



**LYNX Blue Line Extension Light Rail Project
Public Workshop Comment Sheet Summaries
July 10, 2008**

9th Street to 36th Street Stations

CATS is proposing to shift the 16 th Street station north to the intersection of Brevard and Parkwood. Do you agree that the 16 th Street station would better serve customers at the proposed new location?		
	Received Responses	Percentage
Yes	5	42 %
No	0	0 %
Don't know / No Preference	7	58 %
Total Responses Received: *	12	

**Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.*

Comments:

Due to the potential impacts to historic properties at the Boxing Academy and the Johnston & Mecklenburg Mills, CATS is proposing to move the 36 th Street station across the street from the previously proposed location. Do you have any concerns with the relocation of this station?		
	Received Responses	Percentage
Yes	0	0 %
No	9	75 %
Don't know / No Preference	3	25 %
Total Responses Received: *	12	

** Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.*

Comments:

Sugar Creek to Rocky River Road Stations

How important are each of the following transit and planning goals to you? Please circle your answer. <i>(Participants were asked to rate each on a scale of 1 to 5, with 1 being "Not Important" and 5 being "Very Important.")</i>						
Ranking (Not Important to Important)	Not Important			Very Important		Total
	1	2	3	4	5	
1. Revitalization of N. Tryon Street	0	0	2	0	11	13



(including streetscape improvements)							
2.	Redevelopment of Asian Corners	0	4	2	1	6	13
3.	Serving existing neighborhoods	0	2	0	4	7	13
4.	Access to stations (pedestrian)	0	1	1	4	6	12
5.	Access to stations (vehicular)	0	1	1	4	6	12
6.	Improved pedestrian environment (including sidewalks, bike lanes, crosswalks, etc.)	0	0	1	2	10	13
7.	Maintain access to properties along N. Tryon St.	1	1	1	3	6	12

Based on the alignment options shown, which alignment do you believe would provide the best station locations to serve the community?		
	Received Responses	Percentage
Sugar Creek alignment	5	45 %
NCCR alignment	5	45 %
Don't know / No Preference	1	9 %
Total Responses Received: *	11	

Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.

Comments:

- Would serve a greater area of potential commuters.
- Better use for economic development.
- With eventual opening of Eastway Spec. Park and the likelihood of the Eastway Plaza Shopping being redeveloped into possibly a sports center, N. Tryon would redevelop.
- \$21 million would be better spent on revitalizing than on a bridge as long as the \$ are actually spent.
- It goes through more heavily traveled areas (Sugar Creek alignment).
- The savings realized from the NCCR alignment can be used to beautify N. Tryon.
- Please, please, PLEASE address the visual clutter on this corridor – utility lines and poles, chaotic signage. Also – use the median as a barrier to jaywalking, this is a big problem, especially at night.
- The Norfolk-Southern site could well be too polluted to become a residential property.
- Existing development and neighborhoods are important, but in all cases of alignment decisions, potential for newer, better development options will improve the quality and upgrade the areas.

Which alignment option provides the best opportunity for revitalization of N. Tryon St?		
	Received Responses	Percentage
Sugar Creek alignment	4	40 %
NCCR alignment	3	30 %



Don't know / No Preference	3	30 %
Total Responses Received: *	10	

Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.

Comments:

- Sugar Creek and North Tryon are interrelated and revitalizing one will be contagious.
- Both, but the NCRR would serve a larger ridership from The Plaza, Milton, Harris, etc.
- \$ can be spent to make area "a place to visit."
- It would have the same impact as we've seen on South Boulevard.

City Boulevard to I-485 / N. Tryon Stations

CATS is proposing to combine the City Boulevard and Harris/N. Tryon stations, providing one station at McCullough St. Do you agree with the new proposed station location?		
	Received Responses	Percentage
Yes	12	86 %
No	1	7 %
Don't know / No Preference	1	7 %
Total Responses Received: *	14	

Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.

Comments:

- Puts more redevelopment in a concentrated area.
- Less congestion along Tryon.
- McCullough does not have access to the commercial development at W. T. Harris/N. Tryon. That is the Grande Promenade. These businesses should have a closer station then at McCullough.
- Better use of rail \$.
- Fewer stations means faster commute times. (if you combine the 2 stations)
- The fate of the whole project depends on cost control. Eliminating redundant stations is the best way to meet that criterion.
- Harris/Tryon station way too difficult and expensive to accomplish. Station at McCullough and JW Clay will serve just as well if not better.

Assuming the stations are combined, do you think the McCullough station should be a walk-up station (destination) or a park-and-ride station?		
	Received Responses	Percentage
Walk-up	5	36 %
Park-and-ride	7	50 %
Don't know / No Preference	2	14 %
Total Responses Received: *	14	

Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.



Comments:

- I would think either McCullough or Rocky River would be a park-ride station.
- McCullough – walk-up. Rocky River – park and ride.
- Park and ride; considering the retail shopping area commuters could opt for a convenient way to shop and commute uptown.
- Park and ride to accommodate all.
- Walk-up additional traffic (auto) will have too great of an impact.
- Park and ride would be more useful, but with sidewalks, crosswalks, etc, it would be pedestrian-friendly too.
- Hmm. We're envisioning this portion of N. Tryon as an urban blvd – that says walk-up. However, the I-485 station may not be able to handle all the park and ride demand, so McCullough may need to serve that market, as well.
- Walk-up station

CATS is proposing to move the Mallard Creek station away from N. Tryon St to better serve the UNC Charlotte campus area and existing/future residential properties. Do you agree with the new proposed station location?		
	Received Responses	Percentage
Yes	13	93 %
No	0	0 %
Don't know / No Preference	1	7 %
Total Responses Received: *	14	

Some comment sheets did not contain a response for each question. The "Total Responses Received" field has been included to reflect this.

Comments:

- Moving into UNC Charlotte and 2-stations is a very good option.
- Ensure feeder buses to serve vast # of residential communities off of Mallard Creek Church and Prosperity Church Roads.
- Absolutely. The old one was in a swamp – for whom – the ducks and snakes?

Please add any additional comments here.

- Would this project address any improvements to Harris/Tryon intersection.
- Perhaps the sites of stations should be placed where good development already exists, that is, Grande Promenade already includes 40-50 businesses. Could the McCullough Station be moved closer to the Grande Promenade? Would it be possible to move the station closer but not at Harris Blvd? Maybe at the intersection of the Home Depot entry to N. Tryon?
- Lowering Sugar Creek Rd provides flood concern.
- No more money from our pockets, take the NCR line. With the "un-declared recession," why spend?
- Definitely pursue connectivity with Amtrak station – long term this will be important and "retro-fitting" is always more expensive.
- Like the proposed changes.
- Since station cannot be at Asian Corners, the \$21 million would be better spent revitalizing.



- An aside – Please put a system map inside the Amtrak station beside the LYNX kiosk with a “You are Here” “Going Uptown?” “Bus Route ____” “Going to UNCC?” Bus Route ____ will get you there” etc.
- Learn from South line project! Have adequate park and ride spaces.
- Sugar Creek NCRR – I believe that we should use the existing railroad tracks. It would serve the people of the community better.
- As the Mallard Creek and I-495 station service areas develop, why not fill the quarry with water, landscape the rest, and make it a regional attraction?
- JW Clay (University Place) station is very important.

Additional correspondence received:

1. Received by email:

-----Original Message-----

To: barnesdistrict4@aol.com

Sent: Sat, 12 Jul 2008 12:41 pm

Subject: A Need for Explication

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Mr. Barnes,

I attended the light rail meeting at the Shrine Temple Thursday night. I learned that the Blue Lynx had changed the stations between Rocky River and Harris Blvd. The Harris/North Tryon has been eliminated in favor of a station at McCullough. This is disadvantageous to the Grande Promenade with its 40 to 50 businesses. It would be a quarter of a mile walk from McCullough station to Grande Promenade. I can walk that and continue to the University and beyond, but I am certain that the average shopper would be able to walk a distance similar to a walk from Pavilion.(Wendy's) to John Kirk Road.

I know that there are reasons for the McCullough Station. It includes the University Executive Park, some condominiums, and two Suites for travelers. Also there will certainly be development from McCullough to Rocky River. There are reasons for the Harris/N. Tryon station also. They are in place, there is a bank, and a hospital. There are hotels and businesses on N. Tryon, and there is room for development behind Grande Promenade. I do not think that there should be a quarter of a mile walk for people. And I do think that shuttle buses will be inconveniently. In all, I think that there should be a station at Harris/N. Tryon, but perhaps a compromise would be a station at the Home Depot entry onto N. Tryon. That would give access to the Home Depot.

I am certain that the Blue Lynx manager must have contacted you about this change. I just learned of it Thursday night, and I have attended all of the light rail meetings in this area and a few at MTC meetings.

The south side of N. Tryon is in my precinct, Precinct 105, so I feel it necessary to contact the Grande Promenade management that may or may not know the changed situation. I feel obligated to alert them of the change.



I will wait until I hear from you before contacting them. I will check with some store managers that I know just to find out who the management is.

I had a great 4th.

Comments put on flip charts during the meeting:

Sugar Creek / NCRR Alternate

Would like to see station closer to Eastway Drive (NCRR alt) to sever North Park (which is for sale) and park

What about option to go up Eastway to N. Tryon?

Shopping Center Drive to I-485/N. Tryon

Create a commercial/University City/University loop – McCullough to Harris at library to J.W. Clay

Provide connectivity to area and station

Greenway access at Mallard Creek Church Road

I-485 connection to speedway – monorail

What type of circulation will be provided at McCullough – need the shuttle bus

Provide parking at McCullough

Increase pedestrian access and mobility – more sidewalks

Show how bus feeder system integrates w/LRT

Shopping Center Drive to I-485/N. Tryon

Relocating the Mallard Creek station is a brilliant idea. The old one would be in a swamp!

Why not fill the quarry with water (next to 485) and make it an attraction?

The McCullough relocation is brilliant

Recommend moving RRR station closer to RRR since City Blvd. station has been eliminated

NOTE: Some comments have been modified to protect the privacy of individuals or businesses. 16 comment sheets or additional correspondence received.