Public Meeting Summary
Charlotte Multimodal Station Project
Charlotte-Mecklenburg Government Center
600 East Fourth - Charlotte, NC
February 2, 2005

1. **Purpose and Intent**
The purpose of the meeting was to update community members on the progress of the conceptual design for the Multimodal Station. The presentation included an overview of the work to date and station planning/land-use considerations. The meeting also served to provide information on the following:

- Project schedule; and
- Public involvement program and opportunities to stay involved.

2. **Meeting Date, Time, and Location**
This public meeting for the Multimodal Station conceptual design was held on February 2, 2005, from 7:00 pm to 9:00 pm, at the Charlotte-Mecklenburg Government Center located at 600 East Fourth Street in Charlotte, North Carolina.

3. **Public Notices**
3.1 **Mailings**
A total of 1,407 notices (in the form of a postcard) announcing the meetings were mailed on January 21, 2005 to those on the Planning Commission’s Third & Fourth Ward mailing list. This list includes persons who are located in and around the station area, developers and/or those who have expressed specific interest in the Multimodal Station Project.

3.2 **Newspaper Announcements**
An advertisement inviting the public to attend the public meeting appeared in the following publication on the following date:

Charlotte Observer January 30, 2005

3.3 **Other Communications**
On Friday, January 28, 2005, a press release from CATS Marketing Department was sent via email to newspapers and radio and television stations throughout the Charlotte area. A follow-up media advisory was also transmitted on February 2, 2005. The Charlotte Observer included an article about the upcoming meeting on the Multimodal Station on February 1 and February 2, 2005.

4. **Meeting Procedure**
4.1 **Presentation**
The formal presentation began at 7:00 pm. At the beginning of the presentation David Carol, project manager of the North Corridor Commuter Rail and Charlotte Multimodal Station (Charlotte Area Transit System – CATS) introduced the project team (staff, consultants, and partners) and gave an update on the Multimodal Station, the project schedule, and the objective of the design charrette. Otto Condon (architectural design team - Zimmer Gunsul and Frasca) then shared the
initial direction and vision for the Multimodal Station including; initial land use recommendations, transportation utilization, and integration of the Multimodal Station into the overall area.

After the formal presentation, there was a question and answer period focused on obtaining verbal input on the information presented. Photos of other multimodal stations were displayed throughout the presentation area so that attendees could see the varied components of the stations. Attendees were invited to view the photos and speak with project staff with questions, concerns and recommendations. 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, the station area planning process and CATS were available:

* Step Into the Future brochure;
* Transitions newsletter – winter;
* Fact Sheet;
* Database sign-up card; and
* Charlotte Transit Station Area Planning Principles.

Additionally, poster-sized photos of other multimodal stations and station amenities were prominently displayed before, during and after the meeting.

4.2 Attendance
Approximately 40 people from the public attended the meeting. To assist these attendees and answer questions one-on-one, representatives from CATS and Charlotte-Mecklenburg Planning Commission, were present along with representatives from the consultant team (Parsons Brinckerhoff Quade & Douglas and Glatting-Jackson).

5. Summary of Public Input
Listed below are the questions asked by those in attendance along with the response given during the question and answer period. The responder to the question is David Carol, senior project manager for CATS, unless otherwise noted. Comments (written and verbal) gathered during the meeting are also included.

Q. What are you going to do about the bridge underpass at 4th? You focus on Trade, but 4th is the lead between 3rd and downtown.

A. As we develop plans for the Charlotte Gateway Station, we will focus aggressively and equally on addressing the wide overpasses at both 4th and Trade Streets in order to make these active, safe and positive locations.

Q. How many tracks will there be?

A. There will be seven tracks immediately at the station – two for the North Corridor commuter
rail system; 2 for Amtrak intercity rail service; and three for Norfolk Southern freight service.

C. Maybe some elements of the old station could be used in the design of the new station. I used to give tours around uptown Charlotte and so much has been torn down. If we could have a footprint of the old station in the new station that would be great.

Q. What are the accommodations for bicyclists? What about short term/long term bicycle parking at platform?

A. The station will be designed to include bicycle storage and access. In addition, Smith Street/Wilkes Place will be made more pedestrian and cyclist friendly. A pedestrian and bicycle overpass is under consideration at 9th Street.

Q. You are planning for a lot of transit on Trade. How will the varied modes work together? How will they work with pedestrian traffic?

A. Our objective is seamless, safe travel for commuters on trains, buses and the streetcar, for pedestrians and cyclists, and for automotive traffic. A prime concern will be the large number of pedestrians passing along Trade Street, both from public transit and Johnson & Wales students moving between dorms and classes. Detailed analyses are underway to identify the optimal locations for street crossings, transit stops, sidewalk widths and building setbacks in order to provide the most positive and seamless experience for people using and living around the new station.

Q. Have you considered the changing demographics of the City? Baby boomers are getting older and there may be some confusion with the changes in the area. My hope is that the final product will be attractive and accessible for all - every race, color, age and gender.

A. Our designers are very focused on the multiple uses for the station and the area around it. It will be convenient and accessible for all – from stroller to wheelchair. The large open plaza and public spaces envisioned for the station will be home to a variety of activities and events that cater to the City’s growing diversity and ethnicity.

C. There’s been a lot of mention of Johnson & Wales students. They are only in class for four days so you need to remain mindful of the residents and workers who are here for longer durations. Don’t build so much around the students.

Q. Is there a 4th street option for the trolley? If so, how does that fit your vision for the multimodal station?

A. The Center City Street Car program team is considering various options for location of the first street car line and will make recommendations for its final siting to the Metropolitan Transit Commission in the next several months.

Q. How will the multimodal station benefit Central Piedmont Community College and the students?

A. Through its streetcar and bus connections along trade Street, the new station will be a focal point of activities that help to tie together Johnson C. Smith, Johnson & Wales and Central Piedmont Community College. The transit, retail and other activities at the station will be of
interest to the City’s large student population.

Q. Are you still planning to relocate ADM?

A. North Carolina Department of Transportation continues to support relocation of ADM, as this would help to simplify separation of the CSX and NS tracks at the location, and close several of the crossings that currently necessitate the sounding of train horns. Whether or not ADM moves is an issue that will likely be resolved by the end of the year.