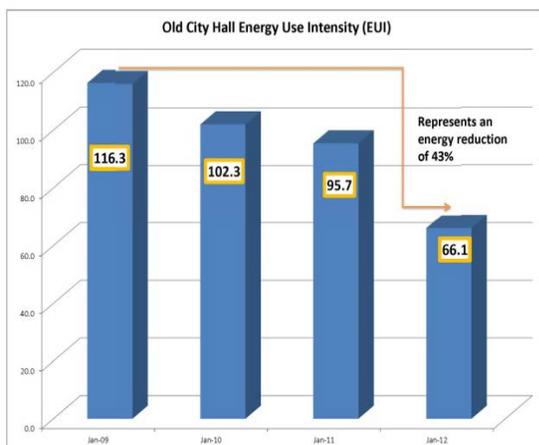
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On April 23, 2013, the Smart Energy Now program, as part of their Building Recognition Program, recognized Old City Hall as one of the top two energy saving buildings in the category “buildings under 100,000 square feet.” Smart Energy Now is one of the four pillars of Envision Charlotte.

In 2009, Building Services identified Old City Hall as an excellent candidate to undergo energy efficiency based renovations. During 2010-2011, mechanical and lighting upgrades were the focus of an Energy Efficiency & Conservation Block Grant funded renovation project. This project included the replacement of air terminal boxes, upgrading the building’s control systems, and the replacement/retrofit of interior lighting. Recognizing the historical significance of the building, staff worked diligently to preserve historical features while making the building more energy efficient.

Old City Hall achieved an energy use reduction of 43% according to E&PM’s baseline year of 2009. Energy use intensity (EUI) is the benchmark metric used to analyze energy consumption at City facilities. EUI is the energy consumption (electric and gas) divided by the square footage of a facility. The EUI graph of Old City Hall depicts the EUI of 116.3 (2009) and a current EUI of 66.1 (2013), which represents an energy reduction of 43%. Additionally, the energy efficiency renovation project and dedicated efforts of staff ensuring energy efficient management of Old City Hall has resulted in accumulated avoided costs of \$47,000. Accumulative avoided costs represent the raw dollar energy savings, which requires economic analysis over a period of time. In the case of Old City Hall, future energy costs were ‘avoided’ by implementation of a large scale renovation project and combined energy efficient practices.



ATTACHMENTS:

March 18 Environment Committee Summary

[Click here to view the March 18 Environment Committee Summary](#)