

Video

Charlotte, North Carolina

Date: March 03, 2022

00:00:00 --> 00:00:01: Well, good morning everyone,
00:00:02 --> 00:00:04: I'm my name is John
00:00:04 --> 00:00:07: Lewis. I'm chief executive officer of the Charlotte Area Transit
00:00:07 --> 00:00:08: system
00:00:08 --> 00:00:12: and I wanted to extend our sincerest thanks to the
00:00:12 --> 00:00:16: ULI team that has helped us this week and to
00:00:16 --> 00:00:20: all of those who may be watching online and have
00:00:20 --> 00:00:21: participated
00:00:22 --> 00:00:23: in the interviews
00:00:23 --> 00:00:26: and the study process over the last several days.
00:00:26 --> 00:00:31: Now we're really excited about the potential for this Silver
00:00:31 --> 00:00:32: line project.
00:00:32 --> 00:00:33: As we look back
00:00:33 --> 00:00:37: over our experience of bringing infrastructure investment to
the city
00:00:38 --> 00:00:40: with the blue line and the gold line,
00:00:40 --> 00:00:44: we wanted to make sure that we not only built
00:00:44 --> 00:00:44: on
00:00:44 --> 00:00:45: the experience
00:00:45 --> 00:00:49: that we have developed over those last several projects,
00:00:49 --> 00:00:54: but also solicit the experience and expertise of our peers
00:00:54 --> 00:00:57: throughout the country to help us make sure.
00:00:57 --> 00:01:01: That we not only deliver outstanding mobility options,
00:01:01 --> 00:01:04: but also meet the needs the greater needs
00:01:04 --> 00:01:09: of our Community. And I'm so excited about the
recommendations
00:01:09 --> 00:01:12: that will be presented today from the panel
00:01:13 --> 00:01:14: folks of the panel.
00:01:14 --> 00:01:17: I can't say enough. Thanks for what you've helped us
00:01:17 --> 00:01:18: with and what you've done

00:01:18 --> 00:01:21: this week. The weather was a little Gray
00:01:21 --> 00:01:23: when you started on Sunday,
00:01:23 --> 00:01:26: but it's certainly a sunny day today and I think
00:01:27 --> 00:01:28: that portends well.
00:01:28 --> 00:01:32: For the recommendations and the the project as we move
00:01:32 --> 00:01:33: forward.
00:01:33 --> 00:01:34: Thank
00:01:34 --> 00:01:34: you all again
00:01:34 --> 00:01:39: for participating and I look forward to our continued
discussion.
00:01:39 --> 00:01:40: Merrily I'll turn it back to you.
00:01:41 --> 00:01:45: Thank you John. Good morning and good morning to all
00:01:45 --> 00:01:47: of you where I'm Marilee utter.
00:01:47 --> 00:01:51: I'm delighted to be the chair of this ulip panel
00:01:51 --> 00:01:52: this week.
00:01:52 --> 00:01:55: Let me start out for those of you that may
00:01:55 --> 00:01:58: not be familiar with the Urban Land Institute,
00:01:58 --> 00:02:02: we are a nonprofit organization based in Washington DC.
00:02:02 --> 00:02:08: Local organization with over 45,000 members.
00:02:08 --> 00:02:14: Around the world. Mission is to shape the future of
00:02:14 --> 00:02:17: the built environment.
00:02:17 --> 00:02:46: We're having technical difficulties. OK.
00:02:46 --> 00:02:50: So I think we're back.
00:02:50 --> 00:02:53: So our mission is to shape the built environment for
00:02:53 --> 00:02:57: transformative impact in communities worldwide.
00:02:57 --> 00:03:03: Very mission driven organization. We do that by doing
research.
00:03:03 --> 00:03:06: A lot of practical and applied research.
00:03:06 --> 00:03:08: We do forms for best practices.
00:03:08 --> 00:03:09: What's working in one city,
00:03:09 --> 00:03:14: sharing it with another city or publisher would bring people
00:03:14 --> 00:03:16: together or convener.
00:03:16 --> 00:03:18: We do a lot of outreach and one of our
00:03:18 --> 00:03:23: most important hallmark programs is the advisory service
panels,
00:03:23 --> 00:03:24: which is what we were doing here.
00:03:24 --> 00:03:26: Do we have this week?
00:03:26 --> 00:03:30: This is a program that dates back more than 60
00:03:30 --> 00:03:30: years.
00:03:30 --> 00:03:35: We've helped more than 700 different communities around
the world.
00:03:35 --> 00:03:39: What what this product does is bring in experts from
00:03:39 --> 00:03:45: outside the Community purposely independent to take a

strategic view.

00:03:45 --> 00:03:47: We're only here for a few days,
00:03:47 --> 00:03:50: and so we have to take a strategic look at
00:03:50 --> 00:03:55: practical and these are usually the most challenging issues
their
00:03:55 --> 00:03:56: communities face.
00:03:56 --> 00:04:02: The process we follow is pretty amazing and how effective
00:04:02 --> 00:04:03: it is.
00:04:03 --> 00:04:06: First of all, important for you to know that our
00:04:06 --> 00:04:09: panels are all volunteering their time to be here.
00:04:09 --> 00:04:14: Nobody is being compensated. Personally,
00:04:14 --> 00:04:18: we are. We're given a briefing book in advance.
00:04:18 --> 00:04:22: A lot of homework to look at.
00:04:22 --> 00:04:26: The day we arrived, we get deep briefing from the
00:04:26 --> 00:04:30: sponsor groups and also a site tour and looking around
00:04:30 --> 00:04:34: at everything so we can really try to be on
00:04:34 --> 00:04:35: the ground and feel it.
00:04:35 --> 00:04:40: We meet with representatives from the sponsor and then we
00:04:40 --> 00:04:43: spend an intense stay in their views both in person
00:04:43 --> 00:04:47: and virtual of this week we talked to over 60
00:04:47 --> 00:04:51: people actually closer to 70 people from the community to
00:04:51 --> 00:04:52: learn from you.
00:04:52 --> 00:04:57: And and and then synthesize that for our recommendations,
00:04:57 --> 00:05:01: we go into hard work for two days.
00:05:01 --> 00:05:05: We just kind of bury ourselves in hotel on formulating
00:05:05 --> 00:05:06: our ideas.
00:05:06 --> 00:05:11: We're delivering the presentation this morning and then you
will
00:05:11 --> 00:05:14: receive a written report in about 60 days.
00:05:14 --> 00:05:16: I can't thank her sponsors enough.
00:05:16 --> 00:05:19: The city of Charlotte and cats.
00:05:19 --> 00:05:21: You have been so hospitable,
00:05:21 --> 00:05:25: so helpful and so open and candid,
00:05:25 --> 00:05:29: and that really makes all the difference in what we're
00:05:29 --> 00:05:29: able to do.
00:05:29 --> 00:05:32: I want to give a special shout out to Andy,
00:05:32 --> 00:05:37: Monica, Dylan, and Logan because you personally put it
went
00:05:38 --> 00:05:43: far beyond what was required and we really are appreciative.
00:05:43 --> 00:05:45: I also want to thank everybody else,
00:05:45 --> 00:05:49: but people were interviewed and helped us and answered
our
00:05:49 --> 00:05:51: late night phone calls and so on.

00:05:51 --> 00:05:53: It really. It really has been essential
00:05:53 --> 00:05:54: for the work we're doing.
00:05:56 --> 00:05:59: We have put together a panel to address your needs
00:05:59 --> 00:06:02: that I think is one of the best I've ever
00:06:02 --> 00:06:03: worked with.
00:06:03 --> 00:06:05: So let me take a minute and just give you
00:06:05 --> 00:06:06: a little background.
00:06:06 --> 00:06:09: I don't know who you'll be hearing from.
00:06:09 --> 00:06:10: So I'm merely utter and present.
00:06:21 --> 00:06:26: Sorry for the interruption, technical difficulties.
00:06:26 --> 00:06:30: Back to who we are on our panel.
00:06:30 --> 00:06:31: I'm Meryl layout of from Denver,
00:06:31 --> 00:06:37: Co. President Associates for an advisory services firm work
on
00:06:37 --> 00:06:43: strategic planning for large multi large scale developments,
00:06:43 --> 00:06:47: transitory development, public private partnerships.
00:06:47 --> 00:06:50: And I've actually had the pleasure of working in Charlotte
00:06:50 --> 00:06:51: over the years.
00:06:51 --> 00:06:53: Was here in the early 2000s.
00:06:53 --> 00:06:56: Working on the blue line and so it's wonderful to
00:06:56 --> 00:06:57: be back,
00:06:57 --> 00:07:03: especially special for me. Doctor David Abraham is on our
00:07:03 --> 00:07:04: panel.
00:07:04 --> 00:07:09: He is with the Harris County Toll Authority and also
00:07:09 --> 00:07:15: a professor at Rice University who's David works in planning
00:07:15 --> 00:07:19: and policy and public transportation.
00:07:19 --> 00:07:22: Sustainability is really one of the specialties.
00:07:22 --> 00:07:25: Anywheres ahead of a public sector as well.
00:07:25 --> 00:07:29: Serving on the Planning Commission and the Airport
Commission in
00:07:30 --> 00:07:30: Houston.
00:07:30 --> 00:07:34: Here I give are as an architect is our design
00:07:34 --> 00:07:39: expert on the panel from Dana Point on California.
00:07:39 --> 00:07:45: My Guillermo has broad expertise in architecture and urban
design
00:07:45 --> 00:07:50: is worked on projects all over the country and Spain
00:07:50 --> 00:07:54: and worked for clients as diverse as Disney and LA
00:07:55 --> 00:07:58: Metro Transit. So he's been a great joy for us
00:07:58 --> 00:08:00: to have an account.
00:08:00 --> 00:08:05: Christopher Foreigner is with Nelson Nygaard in Washington
DC and
00:08:05 --> 00:08:10: he works on the policy to bring transportation to healthy
00:08:10 --> 00:08:11: communities.

00:08:11 --> 00:08:15: And he's also the past chair there of Arlington County
00:08:15 --> 00:08:17: Planning Commission.
00:08:17 --> 00:08:19: And for those of you in the transit and Todds
00:08:19 --> 00:08:20: World,
00:08:20 --> 00:08:24: Arlington County is kind of the poster child for how
00:08:24 --> 00:08:28: teody can transform communities for the better.
00:08:28 --> 00:08:31: But Lucia Garcia comes to us from Tampa,
00:08:31 --> 00:08:37: FL. There, she's senior adviser for community partnerships to
00:08:37 --> 00:08:37: the
00:08:37 --> 00:08:40: county,
00:08:37 --> 00:08:40: and she's been there for over 30 years and has
00:08:40 --> 00:08:44: this unique role where she brings she kind of works
00:08:44 --> 00:08:46: at the intersection of land use,
00:08:46 --> 00:08:51: transit infrastructure, but always with an eye to the ROI.
00:08:51 --> 00:08:55: The return on the investment costs and the expenses so
00:08:55 --> 00:08:56: very special,
00:08:56 --> 00:08:59: kind of role, and we're delighted to happen.
00:08:59 --> 00:09:03: Jim Hacked is with HDR in San Diego.
00:09:03 --> 00:09:09: Is a civil engineer with incredible expertise in transit,
00:09:09 --> 00:09:12: particularly in light rail and streetcars,
00:09:12 --> 00:09:17: which, as you know, San Diego has a wonderful model
00:09:17 --> 00:09:20: and Jim is very tight into that.
00:09:20 --> 00:09:26: Darryl Jones is it developer from Lone Tree Co and
00:09:26 --> 00:09:28: it certainly is.
00:09:28 --> 00:09:33: Coventry Development Corporation. He's got a long history
00:09:33 --> 00:09:35: of development
00:09:33 --> 00:09:35: or across the country,
00:09:35 --> 00:09:38: but he's also worked as the chief real estate officer
00:09:39 --> 00:09:41: at Denver International Airport,
00:09:41 --> 00:09:44: so he understands a lot about that side in his
00:09:44 --> 00:09:45: background.
00:09:45 --> 00:09:47: Also working as a city planner,
00:09:47 --> 00:09:50: and he served as a City Council member.
00:09:50 --> 00:09:55: And Jack was in ski from Dallas area Rapid Transit
00:09:55 --> 00:09:56: in Dallas.
00:09:56 --> 00:09:59: Jack has been there over 30 years.
00:09:59 --> 00:10:02: He knows his business, inside and out.
00:10:02 --> 00:10:06: His his job is really the value capture and the
00:10:06 --> 00:10:10: economic development around transit stations.
00:10:10 --> 00:10:13: So we think that the the group working together we
00:10:13 --> 00:10:17: found this tremendous energy and a very good fit for
00:10:17 --> 00:10:19: the questions we've been asked to address.

00:10:19 --> 00:10:23: I also wanna get extra special thank you to our
00:10:23 --> 00:10:27: staff Debra Meyerson and Rebecca Hill who helped us
through
00:10:27 --> 00:10:32: not only technical difficulties but putting together the entire
00:10:32 --> 00:10:34: week. So the
00:10:34 --> 00:10:41: question we've been. This isn't clicking.
00:10:41 --> 00:10:47: The question we've been given is the assignment is 44
00:10:47 --> 00:10:49: main questions.
00:10:49 --> 00:10:54: What are the opportunities for stationary development along
the 11th
00:10:54 --> 00:10:55: St alignment?
00:10:55 --> 00:11:01: Would another alignment provide better economic
development or transportation or
00:11:01 --> 00:11:02: equity opportunities?
00:11:02 --> 00:11:06: How can the connection between the blue line and the
00:11:06 --> 00:11:07: silver line be optimized?
00:11:07 --> 00:11:12: And there's an additional station in the First ward along
00:11:12 --> 00:11:14: the 11th St Alignment.
00:11:14 --> 00:11:19: Bring significant enhancements, so that's basically what we
will guide
00:11:19 --> 00:11:24: our work. So. You
00:11:24 --> 00:11:27: live in a beautiful city.
00:11:27 --> 00:11:30: We were so delighted to be here.
00:11:30 --> 00:11:34: We enjoyed our time so much and and Charlotte has
00:11:34 --> 00:11:37: been thriving and growing recently.
00:11:40 --> 00:11:42: That growth is a blessing,
00:11:42 --> 00:11:43: but it's also a challenge
00:11:44 --> 00:11:49: because ultimately every city really wants to offer great
quality
00:11:49 --> 00:11:50: of life.
00:11:50 --> 00:11:54: We define that as being sustainable and sustainable,
00:11:54 --> 00:11:59: both economically with jobs environmentally with clean,
00:11:59 --> 00:12:06: healthy, beautiful environments, socially with equity and
diversity in the
00:12:06 --> 00:12:07: community.
00:12:11 --> 00:12:14: Transit is 100 year asset.
00:12:14 --> 00:12:17: It's a long term aspect.
00:12:17 --> 00:12:21: It's thinking about your community and much broader way
than
00:12:21 --> 00:12:23: just what's happening today.
00:12:23 --> 00:12:26: I mean, we're we're living in this kind of post
00:12:26 --> 00:12:27: pandemic time,
00:12:27 --> 00:12:30: but the impacts are is very unclear yet.

00:12:30 --> 00:12:33: It's very unsettled. On the other hand,
00:12:33 --> 00:12:36: we know that one of the impacts is on our
00:12:36 --> 00:12:40: center cities and that we know that they are going
00:12:40 --> 00:12:41: to change.
00:12:41 --> 00:12:44: One of the directions were pretty certain now.
00:12:44 --> 00:12:48: Is that the cities? The downtowns the center students need
00:12:48 --> 00:12:50: to become more livable?
00:12:50 --> 00:12:55: They need to offer more amenities and feel more like
00:12:55 --> 00:13:00: a good place to live than just a good place
00:13:00 --> 00:13:00: to work.
00:13:00 --> 00:13:04: As we think about the the tool that transit is,
00:13:04 --> 00:13:07: it isn't the end in itself,
00:13:07 --> 00:13:10: it is the tool to help us build these communities.
00:13:10 --> 00:13:15: These sustainable communities. And so our panelists will be
talking
00:13:15 --> 00:13:19: about how how we see transit helping Charlotte be the
00:13:19 --> 00:13:22: most livable place they can be.
00:13:30 --> 00:13:36: Our agenda today. Is looking at our agenda today.
00:13:36 --> 00:13:40: Will start by looking at the regional implications of an
00:13:40 --> 00:13:44: East West connection and rail transit in the in the
00:13:45 --> 00:13:45: region.
00:13:45 --> 00:13:48: Then we'll look at the city center.
00:13:48 --> 00:13:52: Well, then we'll hone in on the 11th St station.
00:13:52 --> 00:13:56: We'll look at this silver and the gold lines and
00:13:56 --> 00:14:00: then wind up with next steps and where you go
00:14:00 --> 00:14:00: next.
00:14:00 --> 00:14:02: And so to strike that out.
00:14:02 --> 00:14:03: I'd like to turn it over to Dave.
00:14:11 --> 00:14:15: Thank you Mary Lee. Good morning everyone.
00:14:15 --> 00:14:19: Apologies for the slight delay in starting.
00:14:19 --> 00:14:22: You know, these things happen.
00:14:22 --> 00:14:27: I have three points I'd like to touch on this
00:14:27 --> 00:14:28: morning.
00:14:28 --> 00:14:31: We hear from a from from several of us.
00:14:31 --> 00:14:35: Going over a lot of the opportunities and constraints that
00:14:35 --> 00:14:37: we have encountered,
00:14:37 --> 00:14:41: first point is the importance of the East West connection
00:14:41 --> 00:14:42: here in Charlotte.
00:14:42 --> 00:14:47: The second one is the equity at affordable housing
considerations.
00:14:47 --> 00:14:51: And the third one is a look at strengthening urban
00:14:51 --> 00:14:52: growth in the core.
00:14:54 --> 00:14:58: So I'm not firstpoint with regards to the the importance

00:14:58 --> 00:15:00: of the East West connection.

00:15:00 --> 00:15:04: Why is that important? And so I'd like to focus

00:15:04 --> 00:15:07: on two simple observations that we've met.

00:15:07 --> 00:15:11: We we recognize the first is that major job growth

00:15:11 --> 00:15:14: is expected in this region over the next 30 years,

00:15:14 --> 00:15:17: and the second one is you'll be saving billions of

00:15:17 --> 00:15:19: future dollars in economy.

00:15:19 --> 00:15:21: That's because as you build real,

00:15:21 --> 00:15:25: you reduce the need to build and maintain expensive hybrids,

00:15:25 --> 00:15:28: and they save individual families,

00:15:28 --> 00:15:31: time and money. In addition to that,

00:15:31 --> 00:15:34: you have less traffic congestion and you'll be able to

00:15:34 --> 00:15:36: speed up access ability to where you want to go,

00:15:36 --> 00:15:39: and so these two maps on the screen,

00:15:39 --> 00:15:43: one in the middle shows you in the dark orange

00:15:43 --> 00:15:47: colors where the expected growth in jobs is is projected

00:15:47 --> 00:15:49: to occur over the next 30 years,

00:15:49 --> 00:15:52: and that's done in the southeast side of the city,

00:15:52 --> 00:15:58: exactly. We're the the silver line is expected to connect.

00:15:58 --> 00:16:01: The map on the left is a look at your

00:16:01 --> 00:16:03: land use in the city as as I do my

00:16:04 --> 00:16:05: left analysis,

00:16:05 --> 00:16:07: I like to pull my own data.

00:16:07 --> 00:16:09: I like to take an eagle eye look at how

00:16:09 --> 00:16:09: you,

00:16:09 --> 00:16:12: the city looks with regards to land use and you

00:16:12 --> 00:16:15: can see that all that yellow is where single family

00:16:15 --> 00:16:17: homes for the most part are located.

00:16:17 --> 00:16:19: Again done in that SE Quadrant,

00:16:19 --> 00:16:22: but it's it's kind of blind and buffered by the

00:16:22 --> 00:16:23: blue line,

00:16:23 --> 00:16:25: and now the silver line you can see also at

00:16:25 --> 00:16:28: the end of the blue line that there's a lot

00:16:28 --> 00:16:28: of purple.

00:16:28 --> 00:16:31: Color and a lot of red and those are your

00:16:31 --> 00:16:33: industrial jobs and your commercial jobs.

00:16:33 --> 00:16:35: And so this rail connection.

00:16:35 --> 00:16:41: This East West connection is integral to again.

00:16:41 --> 00:16:44: Focusing on connecting people to your jobs and leveraging

00:16:44 --> 00:16:45: your

00:16:44 --> 00:16:45: economy.

00:16:47 --> 00:16:51: In addition to that, I looked at the population growth

00:16:51 --> 00:16:54: and you see the same relative dispersion of people around
00:16:55 --> 00:16:58: the external edges of the county and down in the
00:16:58 --> 00:17:00: Southeast. Those areas in dark blue.
00:17:00 --> 00:17:02: Our areas are greater than 200%
00:17:02 --> 00:17:06: of population growth projected over the next 30 years.
00:17:06 --> 00:17:11: It's silver lining offers a fundamental accessibility option for
again
00:17:11 --> 00:17:13: folks to get from the east to the West of
00:17:13 --> 00:17:15: the city to get to those jobs.
00:17:15 --> 00:17:18: And So what we found with analysis.
00:17:18 --> 00:17:24: Is that 24% of people in Charlotte actually live within
00:17:24 --> 00:17:29: that two mile buffer around the projected link for the
00:17:29 --> 00:17:31: silver line?
00:17:31 --> 00:17:32: We also found that 20%
00:17:32 --> 00:17:37: of the housing units are within that buffer and so
00:17:37 --> 00:17:42: this real line delivers value directly for again,
00:17:42 --> 00:17:47: 20% and 24% of the people and housing in the
00:17:47 --> 00:17:48: city.
00:17:50 --> 00:17:54: I also looked at the racial and ethnic composition and
00:17:54 --> 00:17:57: who would be directly served by the real line,
00:17:57 --> 00:18:00: and this is the topic of equity.
00:18:00 --> 00:18:03: And of course we'll talk about affordable housing as well.
00:18:03 --> 00:18:07: This is again the silver lining offers equitable access ability.
00:18:07 --> 00:18:11: According to this research for significant numbers of jobs and
00:18:11 --> 00:18:12: people.
00:18:12 --> 00:18:14: If you look at the bar chart on the left,
00:18:14 --> 00:18:18: you'll see on the gold the gold bar is the
00:18:18 --> 00:18:20: percentage of people.
00:18:20 --> 00:18:23: Who are within a two mile buffer of that silver
00:18:24 --> 00:18:24: line?
00:18:24 --> 00:18:28: The green bars are the percentages that are of the
00:18:28 --> 00:18:32: same racial composition in the county of Mecklenburg,
00:18:32 --> 00:18:35: and you can see those numbers are almost exactly the
00:18:35 --> 00:18:35: same.
00:18:35 --> 00:18:38: I had to run this analysis a couple times because
00:18:38 --> 00:18:40: I wasn't sure if I was just duplicating the same
00:18:40 --> 00:18:41: numbers,
00:18:41 --> 00:18:45: but it looks like it's exactly represented and so this
00:18:45 --> 00:18:46: blue light this blue line.
00:18:46 --> 00:18:50: This silver line? Excuse me that's planned will have the
00:18:50 --> 00:18:54: same racial and ethnic composition as the county which is
00:18:54 --> 00:18:54: a.

00:18:54 --> 00:18:58: Excellent sign of box. The silver Line is a 26
00:18:58 --> 00:19:03: mile opportunity to integrate equity in Charlotte.
00:19:03 --> 00:19:06: What that might look like would be opportunities for minority
00:19:06 --> 00:19:11: businesses and contracting affordable housing initiatives that
might incentives that
00:19:11 --> 00:19:13: might be a part of that,
00:19:13 --> 00:19:16: and programs to strengthen existing communities.
00:19:16 --> 00:19:19: And so one of our recommendations is to clearly integrate
00:19:19 --> 00:19:23: an equity fund in the upcoming transit referendum.
00:19:23 --> 00:19:25: The city of Austin and Texas just did this.
00:19:25 --> 00:19:29: They within the. That's a tax increase that they were
00:19:30 --> 00:19:33: able to approve back in 2020 to green light,
00:19:33 --> 00:19:38: a \$7.1 billion plan they openly communicated to the public
00:19:38 --> 00:19:43: that \$300 million of that amount would go towards funding
00:19:43 --> 00:19:44: public programs,
00:19:44 --> 00:19:46: and so there was no sense of,
00:19:46 --> 00:19:48: well, you took this money from Longbottom,
00:19:48 --> 00:19:50: but into another cloud. Now,
00:19:50 --> 00:19:52: as of as a as a city and community,
00:19:52 --> 00:19:56: we are moving forward together to ensure that the
infrastructure
00:19:56 --> 00:19:57: investment.
00:19:57 --> 00:20:01: Is integrated into Latin and transportation options and also
strengthening
00:20:01 --> 00:20:02: the community,
00:20:02 --> 00:20:06: as Marilee mentioned, because it is a sustainable
development option
00:20:06 --> 00:20:07: to do such things.
00:20:10 --> 00:20:13: My last point is with regards to strengthening urban growth.
00:20:13 --> 00:20:18: Charlotte is losing major revenue by not having enough
housing
00:20:18 --> 00:20:20: around the urban core.
00:20:20 --> 00:20:23: This drives up traffic congestion in the region.
00:20:23 --> 00:20:26: It increases the amount of money needed for Rd building
00:20:26 --> 00:20:27: and maintenance,
00:20:27 --> 00:20:30: and you cannot generate enough revenue if you don't have
00:20:30 --> 00:20:33: enough housing footprints on the ground and so not having
00:20:33 --> 00:20:36: enough housing and people makes it difficult to meet the
00:20:36 --> 00:20:40: ridership numbers to qualify for the important at the essential
00:20:40 --> 00:20:43: FDA matching funding to actually build a light.
00:20:43 --> 00:20:45: And my colleague Jim will talk about that a little
00:20:45 --> 00:20:47: bit more in his presentation.
00:20:51 --> 00:20:54: On this point with regards to losing major revenue,

00:20:54 --> 00:20:57: I have one more slide to share with you.

00:20:57 --> 00:21:01: This slide shows that. When we look at the Uptown

00:21:01 --> 00:21:02: area,

00:21:02 --> 00:21:03: and again I'd like to pull my own demographics,

00:21:03 --> 00:21:07: not just rely on what's being done before I have

00:21:07 --> 00:21:12: my own techniques and methodologies that I'd like to apply

00:21:12 --> 00:21:13: for precision.

00:21:13 --> 00:21:18: We found 12,550 people, only 12,550 people living or in

00:21:18 --> 00:21:20: the Uptown area.

00:21:20 --> 00:21:23: This is a very low number for a major browntown

00:21:23 --> 00:21:24: in this state,

00:21:24 --> 00:21:27: and so more parking spots than people were also found

00:21:27 --> 00:21:28: in the downtown.

00:21:28 --> 00:21:32: We have 70,000 parking spots versus.

00:21:32 --> 00:21:35: 12,550 people. And so our recommendation here would be to

00:21:35 --> 00:21:39: ensure a dedicated portion of the referendum is used to

00:21:39 --> 00:21:42: incentivize more housing development along the silver line.

00:21:42 --> 00:21:44: More housing brings more people.

00:21:44 --> 00:21:47: More people means that you qualify for the FDA matching

00:21:47 --> 00:21:49: funding that you need because you have to get the

00:21:49 --> 00:21:52: ridership numbers up to be able to justify the project.

00:21:54 --> 00:21:57: I'm gonna turn it over to my colleague Chris,

00:21:57 --> 00:21:59: who will talk a little bit more about what it

00:21:59 --> 00:22:02: means to be strengthening the earth for and in terms

00:22:02 --> 00:22:03: of ability and struggle.

00:22:03 --> 00:22:08: Thank you so much. Thank you,

00:22:08 --> 00:22:11: David Chris Varnish from Nelson Nygaard.

00:22:11 --> 00:22:12: Transportation planning

00:22:12 --> 00:22:15: consulting firm in the country and I've worked had the

00:22:15 --> 00:22:18: privilege of working in Chicago for a few years and

00:22:18 --> 00:22:21: I am going to share David's perspective on zoomed out

00:22:21 --> 00:22:23: to the regional level and I'm going to talk a

00:22:23 --> 00:22:26: little bit about how the Silverlight connects to the policy

00:22:26 --> 00:22:27: Commission in the region.

00:22:27 --> 00:22:30: So our observations from working on the ground here for

00:22:30 --> 00:22:33: just a few days is that the the mobility vision

00:22:33 --> 00:22:36: of the city of Charlotte is strong and in the

00:22:36 --> 00:22:38: region as well. And that's its best problem.

00:22:38 --> 00:22:43: The recently adopted property answer plan and the

00:22:43 --> 00:22:46: Transformation Ability

00:22:43 --> 00:22:46: Network that was developed in late 2020 in the regions

00:22:46 --> 00:22:48: connected on the plant and in others.

00:22:48 --> 00:22:53: And all these plans share the expressed priority that Charlotte

00:22:53 --> 00:22:58: is working to create more walkable mixed use compact placements.

00:22:58 --> 00:23:01: That are supported by Stefen attractive multimodal travel.

00:23:02 --> 00:23:03: And there's a tension in that,

00:23:03 --> 00:23:05: right? Because the public sector can deliver

00:23:06 --> 00:23:07: a lot of the transportation network,

00:23:07 --> 00:23:08: the public sector

00:23:08 --> 00:23:11: can't deliver. The place is by and large.

00:23:11 --> 00:23:12: That's up to the development community.

00:23:12 --> 00:23:15: And that's the perspective that I have for my time

00:23:15 --> 00:23:17: chairing the Planning Commission in Arlington

00:23:17 --> 00:23:21: as merely mentioned. To support that vision of the city

00:23:21 --> 00:23:25: and other governments are are making ongoing and increased investments

00:23:25 --> 00:23:27: and improve streets of greenways.

00:23:27 --> 00:23:31: But accompanying that, the transit vision remains the transit vision

00:23:31 --> 00:23:32: from 2016 to 2035,

00:23:32 --> 00:23:36: with some important amendments. And support for those major transit

00:23:36 --> 00:23:40: investments as outlined in that plan feels fragile to us.

00:23:43 --> 00:23:44: In the face of that,

00:23:44 --> 00:23:47: cats and the city are working diligently to to implement

00:23:48 --> 00:23:48: that vision,

00:23:48 --> 00:23:52: and in the face of uncertainty from Demik and other

00:23:52 --> 00:23:55: economic and social forces and condiments.

00:23:55 --> 00:23:59: Uncertainty about the future of the gold line.

00:23:59 --> 00:24:01: Excuse me, the red line.

00:24:01 --> 00:24:05: The gold Line is currently deployed.

00:24:05 --> 00:24:08: Possibly deployed but certainly deployed is of limited value as

00:24:08 --> 00:24:10: a transportation option.

00:24:10 --> 00:24:13: Bus service has someone eroded over recent years,

00:24:13 --> 00:24:17: especially during the pandemic, as preceding safety issues.

00:24:17 --> 00:24:21: And the public and other key stakeholders here shifting messages

00:24:21 --> 00:24:22: about the silver line.

00:24:22 --> 00:24:25: The result of all of these headwinds is real challenge

00:24:25 --> 00:24:30: with support and coalition building for delivering major transit projects

00:24:30 --> 00:24:33: such as the Silver Line.

00:24:33 --> 00:24:34: Alongside that,

00:24:34 --> 00:24:38: there's the continued prioritization of driving as the primary mode

00:24:38 --> 00:24:39: insurance.

00:24:39 --> 00:24:43: Uptown has the best mobility options Center City as well.

00:24:43 --> 00:24:45: But clearly from walking the streets,

00:24:45 --> 00:24:47: the priority is still fast.

00:24:47 --> 00:24:50: Driving on city streets. They're Uptown,

00:24:50 --> 00:24:53: as I think David mentioned,

00:24:53 --> 00:24:56: has 70,000 parking spaces. That's more than

00:24:56 --> 00:24:58: four space that's dedicated to living,

00:24:58 --> 00:24:58: working and

00:24:58 --> 00:25:02: playing, and the region continues to contemplate large investments in

00:25:02 --> 00:25:03: freeway expansion,

00:25:03 --> 00:25:07: including the friction free. So

00:25:07 --> 00:25:08: in the face of those observations,

00:25:08 --> 00:25:10: what are our recommendations? Well,

00:25:10 --> 00:25:13: we recommend that the transit vision be connected to these

00:25:13 --> 00:25:13: newer,

00:25:13 --> 00:25:15: broader community visions and goals,

00:25:15 --> 00:25:18: and that may require an update to the 2030 plan.

00:25:18 --> 00:25:18: Full

00:25:18 --> 00:25:22: update before publication. It's time to think

00:25:22 --> 00:25:25: about the role of the Richard Freeway and I277 in

00:25:25 --> 00:25:26: general insurance future.

00:25:26 --> 00:25:30: I've worked in Rochester, NY where recently they've eliminated 1

00:25:30 --> 00:25:33: section of Inner Loop Freeway or studying,

00:25:33 --> 00:25:35: removing second section and replacing it with

00:25:35 --> 00:25:38: the city. It's time to get the bus lanes back

00:25:38 --> 00:25:41: operational and Independence Blvd

00:25:41 --> 00:25:43: and other cats port just took an important step to

00:25:43 --> 00:25:44: that this week.

00:25:44 --> 00:25:47: Improve the gold line. Invest in the gold line.

00:25:47 --> 00:25:51: Give it signal priority, dedicated space and higher service frequency

00:25:51 --> 00:25:54: so it can be treated as real transportation.

00:25:54 --> 00:25:58: It improved the other current transit assets that transformed bus

00:25:58 --> 00:26:02: network that's implanting continue to to upper frequencies on the

00:26:02 --> 00:26:02: blue line,

00:26:02 --> 00:26:04: and invest in express bus

00:26:04 --> 00:26:07: in VR. And importantly,
 00:26:07 --> 00:26:10: support those transit investments with transform St Networks,
 00:26:10 --> 00:26:13: especially in dense, walkable mixed use places.
 00:26:13 --> 00:26:15: Reallocate public right of way to serve
 00:26:15 --> 00:26:18: the public good, not just the goal of
 00:26:18 --> 00:26:22: driving fast. And use those those pushes to rebuild the
 00:26:23 --> 00:26:24: support Coalition,
 00:26:24 --> 00:26:26: rebuild trust and inspiring leaders.
 00:26:28 --> 00:26:32: So specific asset of your of your multimodal transportation
 system.
 00:26:32 --> 00:26:34: Deservedly very proud of this.
 00:26:34 --> 00:26:37: Trails Network and Charlotte in the region would invested
 and
 00:26:37 --> 00:26:40: continue to invest in important assets like the rail trail
 00:26:40 --> 00:26:41: across Shirley Trail,
 00:26:41 --> 00:26:46: the greenways. These are well loved and are undergoing
 expansion
 00:26:46 --> 00:26:47: all the time.
 00:26:47 --> 00:26:51: And they're increasingly connected to safe St infrastructure
 as well,
 00:26:51 --> 00:26:55: which is important to make those trips valuable,
 00:26:55 --> 00:26:57: not just recreation, and not just for recreation
 00:26:58 --> 00:27:00: and successful trends that needs to be
 00:27:00 --> 00:27:01: connections
 00:27:00 --> 00:27:01: supported
 00:27:01 --> 00:27:01: to
 00:27:01 --> 00:27:01: by
 00:27:01 --> 00:27:01: this
 00:27:01 --> 00:27:02: the
 00:27:01 --> 00:27:02: as well.
 00:27:02 --> 00:27:02: quality
 00:27:02 --> 00:27:02: So
 00:27:02 --> 00:27:04: the prioritized the integration amount equally,
 00:27:04 --> 00:27:09: high quality walking the rolling connections into stations
 through and
 00:27:09 --> 00:27:11: into new transit oriented developments,
 00:27:12 --> 00:27:14: and specifically for any new stations along 11th St.
 00:27:14 --> 00:27:18: There's challenges of getting to the trails network from there,
 00:27:18 --> 00:27:19: getting. Across the Butcher Freeway,
 00:27:19 --> 00:27:21: but those have to be front and center
 00:27:21 --> 00:27:24: in planning. For the silver lining.
 00:27:25 --> 00:27:29: A strong theme in all the regional
 00:27:28 --> 00:27:29: that

00:27:29 --> 00:27:29: and
00:27:29 --> 00:27:29: of
00:27:29 --> 00:27:29: city
00:27:29 --> 00:27:30: equity.
00:27:30 --> 00:27:30: plans is
00:27:30 --> 00:27:30: The
00:27:30 --> 00:27:34: city is working to connect to correct historic patterns of
00:27:34 --> 00:27:39: disinvestment underinvestment the silver line gives the
opportunity to connect
00:27:39 --> 00:27:43: many of those areas to to Athens outcomes to excuse
00:27:43 --> 00:27:47: me to to opportunity. But equitable outcomes from that
investment
00:27:47 --> 00:27:48: depends on many things.
00:27:48 --> 00:27:51: So as David million, it's important to invest in an
00:27:51 --> 00:27:54: anti displacement and related measures
00:27:54 --> 00:27:56: at the same time that's transit investment,
00:27:56 --> 00:27:57: new affordable
00:27:57 --> 00:28:01: housing, invest in childcare and other essential services
integrated into
00:28:01 --> 00:28:03: new stations and nutrients and oriented development.
00:28:03 --> 00:28:08: As I mentioned, prioritize those last mile connections into
stations.
00:28:09 --> 00:28:11: So the north side and the North End communities with
00:28:11 --> 00:28:14: the future Red Line don't just go through
00:28:14 --> 00:28:16: those communities and extend and improve
00:28:16 --> 00:28:22: as I said. Specifically on housing and anti displacement at
00:28:22 --> 00:28:25: the areas around the 11th St.
00:28:25 --> 00:28:28: That stations are planned as high density of regional
activities
00:28:28 --> 00:28:29: centers.
00:28:29 --> 00:28:32: Their limited tools in the current setting code for increasing
00:28:32 --> 00:28:35: affordable housing and preventing displacement.
00:28:35 --> 00:28:39: And affordability is often more easily accomplished by
preserving what's
00:28:39 --> 00:28:42: there not in historic preservation stents put in and
neighborhood
00:28:42 --> 00:28:42: sets,
00:28:42 --> 00:28:45: and then and through renovation of existing buildings.
00:28:45 --> 00:28:49: Then for the construction. So our recommendations on that
front
00:28:49 --> 00:28:52: work with the Community to design and implement a range
00:28:52 --> 00:28:53: of anti displacement tools.
00:28:53 --> 00:28:57: David mentioned the efforts ongoing in Austin and other
communities,

00:28:57 --> 00:29:00: develop new tools to preserve and expand affordable housing,
00:29:00 --> 00:29:05: specially in PNG. Sure that those transit investments are accompanied
00:29:05 --> 00:29:06: by intense displacement
00:29:06 --> 00:29:09: investments. And consider renovating the
00:29:09 --> 00:29:13: existing structures in their transit to provide needed housing.
00:29:13 --> 00:29:14: Thank you for your time.
00:29:14 --> 00:29:15: We're gonna turn it over to my colleague
00:29:15 --> 00:29:27: Darrell. Thank you Chris. Good morning.
00:29:27 --> 00:29:28: And thank you for welcoming,
00:29:28 --> 00:29:32: welcoming us to Charlotte. I'm Gerald Jones.
00:29:32 --> 00:29:35: I work for Coventry Development Corporation and we are a
00:29:36 --> 00:29:39: private mixed use masterplan development company.
00:29:39 --> 00:29:43: We have tracks of 2500 acres plus around the around
00:29:43 --> 00:29:44: the country.
00:29:44 --> 00:29:46: Before we get started this morning though,
00:29:47 --> 00:29:50: I really want to remind the audience to use the
00:29:50 --> 00:29:51: question box.
00:29:51 --> 00:29:54: Put your questions in there will answer those questions at
00:29:54 --> 00:29:56: the end of our presentation.
00:29:56 --> 00:29:59: So thank you. Just a public service reminder.
00:29:59 --> 00:30:03: I'd like to build on the information that both Chris
00:30:03 --> 00:30:04: and David provided,
00:30:04 --> 00:30:07: and some of the things Chris shared regarding a real,
00:30:07 --> 00:30:10: you know, from a real estate lens.
00:30:10 --> 00:30:14: This is really aimed at helping answer the question that
00:30:14 --> 00:30:21: sponsor had about development opportunities and evolving
center Center City.
00:30:21 --> 00:30:25: Uptown really relies on the prior work that was created
00:30:25 --> 00:30:28: by residents and stakeholders in the city,
00:30:28 --> 00:30:34: really to create a resilient and healthier city Central City.
00:30:34 --> 00:30:39: This feeling. Is activated Senator Cindy is really activated by
00:30:39 --> 00:30:40: employment centers,
00:30:40 --> 00:30:46: retail opportunities, neighborhood housing choices and of
course different modes
00:30:46 --> 00:30:49: of moving crowd at the city.
00:30:49 --> 00:30:52: City this city really enjoys a lot of the benefits
00:30:52 --> 00:30:56: of the and the ingredients that are already part of
00:30:56 --> 00:30:59: this mixture that makes up the Center City.
00:30:59 --> 00:31:03: Well defined St Grid, transit opportunities and cultural assets
are
00:31:03 --> 00:31:04: just name a few.

00:31:04 --> 00:31:06: But cities are organic, they grow.
00:31:06 --> 00:31:10: Expand the contract, they change and keep it alive and
00:31:10 --> 00:31:14: vibrant really requires adapting to those changes and making
new
00:31:14 --> 00:31:15: changes really.
00:31:15 --> 00:31:18: Investment will continue in the city center,
00:31:18 --> 00:31:21: so transit in and of itself does not necessarily drive
00:31:21 --> 00:31:23: that investment in city center.
00:31:23 --> 00:31:26: That's going to happen. It's the hub of commerce.
00:31:26 --> 00:31:29: It's where things happen. But let's talk about how we
00:31:29 --> 00:31:33: can maximize that investment in other locations.
00:31:37 --> 00:31:39: You know, during our time here,
00:31:39 --> 00:31:42: as was mentioned, we got a lot of research sites
00:31:42 --> 00:31:43: or site visits.
00:31:43 --> 00:31:46: I was really able to looking at the land use
00:31:46 --> 00:31:51: patterns and development investment trends to identify these
areas of
00:31:51 --> 00:31:53: high impact high effect.
00:31:53 --> 00:31:59: These areas present not only challenges but also
opportunity.
00:31:59 --> 00:32:02: More importantly, to maximize densities for highest and best
use.
00:32:02 --> 00:32:05: Diverse mix of uses, education,
00:32:05 --> 00:32:08: medical, those types of things that are all benefit from
00:32:09 --> 00:32:10: being in the city center.
00:32:16 --> 00:32:19: Let's now focus on some areas where we think there
00:32:19 --> 00:32:22: could be really catalytic investment.
00:32:22 --> 00:32:26: Could could be a spur development around transit.
00:32:26 --> 00:32:29: If you look at the north side for example,
00:32:29 --> 00:32:32: there is available land. It's underutilized.
00:32:32 --> 00:32:36: In some cases there's perhaps a history of disinvestment in
00:32:36 --> 00:32:40: these areas and so there really some opportunities there.
00:32:40 --> 00:32:45: Another key area of growth potential growth is the Shirley
00:32:45 --> 00:32:46: Gateway masterplan.
00:32:46 --> 00:32:51: That project we know there was a an RFQ issued.
00:32:51 --> 00:32:54: We were getting. The work was beginning to start there
00:32:54 --> 00:32:56: held up a little bit by pandemic.
00:32:56 --> 00:32:59: Understand that work is now underway again.
00:32:59 --> 00:33:02: Another growth area is the airport.
00:33:02 --> 00:33:06: My prior experience as Chief will State Officer Denver
International
00:33:06 --> 00:33:10: Airport really saw that there was a ability to have
00:33:10 --> 00:33:12: a connection between the airport and downtown.

00:33:12 --> 00:33:14: I'll talk about that a little bit,
00:33:14 --> 00:33:17: but just a minute, and then also another catalytic investment
00:33:18 --> 00:33:21: opportunity is driven by the fact that you have an
00:33:21 --> 00:33:23: existing rich network of transportation,
00:33:23 --> 00:33:27: mobility. A lot of thought around mobility and trends.
00:33:27 --> 00:33:29: And how do you get people to one place together?
00:33:29 --> 00:33:33: And that's really shown through the success of the blue
00:33:33 --> 00:33:34: line.
00:33:34 --> 00:33:38: The development of the gold line contemplation of the silver
00:33:38 --> 00:33:38: red lines.
00:33:39 --> 00:33:43: Those really old add to the to the next.
00:33:43 --> 00:33:47: So really, our recommendations in looking at this is to
00:33:47 --> 00:33:51: get a little more granular and detailed about what those
00:33:51 --> 00:33:53: areas of opportunity could be.
00:33:53 --> 00:33:55: Think about the north side as an area where you
00:33:55 --> 00:33:57: can quit spring together.
00:33:57 --> 00:34:01: A coalition of people to create an investment strategy
taskforce.
00:34:01 --> 00:34:03: Let's really look at those opportunities are there?
00:34:03 --> 00:34:08: Can you form public private partnerships or other ventures to
00:34:08 --> 00:34:10: really bring people together?
00:34:10 --> 00:34:15: Neighborhoods needs assessment to understand the the
service.
00:34:15 --> 00:34:19: Social services need in that area and throughout Uptown.
00:34:19 --> 00:34:22: And can you bring those together into one facility that's
00:34:22 --> 00:34:25: opening land and buildings for other opportunities?
00:34:25 --> 00:34:30: They alternative silver line alignment is does that make
sense?
00:34:30 --> 00:34:33: Perhaps it goes on 12th Street where it can be
00:34:33 --> 00:34:36: adjacent to the Cats maintenance facility at that facility were
00:34:36 --> 00:34:40: to be relocated and you have an opportunity for reinvestment
00:34:40 --> 00:34:43: of that site. As well as capping a portion of
00:34:43 --> 00:34:46: 277 in that area now you've created this North South
00:34:47 --> 00:34:48: dynamic mobility.
00:34:48 --> 00:34:51: You've gotten rid of two 2277 as a barrier and
00:34:51 --> 00:34:55: really just helps make that area function much more
efficiently.
00:34:55 --> 00:34:59: The gateway for example I mentioned earlier this dynamic
plan
00:34:59 --> 00:35:02: really reengaging that plan to bring it to life and
00:35:02 --> 00:35:05: possibly connecting with the red line as well.
00:35:05 --> 00:35:09: That would just make that center up for regional mobility
00:35:09 --> 00:35:10: of like the Union Station.

00:35:10 --> 00:35:12: The airport, as I mentioned,
00:35:12 --> 00:35:16: our airport is number of miles from downtown.
00:35:16 --> 00:35:19: You really get the connection here in Charlotte doing something similar.
00:35:19 --> 00:35:19: similar.
00:35:19 --> 00:35:22: I was here pre pandemic as part of a airport development conference,
00:35:22 --> 00:35:23: so I understand the development.
00:35:23 --> 00:35:25: Potential that Charlie is seeking to really monetize those assets.
00:35:25 --> 00:35:30: Those land assets around the airports.
00:35:30 --> 00:35:31: Similar to Denver and so really you have the airport in Uptown employment centers,
00:35:31 --> 00:35:35: hubs of this large Bale of opportunity and opportunity corridor where more development can occur and so strengthening that connection
00:35:35 --> 00:35:36: makes sense.
00:35:36 --> 00:35:40: Our team has identified a possible alignment to bring the rail directly to the terminal as well as provide a service to communities for the West.
00:35:40 --> 00:35:44: The blue, gold, silver and red lights against printed that entire system,
00:35:44 --> 00:35:45: each with its own individual strategy.
00:35:45 --> 00:35:49: So those are the initial thoughts,
00:35:49 --> 00:35:52: observations, recommendations on how to really catalyze development,
00:35:52 --> 00:35:54: taking advantage of the opportunities here managed growth that's going
00:35:54 --> 00:35:58: to come because of the popular popularity of Charlotte.
00:35:58 --> 00:35:59: Again, transit will not drive development.
00:35:59 --> 00:36:02: The market and other factors will do that,
00:36:02 --> 00:36:04: but it can be additive and it can help add value to property.
00:36:04 --> 00:36:09: Thank you for your time this morning.
00:36:09 --> 00:36:14: Thank you for your warm welcome to Charlotte.
00:36:14 --> 00:36:18: My colleague Jack Wilshere's. Bots on the 11th St station.
00:36:18 --> 00:36:20: OK. OK, I am the most technically challenged person in the room here so.
00:36:20 --> 00:36:22: Squared away OK. Good morning everybody.
00:36:22 --> 00:36:25: Pleasure. Just wanted to thank you for having us here and really in our discussions over the last few days
00:36:25 --> 00:36:26: and material 11th St station I think really is focused on a lot of what we've been working on and
00:36:26 --> 00:36:28:
00:36:28 --> 00:36:30:
00:36:30 --> 00:36:34:
00:36:34 --> 00:36:49:
00:36:49 --> 00:36:55:
00:36:55 --> 00:36:58:
00:36:58 --> 00:37:03:
00:37:03 --> 00:37:08:
00:37:08 --> 00:37:13:
00:37:13 --> 00:37:19:
00:37:19 --> 00:37:22:

00:37:22 --> 00:37:26: leading into as we look at the silver lining court
00:37:26 --> 00:37:28: and how do we work with this,
00:37:28 --> 00:37:33: but I would cause the challenging opportunity coming from a
00:37:34 --> 00:37:35: transit system.
00:37:35 --> 00:37:37: Having worked there for over 30 years,
00:37:37 --> 00:37:41: I've worked on a number of station location issues and
00:37:41 --> 00:37:44: I do know as a fact I don't think it's
00:37:44 --> 00:37:48: anything different here that land owners are not always the
00:37:48 --> 00:37:52: most ready to embrace the idea of a rail station
00:37:52 --> 00:37:56: being put into their backyard and at the same time
00:37:56 --> 00:38:00: I would expect your Highway department is about the same
00:38:00 --> 00:38:04: as ours. Their mission was not necessarily trying to advance
00:38:05 --> 00:38:05: transit.
00:38:05 --> 00:38:07: But it's more about how to move vehicles,
00:38:07 --> 00:38:11: and so sometimes we come into conflict with each other
00:38:11 --> 00:38:14: on how to accomplish both of our separate.
00:38:14 --> 00:38:16: So with a lot of speed station,
00:38:16 --> 00:38:19: one thing I really noticed that and you know,
00:38:19 --> 00:38:22: and I worked together on on the 11th St station
00:38:22 --> 00:38:26: concepts because it is very complicated and as I mentioned
00:38:26 --> 00:38:27: earlier,
00:38:27 --> 00:38:31: it's a real challenge. The the issue is at 11
00:38:31 --> 00:38:35: street station we've got the blue line that comes through
00:38:35 --> 00:38:40: perpendicular to the silver line that that's along 277 within
00:38:40 --> 00:38:45: that right of way and we've got three stations we.
00:38:45 --> 00:38:49: At 11 Street station, we've got the first Ward station,
00:38:49 --> 00:38:52: and we've got the 9th St station,
00:38:52 --> 00:38:56: which is down here in a healthy walk away.
00:38:56 --> 00:38:59: One of the issues that that jumped out to me
00:39:00 --> 00:39:03: right away was the the issue of the transfer.
00:39:03 --> 00:39:07: 40% of the riders we saw are expected to transfer
00:39:07 --> 00:39:10: from Silver line to the Blue Line,
00:39:10 --> 00:39:12: and given that this is an aerial station,
00:39:12 --> 00:39:15: there's already a 50 foot.
00:39:15 --> 00:39:18: Vertical separation, and then you've got another one,
00:39:18 --> 00:39:20: one and a half block one,
00:39:20 --> 00:39:24: and I know from experience you can try to put
00:39:24 --> 00:39:29: all the vegetation and do sidewalks things like that,
00:39:29 --> 00:39:32: but there are 300 foot walk on a day,
00:39:32 --> 00:39:34: a hot day, rainy day,
00:39:34 --> 00:39:38: whatever and they seem to be happening more often these
00:39:38 --> 00:39:38: days.

00:39:38 --> 00:39:42: It's a it's a challenge to our customers and what
00:39:42 --> 00:39:45: it does is turn for our ship away.
00:39:45 --> 00:39:49: Particularly on those days, but sometimes that could carry
over
00:39:49 --> 00:39:50: into losing ridership,
00:39:50 --> 00:39:53: and now, given the pandemic environment,
00:39:53 --> 00:39:56: all transit agencies in the United States are,
00:39:56 --> 00:40:01: as in particular is focused on customer service.
00:40:01 --> 00:40:05: How do we bring customers back to the transit system?
00:40:05 --> 00:40:08: How do we rebuild the ridership that we lost over
00:40:08 --> 00:40:09: the pandemic?
00:40:09 --> 00:40:11: So next thing I look at is we came up
00:40:11 --> 00:40:14: with sort of what I would call 3 big ideas,
00:40:14 --> 00:40:19: 3 alternatives and looking at the 11th St station situation
00:40:20 --> 00:40:23: and is there a way to approve that so number
00:40:24 --> 00:40:28: one was looking at maybe going to add grade at
00:40:28 --> 00:40:31: those stations and just backing up here a quick second.
00:40:31 --> 00:40:35: We noticed in one of the presentations that our discussions
00:40:35 --> 00:40:38: there's an area up in here that's been medicated for
00:40:38 --> 00:40:39: non revenue track.
00:40:39 --> 00:40:43: Is there a way to move these stations into the
00:40:43 --> 00:40:46: non revenue right of way and have an at grade
00:40:47 --> 00:40:50: intersection between the two platforms,
00:40:50 --> 00:40:54: making it very convenient for that transfer to happen every
00:40:54 --> 00:40:55: day?
00:40:55 --> 00:40:58: The the station could be back first.
00:40:58 --> 00:41:00: Ward station could be back in this area.
00:41:00 --> 00:41:04: Lemon St here and so that was the idea.
00:41:04 --> 00:41:07: And along with that is by being that great you
00:41:07 --> 00:41:11: allow yourself for the opportunity to look at maybe interlining.
00:41:11 --> 00:41:12: I've got some examples here.
00:41:12 --> 00:41:15: I'm going to show you as we go through,
00:41:15 --> 00:41:17: but this is blocking your station in Dallas and this
00:41:17 --> 00:41:18: is where we enter line.
00:41:18 --> 00:41:21: This is the blue line that comes in red line
00:41:21 --> 00:41:24: that comes in from the north and we have a
00:41:25 --> 00:41:26: cross platform transfer.
00:41:26 --> 00:41:30: In the Mockingbird station, which is in a cut section
00:41:30 --> 00:41:31: as it goes down,
00:41:31 --> 00:41:33: so there's ways to work with this.
00:41:33 --> 00:41:36: Than I street is at a cut and then it
00:41:36 --> 00:41:40: is also very conducive to future development.

00:41:40 --> 00:41:43: So that's one idea. The second idea is or if
00:41:43 --> 00:41:44: we step up in difficulty,
00:41:44 --> 00:41:48: is to relocate the 9th St Blue Line station on
00:41:48 --> 00:41:53: north to go directly underneath the 11th St station to
00:41:53 --> 00:41:56: give its chose chosen as Heard Alternative.
00:41:56 --> 00:41:59: To be an aerial station,
00:41:59 --> 00:42:02: you would still need to provide that aerial connectivity,
00:42:02 --> 00:42:06: but it wouldn't cut that distance in half.
00:42:06 --> 00:42:10: Basically had on the transfer from platform to platform,
00:42:10 --> 00:42:14: from Blue Line to the Silver line.
00:42:14 --> 00:42:18: Also, if you can keep that environment of an aerial
00:42:18 --> 00:42:24: station and being having an accurate bus facility on eleven
00:42:24 --> 00:42:24: St,
00:42:24 --> 00:42:28: the idea would be is to open up the underneath
00:42:28 --> 00:42:33: the aerial platform itself and be real open and what
00:42:33 --> 00:42:39: we have found security and maintenance issues that are
affected
00:42:39 --> 00:42:42: by having that openness. So for us our transit police
00:42:42 --> 00:42:43: can bribe.
00:42:43 --> 00:42:45: I see what's going on.
00:42:45 --> 00:42:50: Versus in an enclosed system with clothes and stairwells that
00:42:50 --> 00:42:53: are closed up and it's very hard to try and
00:42:53 --> 00:42:54: stay secure.
00:42:54 --> 00:42:58: The other thing is. What you'll notice is,
00:42:58 --> 00:43:01: and this is trending middle station Carrollton is.
00:43:01 --> 00:43:04: This is a very likely station and this is across
00:43:04 --> 00:43:08: the new Silver Line commuter rail line is under construction
00:43:08 --> 00:43:11: and it's going to be crossing right under here.
00:43:11 --> 00:43:15: This platform in fact is being extended to the North,
00:43:15 --> 00:43:18: so this is going to be a very long station
00:43:18 --> 00:43:20: which leads me into my next.
00:43:20 --> 00:43:24: What I would call big idea is developing a multi
00:43:24 --> 00:43:26: modal hub in account.
00:43:26 --> 00:43:29: Highway, it's sort of a combination of some of the
00:43:29 --> 00:43:30: things we've heard,
00:43:30 --> 00:43:37: but this would concentrate the the transfer together all at
00:43:37 --> 00:43:38: one station area.
00:43:38 --> 00:43:42: The idea would be, given that First Ward eleven St
00:43:42 --> 00:43:46: station are just two blocks operation already.
00:43:46 --> 00:43:50: Why not move the 11th St station more towards the
00:43:50 --> 00:43:53: first board station so that it's directly over?
00:43:53 --> 00:43:57: What would be the relocated 9th St station?

00:43:57 --> 00:44:01: Redesign the whole facility as a multimodal hub.
00:44:01 --> 00:44:06: You have the cost effectiveness because you're reducing 1 station,
00:44:06 --> 00:44:10: so you can put that into extra funding for the
00:44:10 --> 00:44:11: multimodal and.
00:44:15 --> 00:44:19: And maximize the benefit of that and connecting all the
00:44:19 --> 00:44:22: stations together and then on top of that would be
00:44:22 --> 00:44:26: the idea of the highway cap that's across from first
00:44:26 --> 00:44:30: board station. Our idea could be that it could be
00:44:30 --> 00:44:36: extended working with the Highway Department as
modifications go out
00:44:36 --> 00:44:41: in the future to extend towards the West towards the
00:44:41 --> 00:44:43: 11th St station and again.
00:44:43 --> 00:44:45: This would be a platform that I don't think would
00:44:45 --> 00:44:46: be too long,
00:44:46 --> 00:44:51: making accommodate the functionality in one spot and the
the
00:44:51 --> 00:44:55: the big idea of having the station aerial there along
00:44:55 --> 00:44:59: with the CAP tight into it is it would be
00:44:59 --> 00:45:02: a real catalyst for future development.
00:45:02 --> 00:45:05: And across the street from that on the North N
00:45:05 --> 00:45:07: 1st part station area,
00:45:07 --> 00:45:11: you've got the bus maintenance facility that it really has
00:45:11 --> 00:45:14: a lot of potential for redevelopment.
00:45:14 --> 00:45:17: If you can get the.
00:45:17 --> 00:45:20: Synergy between the the CAP,
00:45:20 --> 00:45:25: other developers and and the transit system to move forward
00:45:25 --> 00:45:28: with the TEODY on that site.
00:45:28 --> 00:45:37: Problem. And. There
00:45:37 --> 00:45:38: we go, there we go.
00:45:38 --> 00:45:39: Finally
00:45:39 --> 00:45:43: in the last this is more of a working together
00:45:44 --> 00:45:47: public private private partnership.
00:45:47 --> 00:45:50: Deal with out with your your member Member City.
00:45:50 --> 00:45:54: The city of Charlotte County,
00:45:54 --> 00:45:56: the developer let the the upside is.
00:45:56 --> 00:46:00: You only got a couple of big landholders in the
00:46:00 --> 00:46:03: area of the county Mr Ravine.
00:46:03 --> 00:46:07: As large landholdings as very much interest in support and
00:46:07 --> 00:46:11: I believe in talking with him on what cats is
00:46:11 --> 00:46:11: doing.
00:46:11 --> 00:46:13: So bring these parties together.
00:46:13 --> 00:46:15: Start developing a plan now.

00:46:15 --> 00:46:19: Don't wait until this patient opens up but start moving
00:46:19 --> 00:46:22: forward and also trying to move forward on the what
00:46:22 --> 00:46:25: is now the vacant parking garage.
00:46:25 --> 00:46:29: By my sense is there's a real potential for that
00:46:29 --> 00:46:34: property of making parking garage to get stigmatized and
hold
00:46:34 --> 00:46:34: back.
00:46:34 --> 00:46:39: Future development or getting other developer interest in the
area?
00:46:39 --> 00:46:43: And if you've got that empty garage standing there yet,
00:46:43 --> 00:46:47: so move forward on that and and and that is
00:46:47 --> 00:46:50: a real benefit to the area.
00:46:50 --> 00:46:53: So with that I will turn it over to yellow
00:46:53 --> 00:46:56: to discuss with you some of it,
00:46:56 --> 00:47:00: but he's identified as some basic todods and stationary and
00:47:00 --> 00:47:04: design guidelines that we think would be well afforded to
00:47:04 --> 00:47:05: this area.
00:47:05 --> 00:47:16: Thank you. Thank you Jack and good morning.
00:47:16 --> 00:47:18: My name is Pierre Moe.
00:47:18 --> 00:47:23: They kind of planner. I can have the.
00:47:23 --> 00:47:27: Really great opportunity that my practice has taken me
through
00:47:27 --> 00:47:31: many different places and cities and I can tell you
00:47:31 --> 00:47:34: that you have a great city and you have a
00:47:34 --> 00:47:38: great start with the blue line is a great asset
00:47:38 --> 00:47:40: for the city's cleaning functions.
00:47:40 --> 00:47:43: Well, it it mixes well with the rest of the
00:47:43 --> 00:47:45: land uses in the city,
00:47:45 --> 00:47:51: so congratulations. In regards to the area planning,
00:47:51 --> 00:47:56: we are talking about. The.
00:47:56 --> 00:48:01: 11 St corridor. Obviously train stations are bringing back into
00:48:01 --> 00:48:07: the city environment and especially transfer stations where
you have
00:48:07 --> 00:48:12: two lines coming together that requires a lot of planning
00:48:12 --> 00:48:15: and in my experience with other cities is that if
00:48:15 --> 00:48:19: you do not approach it from a master planning point
00:48:19 --> 00:48:22: of view and really looking at the languages and opportunities
00:48:22 --> 00:48:26: for synergetic development which is station.
00:48:26 --> 00:48:31: Blank short, so some old ideas.
00:48:31 --> 00:48:37: In here we have for example the cats.
00:48:37 --> 00:48:40: Maintenance yard. Can we relocate that?
00:48:40 --> 00:48:44: Can we that be from another housing opportunity for the
00:48:44 --> 00:48:47: city in the lines of what my colleagues have been

00:48:48 --> 00:48:49: talking about,
00:48:49 --> 00:48:52: that the lack of housing in the inner city in
00:48:52 --> 00:48:57: regards to Jack already talk about the three stations there
00:48:57 --> 00:49:00: that can be extremely destructive?
00:49:00 --> 00:49:05: Or it costs ridership and the successful of the Lions
00:49:05 --> 00:49:08: breeding run big system.
00:49:08 --> 00:49:14: Transportation car that interconnects stations and distributes
people in the
00:49:14 --> 00:49:18: right way seems to be a great opportunity there.
00:49:18 --> 00:49:21: I know that you have challenges you have to be
00:49:21 --> 00:49:24: in different parties together to be table that has to
00:49:24 --> 00:49:26: happen successful this project.
00:49:26 --> 00:49:30: In conjunction with that in Jack Little bit about the
00:49:30 --> 00:49:31: podium.
00:49:31 --> 00:49:35: Project there, where perhaps you can connect with north
South
00:49:35 --> 00:49:39: with the South side of the city and that deserves
00:49:39 --> 00:49:42: to be connected because you have a huge barrier there
00:49:42 --> 00:49:45: which is the freeway. So some kind of a podium
00:49:45 --> 00:49:46: development there.
00:49:46 --> 00:49:50: But for next two sides of the city it will
00:49:50 --> 00:49:51: be front of Europe.
00:49:51 --> 00:49:55: Much planning features there. Lacking that,
00:49:55 --> 00:49:59: maybe even a pedestrian connection would be better than
not
00:49:59 --> 00:50:00: having a connectivity.
00:50:01 --> 00:50:04: There are between the north and the South side at
00:50:04 --> 00:50:05: the same time,
00:50:05 --> 00:50:08: thinking about greenbelts and connecting things,
00:50:08 --> 00:50:09: you have Great City Park.
00:50:09 --> 00:50:14: It's here that has to be extended and connected and
00:50:14 --> 00:50:17: take it down there all the way to the.
00:50:17 --> 00:50:22: Outside and bringing it through serious streets to create a
00:50:22 --> 00:50:25: complete St start dresses,
00:50:25 --> 00:50:31: bicycle screening, landscaping, pedestrian movement and
direct access to this
00:50:31 --> 00:50:33: patient by Christians.
00:50:33 --> 00:50:36: At the same time, you should be thinking about buses
00:50:36 --> 00:50:41: arriving to the station and becoming a real transfer station
00:50:41 --> 00:50:45: where you can have more and more features there that
00:50:45 --> 00:50:49: then yeah, internal connects to the.
00:50:49 --> 00:50:51: To the rest of the city.
00:50:55 --> 00:51:06: Sorry. There. Thank you. Now.

00:51:06 --> 00:51:09: The system should be consistent.

00:51:09 --> 00:51:14: It should be sustainable in the whole stretch of the

00:51:14 --> 00:51:15: system,

00:51:15 --> 00:51:18: and it has an effective branding program system,

00:51:18 --> 00:51:21: right? So that people know where they are.

00:51:21 --> 00:51:25: People know the identity of the transit system overall and

00:51:25 --> 00:51:27: in response to the city,

00:51:27 --> 00:51:28: land uses and economic goals.

00:51:28 --> 00:51:29: Then you press it up.

00:51:34 --> 00:51:35: In terms of design guidelines,

00:51:36 --> 00:51:37: I will have to talk a little bit about design

00:51:37 --> 00:51:38: guidelines,

00:51:38 --> 00:51:39: just as critical for success.

00:51:39 --> 00:51:41: Again, it's a visual thing.

00:51:41 --> 00:51:43: It is a planning thing.

00:51:43 --> 00:51:47: It's a lifestyle thing and it is something that will

00:51:47 --> 00:51:50: strengthen developers and communities.

00:51:50 --> 00:51:53: The line can't be very successful.

00:51:53 --> 00:51:58: Implant through green space and landscaping and

00:51:58 --> 00:51:59: improvements to the

00:51:58 --> 00:51:59: security of the sites.

00:51:59 --> 00:52:03: But you can write station in a very.

00:52:03 --> 00:52:09: Secure and. Stabilized environment the city of China is very

00:52:09 --> 00:52:15: diverse and you should celebrate diversity and at the same

00:52:15 --> 00:52:24: time enhance the different neighborhoods through linkages

00:52:24 --> 00:52:25: and landscape management.

00:52:24 --> 00:52:25: In terms of his special design,

00:52:25 --> 00:52:29: I would encourage you to think about this patient that

00:52:29 --> 00:52:30: it connects the.

00:52:30 --> 00:52:34: City through an environment that is open and has a

00:52:34 --> 00:52:37: lot of light and is inviting and it has white.

00:52:37 --> 00:52:42: Finding signage and avoid all those black facades.

00:52:42 --> 00:52:52: Interesting that. Graffiti and preclude a character of the area

00:52:52 --> 00:52:53: so.

00:52:53 --> 00:52:58: Again, spoke about storefront. Signs and graphics are going

00:52:58 --> 00:52:59: to

00:52:58 --> 00:52:59: be very creative.

00:52:59 --> 00:53:03: To the success of whatever design station we bring there,

00:53:03 --> 00:53:06: this is one example of how you open up a

00:53:06 --> 00:53:08: station to create a.

00:53:08 --> 00:53:14: Easy to navigate through. Writing stairs open space.

00:53:14 --> 00:53:18: Last elevators and the key is moving people in a

00:53:18 --> 00:53:24: fast way and at the same time very inviting environment.

00:53:24 --> 00:53:28: Architecturally significant environment in their place.

00:53:30 --> 00:53:35: Again, just recognize the historical value.

00:53:35 --> 00:53:40: City great city here by the nonprofit city to provide

00:53:40 --> 00:53:45: for an arts program that can be funded to stations

00:53:45 --> 00:53:52: and provide for an outdoor indoor environment to customers patients.

00:53:52 --> 00:53:53: So thank you very much.

00:53:53 --> 00:53:56: I'm going to have my colleague Jane now talking about

00:53:57 --> 00:53:58: the silver lining or the.

00:54:02 --> 00:54:06: It's early. Good morning, I'm Jim Hecht.

00:54:06 --> 00:54:10: I'm with HDR engineering. I've been with a chair for

00:54:10 --> 00:54:11: 15 years.

00:54:11 --> 00:54:13: Before that I was with the transit district in San

00:54:13 --> 00:54:16: Diego so I know how difficult these projects are.

00:54:16 --> 00:54:18: I know how much work you've done so far,

00:54:18 --> 00:54:21: 'cause I've read a lot of the reports and I

00:54:21 --> 00:54:23: know I'm working out still in front of you.

00:54:23 --> 00:54:27: So with that we were asked what we have next.

00:54:29 --> 00:54:32: We were asked if another alignment should be considered for

00:54:32 --> 00:54:33: the silver line throughout towns.

00:54:33 --> 00:54:38: That's a really challenging fun question to dive into the

00:54:38 --> 00:54:42: way we approached it was from the perspective of funding

00:54:42 --> 00:54:45: and the reason for that is without funding,

00:54:45 --> 00:54:47: there is no silver line,

00:54:47 --> 00:54:50: so it's a very important question.

00:54:50 --> 00:54:54: There's two funding sources on local is going to be

00:54:54 --> 00:54:55: for sales taxes.

00:54:55 --> 00:54:58: What we understand and will see you at the next

00:54:58 --> 00:55:00: speaker is going to talk about.

00:55:00 --> 00:55:01: That is the first step,

00:55:01 --> 00:55:04: because first you have to have the local funding before

00:55:04 --> 00:55:05: you apply for the federal funding,

00:55:05 --> 00:55:08: so I'm going to talk about the federal funding for

00:55:08 --> 00:55:12: the project will be through the Federal Transit Administration's new

00:55:13 --> 00:55:15: starts capital investment program.

00:55:15 --> 00:55:18: So all of the projects across the United States of

00:55:18 --> 00:55:21: this nature are funded in this program.

00:55:21 --> 00:55:24: There are far more local agencies across the country that

00:55:24 --> 00:55:28: want to do something similar to this then the money

00:55:28 --> 00:55:30: available even after the infrastructure.

00:55:30 --> 00:55:36: So there are six project justification criteria that FTI uses

00:55:36 --> 00:55:38: to rate your project.
00:55:38 --> 00:55:42: On the average of those ratings on a scale from
00:55:42 --> 00:55:43: low to pie.
00:55:43 --> 00:55:47: And there's five. It goes from low to medium,
00:55:47 --> 00:55:49: low to medium, to high to high.
00:55:49 --> 00:55:53: There's 55. The average has to be medium or better,
00:55:53 --> 00:55:58: so that's what we're up against and you'll see emphasized
00:55:58 --> 00:56:01: in my presentation at the engineer.
00:56:01 --> 00:56:03: It's all about cost and ridership.
00:56:03 --> 00:56:06: You need to have the lowest possible cost and the
00:56:06 --> 00:56:11: highest possible ridership to get the best possible rating.
00:56:11 --> 00:56:16: So our recommendation, and this is the primary
00:56:16 --> 00:56:17: recommendation of
00:56:16 --> 00:56:17: of my presentation,
00:56:17 --> 00:56:22: is to evaluate modifications to the project to reduce cost
00:56:22 --> 00:56:26: and increase ridership through this again.
00:56:26 --> 00:56:30: Test some project options. Estimate the ratings that those
00:56:30 --> 00:56:32: would would achieve in the FDA process.
00:56:32 --> 00:56:35: You know. Assign your own FDA rating to yourself 'cause
00:56:35 --> 00:56:39: they publish how they rate in the Federal Register so
00:56:39 --> 00:56:42: it it's everybody understands how those ratings are
00:56:42 --> 00:56:46: calculated.
00:56:42 --> 00:56:46: And then modify if needed the project to achieve a
00:56:46 --> 00:56:48: medium rating or better,
00:56:48 --> 00:56:52: that's our recommendation. So we looked.
00:56:52 --> 00:56:55: We kept digging into this issue 'cause we could just
00:56:55 --> 00:56:56: stop there,
00:56:56 --> 00:56:59: but we wanted to give you a further recommendation or
00:56:59 --> 00:57:01: a or kind of indirection to go into.
00:57:01 --> 00:57:05: So we started with counts previous work and I would
00:57:05 --> 00:57:07: say it's excellent work.
00:57:07 --> 00:57:14: It's thorough, thoughtful, qualitative, very complete
00:57:14 --> 00:57:16: assessment that started with
00:57:14 --> 00:57:16: the universe of options,
00:57:16 --> 00:57:19: narrowed it down to what I would agree are the
00:57:19 --> 00:57:20: four best options.
00:57:20 --> 00:57:22: They were the North End connection.
00:57:22 --> 00:57:23: Such as your current alignment,
00:57:23 --> 00:57:26: the interline with the blue line interline with the gold
00:57:26 --> 00:57:27: line,
00:57:27 --> 00:57:30: and a tunnel underneath the gold line.
00:57:30 --> 00:57:33: But what I did notice is the report did not

00:57:33 --> 00:57:37: include or talk much about cost and ridership and focus
 00:57:37 --> 00:57:40: more on economic development,
 00:57:40 --> 00:57:42: which might handle, you know,
 00:57:42 --> 00:57:44: struggled with because I'm talking just about cost and
 ridership,
 00:57:44 --> 00:57:48: but I'm a transportation guy and mobility guy so.
 00:57:48 --> 00:57:53: Hear me out. So my secondary recommendation.
 00:57:53 --> 00:57:56: Again, back to the first recommendation.
 00:57:56 --> 00:58:01: Look at options. I would like the agency or not
 00:58:01 --> 00:58:01: just me,
 00:58:02 --> 00:58:04: but our panel would recommend the agency looking at if
 00:58:04 --> 00:58:07: you're going to look at an option through Uptown and
 00:58:07 --> 00:58:08: we were asked to look at this.
 00:58:08 --> 00:58:11: So that's why we're giving our opinion.
 00:58:11 --> 00:58:15: Compare the cost ridership in FTA right between what you
 00:58:15 --> 00:58:18: have now and the blue line interlining option.
 00:58:18 --> 00:58:22: Let me explain why this recommendation is coming up.
 00:58:22 --> 00:58:24: We completely agree with the Council assessment that the
 gold
 00:58:25 --> 00:58:25: line,
 00:58:25 --> 00:58:28: the infrastructure on the surface that's there today would not
 00:58:28 --> 00:58:30: support what's needed for this underline.
 00:58:30 --> 00:58:32: To be successful. We we'd be concerned with the speed
 00:58:32 --> 00:58:35: and reliability that that we can achieve and that would
 00:58:35 --> 00:58:37: be a negative impact to ridership.
 00:58:37 --> 00:58:41: So again. We agree with the CAPS assessment with the
 00:58:41 --> 00:58:46: Gold Line tunnel introduces significant costs and schedule
 risks.
 00:58:46 --> 00:58:49: Another round of construction impacts to Uptown,
 00:58:49 --> 00:58:51: taking the globe and back out
 00:58:51 --> 00:58:52: of service in the construction
 00:58:53 --> 00:58:57: tunnel portals. That would be barriers within Uptown and the
 00:58:57 --> 00:58:59: cost would significantly go up.
 00:58:59 --> 00:59:03: So that's why. Our recommendation so interlining with the
 blue
 00:59:03 --> 00:59:06: line would increase ridership,
 00:59:06 --> 00:59:08: reduce costs and improve the FDA rating.
 00:59:08 --> 00:59:12: So that's why that's our recommendation.
 00:59:14 --> 00:59:17: To talk about the blue line interlock interline option a
 00:59:17 --> 00:59:18: little bit further,
 00:59:18 --> 00:59:21: so ridership would be improved.
 00:59:21 --> 00:59:24: So the the East West route,
 00:59:24 --> 00:59:27: which David so eloquently described how it operated.

00:59:27 --> 00:59:31: So commuter rail line bringing people from outlying areas to
00:59:31 --> 00:59:32: the Center City.
00:59:32 --> 00:59:37: It's your airport connection. If you enter line silver line
00:59:37 --> 00:59:38: with blue line,
00:59:38 --> 00:59:42: you would bring people to five existing stations in the
00:59:42 --> 00:59:47: center of city to the most intense intense trip generation
00:59:47 --> 00:59:48: in the region.
00:59:48 --> 00:59:50: So I I when I look at a system I
00:59:50 --> 00:59:54: want to take people where they want to go.
00:59:54 --> 00:59:57: The most. You have multiple places where the train can
00:59:57 --> 00:59:58: go.
00:59:58 --> 01:00:00: You can only take one of the two.
01:00:00 --> 01:00:02: I would take them to where they want to go
01:00:02 --> 01:00:03: the most.
01:00:03 --> 01:00:06: The transfers between the two most important reps in your
01:00:06 --> 01:00:09: system are between the blue line and the silver line,
01:00:09 --> 01:00:12: so do everything you can to improve those transfers that
01:00:12 --> 01:00:15: will improve ridership and the cost will be reduced.
01:00:15 --> 01:00:20: Because this proposal basically reuses an asset,
01:00:20 --> 01:00:23: makes more use of an existing asset that you already
01:00:23 --> 01:00:24: have.
01:00:24 --> 01:00:25: The silver line is. I mean,
01:00:25 --> 01:00:28: I'm sorry, the blue line through Center City is great.
01:00:28 --> 01:00:31: It operates really well on it's a straight line on
01:00:31 --> 01:00:32: its fast.
01:00:32 --> 01:00:35: The gates don't go down for very long.
01:00:35 --> 01:00:37: The gates would go down twice as often,
01:00:37 --> 01:00:39: but I don't think that's a bit of a flawed
01:00:39 --> 01:00:40: people.
01:00:40 --> 01:00:43: I talked to them. And the disadvantage,
01:00:43 --> 01:00:47: another disadvantage is the connection to Gateway.
01:00:47 --> 01:00:49: I know how important that is,
01:00:49 --> 01:00:52: but that would require a transfer to the goal line,
01:00:52 --> 01:00:55: and it would still be served in the transfer at
01:00:55 --> 01:00:58: the goal line would be better in this situation.
01:00:58 --> 01:01:04: When transfer this proposal. So I wanted to do a
01:01:04 --> 01:01:06: sanity check.
01:01:06 --> 01:01:12: Because I know this is a challenging decision for Charlotte,
01:01:12 --> 01:01:15: so I started thinking about,
01:01:15 --> 01:01:17: well, Gee, does anybody else enterline?
01:01:17 --> 01:01:21: Yeah, they do. Actually, I started on the West Coast.
01:01:21 --> 01:01:23: 'cause that's where I'm from and I worked my way

01:01:23 --> 01:01:25: all the way to the Mississippi River.
01:01:25 --> 01:01:29: I looked at every light rail project similar in the
01:01:29 --> 01:01:31: Western United States.
01:01:31 --> 01:01:34: I pulled up their system mounts on them on the
01:01:34 --> 01:01:37: Internet and I couldn't find a single system.
01:01:37 --> 01:01:40: That doesn't enter line between when they added a second
01:01:40 --> 01:01:40: row,
01:01:40 --> 01:01:46: third row, they bring it into a common trunk line
01:01:46 --> 01:01:48: together.
01:01:48 --> 01:01:52: So I I challenge anybody to find an example that
01:01:52 --> 01:01:54: doesn't do it actually.
01:01:54 --> 01:01:58: OK. We weren't asked to apply on the gold line,
01:01:58 --> 01:02:01: but since we're in town,
01:02:01 --> 01:02:06: we couldn't stop ourselves. So we've heard that there's
ridership
01:02:06 --> 01:02:11: challenges people are complaining about service that's
provided.
01:02:11 --> 01:02:13: So we have to offer a recommendation.
01:02:13 --> 01:02:17: Streetcars are for short trips instead of competing with just
01:02:17 --> 01:02:18: the automobile.
01:02:18 --> 01:02:22: You're competing with walking, biking,
01:02:22 --> 01:02:24: mobility devices, Uber, Lyft, you name it.
01:02:24 --> 01:02:26: There's a lot of different choices that people make when
01:02:26 --> 01:02:29: they decide whether or not to use a service that
01:02:29 --> 01:02:29: you're providing,
01:02:29 --> 01:02:31: and it's an expensive service,
01:02:31 --> 01:02:33: so it needs to be used.
01:02:33 --> 01:02:35: It's critical more than anything,
01:02:35 --> 01:02:38: right frequently, so I've got.
01:02:38 --> 01:02:42: Three recommendations, maybe 4 Sir.
01:02:42 --> 01:02:46: Roman traffic signal priority and along the entire globe,
01:02:46 --> 01:02:49: either out and let the streetcar go faster than the
01:02:49 --> 01:02:50: other cars.
01:02:50 --> 01:02:53: That will increase ridership. The other thing that that does
01:02:53 --> 01:02:56: is it improves headway with the same number of vehicles.
01:02:56 --> 01:03:00: Secondary recommendation is to put more vehicles in
service that
01:03:00 --> 01:03:01: increases the frequency,
01:03:01 --> 01:03:06: which will increase ridership and then publicize what you've
done
01:03:06 --> 01:03:10: so that people realize that the services is greatly improved
01:03:10 --> 01:03:12: and that will bring ridership.
01:03:12 --> 01:03:15: So it's all about improving ridership.

01:03:15 --> 01:03:17: Thanks for your time. I'm going to turn it over
01:03:17 --> 01:03:18: to the stream.
01:03:18 --> 01:03:20: Now that's going to talk about next steps that we.
01:03:28 --> 01:03:32: Good morning everyone. Thank you for having us.
01:03:32 --> 01:03:35: I am Lucia Garcia. I am from Tampa,
01:03:35 --> 01:03:40: FL and Tampa is in Hillsborough County and So what?
01:03:40 --> 01:03:45: We share? Tampa, Nashville, Phoenix,
01:03:45 --> 01:03:49: Charlotte, Austin. We all share a couple of things but
01:03:50 --> 01:03:53: we are in that group of cities that the Urban
01:03:54 --> 01:03:59: Land Institute has identified in the top ten growth seats.
01:03:59 --> 01:04:02: We also are the ones that are experiencing not just
01:04:02 --> 01:04:03: growth,
01:04:03 --> 01:04:07: but we are experiencing a change in our urban form.
01:04:07 --> 01:04:13: We are all converting from predominantly suburban car
oriented communities

01:04:13 --> 01:04:16: and trying to figure out how we invest in our
01:04:16 --> 01:04:21: infrastructure in our transit to continue the growth and the
01:04:21 --> 01:04:24: quality of life that we all have.
01:04:24 --> 01:04:29: I was last year in 2010 before a 2010 referendum.
01:04:29 --> 01:04:34: Riding your blue line we have in Hillsborough had four
01:04:34 --> 01:04:35: initiatives,
01:04:35 --> 01:04:39: some that have gone to referendum and some that just
01:04:39 --> 01:04:42: stopped short of it. So we share.
01:04:42 --> 01:04:43: We share
01:04:43 --> 01:04:46: a lot of stories and I wanted just to share
01:04:46 --> 01:04:48: some of those with you today.
01:04:48 --> 01:04:52: As you position yourself for a successful referendum.
01:04:52 --> 01:04:56: Again, as Jim mentioned, the referendum is the local match
01:04:56 --> 01:05:00: for the Silver line and all of the additional transit
01:05:00 --> 01:05:04: projects that you have envisioned for this Community.
01:05:07 --> 01:05:12: What we heard is that you are anticipating a voter
01:05:12 --> 01:05:15: approved one cent sales tax.
01:05:15 --> 01:05:17: That doesn't have a sunset date,
01:05:17 --> 01:05:22: but you anticipate going to referendum in November of 22
01:05:22 --> 01:05:23: this year,
01:05:23 --> 01:05:28: six months from now. Your interestingly,
01:05:28 --> 01:05:32: your sales tax your 1%
01:05:32 --> 01:05:35: yields about the same amount that ours would yield,
01:05:35 --> 01:05:39: and there is another similarity between us.
01:05:39 --> 01:05:43: In North Carolina, you are required to go to the
01:05:43 --> 01:05:46: state to get approval for the referendum.
01:05:46 --> 01:05:49: Ours does not require state approval,

01:05:49 --> 01:05:52: but it does require a Commission vote to put it
01:05:53 --> 01:05:56: on the ballot or a citizen driven referendum.
01:05:56 --> 01:06:00: And in this case, the sales tax.
01:06:00 --> 01:06:05: The one cent would raise your sales tax in Charlotte
01:06:05 --> 01:06:06: from 7.25 to
01:06:07 --> 01:06:09: 8.25. Our
01:06:09 --> 01:06:14: most recent referendum raised our.
01:06:14 --> 01:06:18: Sales tax to 8.5 and that was a 1%
01:06:18 --> 01:06:23: sales tax. As you prepare for your sales tax,
01:06:23 --> 01:06:26: there will be many, many.
01:06:26 --> 01:06:29: Factors outside of your control,
01:06:29 --> 01:06:34: but they will influence what your voters will do the
01:06:34 --> 01:06:36: day they go to vote.
01:06:36 --> 01:06:38: And these are some of them.
01:06:38 --> 01:06:40: When we went to referendum in 2010,
01:06:40 --> 01:06:44: gas prices were at an all time high.
01:06:44 --> 01:06:47: And what this slide shows is where they are in
01:06:47 --> 01:06:47: California.
01:06:47 --> 01:06:51: And we know that there is talk about increasing gas
01:06:52 --> 01:06:55: prices in this country in the next few months.
01:06:55 --> 01:06:59: But any one of these conditions can impact what your
01:07:00 --> 01:07:01: voters will do.
01:07:01 --> 01:07:05: They will be impacted, but what by what their own
01:07:05 --> 01:07:06: pocketbooks will feel?
01:07:06 --> 01:07:09: And what their disposable income will be?
01:07:12 --> 01:07:16: That is why it is critically important.
01:07:16 --> 01:07:19: For you then to focus on the things that you
01:07:19 --> 01:07:23: can change the things that are in your sphere of
01:07:23 --> 01:07:23: influence.
01:07:23 --> 01:07:28: Those include a vetted packaging projects and we'll talk
01:07:28 --> 01:07:28: about
01:07:28 --> 01:07:31: that,
01:07:28 --> 01:07:31: making sure the community understands the benefit.
01:07:31 --> 01:07:38: Building diverse coalitions reaching out and disciplined
01:07:38 --> 01:07:41: communication.
01:07:38 --> 01:07:41: But really, really, really at the bottom of all of
01:07:42 --> 01:07:42: this is trust.
01:07:43 --> 01:07:47: And transparency and charlottes been successful.
01:07:47 --> 01:07:53: You passed a referendum in 1998 and then reaffirmed it
01:07:53 --> 01:07:55: in 2007 with a 70%
01:07:55 --> 01:07:59: margin. I will add that the articles on that 70%
01:08:00 --> 01:08:03: do reveal that some of the key concerns were anti
01:08:03 --> 01:08:08: displacement and you've heard a little bit about that and

01:08:08 --> 01:08:11: we'll talk about that in the next few slides.

01:08:11 --> 01:08:14: So as you prepare, we heard stories,

01:08:14 --> 01:08:20: experiences and examples that I will call lingering legacy issues

01:08:20 --> 01:08:24: that we believe you need to hit head on before

01:08:24 --> 01:08:27: you go into this referendum vote.

01:08:27 --> 01:08:31: Certainly the red line. What's going to happen to it?

01:08:31 --> 01:08:35: We understand there are concerns very legitimate ones,

01:08:35 --> 01:08:39: but be direct about what is the future of the

01:08:39 --> 01:08:40: red line.

01:08:40 --> 01:08:42: Be direct about how you're going to fix the goldline.

01:08:42 --> 01:08:45: Get serious about fixing it and you heard some of

01:08:46 --> 01:08:47: those recommendations.

01:08:47 --> 01:08:52: Consider sending the gold line out to those communities where

01:08:52 --> 01:08:55: there is good bus service and good bus ridership,

01:08:55 --> 01:09:01: but where the residents who often are lower income traveling

01:09:01 --> 01:09:05: into downtown can benefit from a transit line.

01:09:05 --> 01:09:10: We've heard about communication gaps on the silver lining you've

01:09:10 --> 01:09:11: heard.

01:09:11 --> 01:09:14: Jim talked a little bit about alternatives,

01:09:14 --> 01:09:18: reset that reengage on the silver line,

01:09:18 --> 01:09:20: and then set it up for success.

01:09:20 --> 01:09:24: Set it up for the success with your community and

01:09:24 --> 01:09:27: set it up for success with FTA funding in the

01:09:27 --> 01:09:28: future.

01:09:28 --> 01:09:32: We also heard that there are missing community and civic sectors.

01:09:32 --> 01:09:33:

01:09:33 --> 01:09:37: Embrace their viewpoints and you will hear a little bit

01:09:37 --> 01:09:39: more as we talk about this,

01:09:39 --> 01:09:44: a deliberate and disciplined and equitable strategy.

01:09:44 --> 01:09:49: Think forward. You're coming out of the pandemic,

01:09:49 --> 01:09:54: and so you're making up for time where you couldn't

01:09:54 --> 01:09:58: engage with community and now is a time you have

01:09:58 --> 01:10:02: a period where you really need to engage intensely with

01:10:02 --> 01:10:07: your community to develop a package of projects that might

01:10:07 --> 01:10:10: then be considered for the referendum.

01:10:10 --> 01:10:14: But you need to demonstrate to under certain sectors how

01:10:14 --> 01:10:15: they will benefit.

01:10:15 --> 01:10:19: You need to ensure that development community is on board

01:10:19 --> 01:10:24: with an economic improvements and then that the environmental benefits

01:10:24 --> 01:10:25: are stressed.

01:10:25 --> 01:10:30: Consider and this is probably why our most recent referendum

01:10:30 --> 01:10:35: indeed was supported is because there are those quality of

01:10:35 --> 01:10:36: life.

01:10:36 --> 01:10:41: Improvements that make a huge difference in the way people

01:10:41 --> 01:10:42: interact every day.

01:10:42 --> 01:10:47: The trails, the bicycle paths and pedestrian enhance.

01:10:47 --> 01:10:51: Don't be afraid to add those in to a transit

01:10:51 --> 01:10:52: referendum.

01:10:52 --> 01:10:55: And then commit to anti displacement if you can through

01:10:56 --> 01:11:00: your legislation with the dedication of portion of the funds.

01:11:00 --> 01:11:03: And of course, Austin is the example of the community

01:11:03 --> 01:11:04: that most recently did

01:11:04 --> 01:11:07: this. Why

01:11:07 --> 01:11:10: an intense and robust engagement program?

01:11:10 --> 01:11:12: Because you will have detractors.

01:11:12 --> 01:11:17: You will have people and organizations will want to trip

01:11:17 --> 01:11:17: you up.

01:11:17 --> 01:11:21: And the more you build coalitions with all your business

01:11:21 --> 01:11:23: and civic organizations,

01:11:23 --> 01:11:25: the stronger you will be.

01:11:25 --> 01:11:28: Get everyone on board, get reach out to your cities

01:11:28 --> 01:11:32: to your transit agency to make sure that you're reaching

01:11:33 --> 01:11:33: out to them.

01:11:33 --> 01:11:37: Listen to what they hear because.

01:11:37 --> 01:11:41: They can provide to you ways that you can set

01:11:41 --> 01:11:44: this referendum up for success.

01:11:44 --> 01:11:47: Consider a steering committee diverse one.

01:11:47 --> 01:11:52: Consider a speaker series. Nothing works better than than

01:11:52 --> 01:11:57: human touch points and then only then consider supplementing your engagement

01:11:57 --> 01:11:59: with a social with social media.

01:12:04 --> 01:12:07: Once you've done it, wrap it up in a package.

01:12:07 --> 01:12:10: You'll have a package which will be the beginning of

01:12:10 --> 01:12:11: your campaign.

01:12:11 --> 01:12:14: Make sure that you're disciplined about the messaging of your

01:12:14 --> 01:12:15: package.

01:12:15 --> 01:12:19: Consider hiring somebody else and communicate it.

01:12:19 --> 01:12:23: This is why the business community becomes a very important

01:12:23 --> 01:12:26: ally because they are the ones who will often fund
 01:12:26 --> 01:12:30: the campaigns and your civic and community groups will be
 01:12:30 --> 01:12:35: the ones that will provide the grassroots connections and
 support
 01:12:35 --> 01:12:36: your effort.
 01:12:36 --> 01:12:41: Don't be afraid to consider alternatives to a 1%
 01:12:41 --> 01:12:45: sales tax. You will hear from the community about what
 01:12:45 --> 01:12:47: they're willing to support,
 01:12:47 --> 01:12:51: and so listen carefully, and then consider the voters appetite
 01:12:51 --> 01:12:56: with what you're willing to package and send to referendum.
 01:12:56 --> 01:12:59: And with those things we wish you just the very
 01:12:59 --> 01:13:02: best you've been successful before you can be successful
 again.
 01:13:02 --> 01:13:06: It has been our pleasure to be with you and
 01:13:06 --> 01:13:09: to recommend these recommendations.
 01:13:09 --> 01:13:12: I will turn it back over to our chair to
 01:13:12 --> 01:13:15: Marilee utter to take it now home.
 01:13:18 --> 01:13:19: Thank you for this here.
 01:13:19 --> 01:13:25: And thank you. Thank you for your lovely Southern hospitality
 01:13:26 --> 01:13:30: and for opening your doors to us this week.
 01:13:30 --> 01:13:34: Sitting here waiting for questions and a question box and
 01:13:34 --> 01:13:37: hoping that we can answer anything that might be on
 01:13:37 --> 01:13:38: your mind.
 01:13:38 --> 01:13:43: This PowerPoint presentation will be provided to the city.
 01:13:43 --> 01:13:45: It will be available through them to
 01:13:45 --> 01:13:47: you. So if
 01:13:47 --> 01:13:52: there's any other questions, please answer them now.
 01:13:52 --> 01:13:57: Been very patient with our technical difficulties in the
 presentation,
 01:13:57 --> 01:13:57: but we're
 01:13:57 --> 01:14:15: we're available. Well,
 01:14:15 --> 01:14:18: not seeing any questions coming in.
 01:14:18 --> 01:14:21: I think I'll just bring this to a close.
 01:14:23 --> 01:14:31: Oh, there's one. Good is starting to come in.
 01:14:39 --> 01:14:43: I hear this one question and.
 01:14:43 --> 01:14:48: Ask Jim to take. About explaining more about helping
 Enterline
 01:14:48 --> 01:14:52: would work and how would how would that be designed?
 01:14:56 --> 01:14:59: OK, the question is how we interline would work.
 01:14:59 --> 01:15:00: How would it be design?
 01:15:00 --> 01:15:04: So what would what would happen is the silver line
 01:15:04 --> 01:15:08: on either in the Uptown on the north side and
 01:15:08 --> 01:15:10: the South end somewhere on,

01:15:11 --> 01:15:14: and the report includes more detailed recommendations.

01:15:14 --> 01:15:20: But somewhere in those areas outside of Uptown A.

01:15:20 --> 01:15:24: Turn out would be needed to be added to the

01:15:24 --> 01:15:28: existing line tracks so that the Silver line would run

01:15:28 --> 01:15:31: on the existing movement tracks.

01:15:31 --> 01:15:35: There would need to be signal train signal interlocking,

01:15:35 --> 01:15:39: and each of those locations to control the movement of

01:15:39 --> 01:15:43: the trains so that there could be a safe insertion

01:15:43 --> 01:15:46: of silver marine trains with the Blue Line trains.

01:15:46 --> 01:15:50: So if you can picture it in Uptown.

01:15:50 --> 01:15:54: Coming down that blue. What's today?

01:15:54 --> 01:15:58: The blue line would actually be both Blue line trains

01:15:58 --> 01:15:59: and Silver line trains.

01:15:59 --> 01:16:02: First would be a blue Dennis Silver,

01:16:02 --> 01:16:04: then a blue, then a silver.

01:16:04 --> 01:16:08: There would be a headboard on the train that would

01:16:08 --> 01:16:12: indicate which route it is so people would know whether

01:16:12 --> 01:16:15: or not they wanted to get on a blue line

01:16:15 --> 01:16:18: route or a silver line route and there would be

01:16:18 --> 01:16:20: good station maps.

01:16:20 --> 01:16:25: As your model talked about how important that will be,

01:16:25 --> 01:16:28: because you're going to have bowel system that is more

01:16:28 --> 01:16:32: than just the blue and gold rail lines you're going

01:16:32 --> 01:16:33: to have a network,

01:16:33 --> 01:16:38: but visit any of the examples that I provided.

01:16:38 --> 01:16:43: I provided a lot or any other nature.

01:16:43 --> 01:16:46: Rail system and you'll see exactly how that works.

01:16:46 --> 01:16:56: It's very common. Is it another question about

01:16:56 --> 01:16:58: when you walk through the alignment,

01:16:58 --> 01:17:01: which I think you just have the silver line and

01:17:01 --> 01:17:01: how

01:17:01 --> 01:17:04: it would relate to 277.

01:17:07 --> 01:17:13: Is that for me? I'm sorry that's for me please.

01:17:13 --> 01:17:17: So the question is how do existing on North End

01:17:17 --> 01:17:21: connection route through Center City with how the alignment

01:17:21 --> 01:17:22: run?

01:17:22 --> 01:17:25: So as the line comes in from the Southeast,

01:17:25 --> 01:17:32: it would follow along the 74 and then the interchanged

01:17:32 --> 01:17:37: 277 it would cross over the 277 from the north

01:17:37 --> 01:17:40: side to the South side.

01:17:40 --> 01:17:44: In First Ward there would be a station stop in

01:17:44 --> 01:17:47: the strip between 11th St and 277.
 01:17:47 --> 01:17:50: Then there would be 2 blocks would go by.
 01:17:50 --> 01:17:52: There would be another station stop.
 01:17:52 --> 01:17:55: Time it's called the 11th St station.
 01:17:55 --> 01:18:00: Then the North End Connector would continue along the 277
 01:18:00 --> 01:18:05: along in this trip between 11th St when it got
 01:18:05 --> 01:18:07: to the far end of 4th Ward,
 01:18:07 --> 01:18:10: there would be another station stop elevated.
 01:18:10 --> 01:18:14: It would sweep 2 left.
 01:18:14 --> 01:18:19: And it would follow. Now the North Norfolk Southern Railroad
 01:18:19 --> 01:18:19: tracks.
 01:18:19 --> 01:18:26: So basically the North End connector comes through Uptown
 in
 01:18:26 --> 01:18:29: the very edge of Uptown,
 01:18:29 --> 01:18:33: which is. Walled off, I would say by the freeway
 01:18:33 --> 01:18:38: and by the Norfolk Southern Railroad and this week skirt.
 01:18:38 --> 01:18:41: The edge of Uptown. It is what's currently proposed.
 01:18:45 --> 01:18:47: But why is back online?
 01:18:47 --> 01:18:50: I don't know. There's a question about would express service
 01:18:51 --> 01:18:51: help
 01:18:51 --> 01:18:56: ridership? Express service on which line?
 01:18:56 --> 01:19:01: I guess I would need more frequent service always helps
 01:19:01 --> 01:19:02: ridership.
 01:19:02 --> 01:19:06: When people are making the decision to leave their cars
 01:19:06 --> 01:19:08: at home and take transit,
 01:19:08 --> 01:19:09: they're thinking about their time.
 01:19:09 --> 01:19:11: Our time is very limited.
 01:19:11 --> 01:19:14: We're all in a hurry and the frequency of the
 01:19:14 --> 01:19:18: transit service directly relates to that,
 01:19:18 --> 01:19:22: because the least popular part of the trip is waiting
 01:19:22 --> 01:19:26: for the train or the bus or whatever conveyance it
 01:19:26 --> 01:19:26: is,
 01:19:26 --> 01:19:29: so it's not. Wait that you're trying to reduce as
 01:19:29 --> 01:19:30: much as you can,
 01:19:30 --> 01:19:34: so more frequent service always results in higher ridership.
 01:19:34 --> 01:19:36: The 20 minute headway that is trying to be achieved
 01:19:36 --> 01:19:39: on the gold line is probably the biggest reason why
 01:19:39 --> 01:19:42: there are only about 400 writers a game,
 01:19:42 --> 01:19:48: right? Thank
 01:19:48 --> 01:19:52: you so much. We had another question.
 01:19:52 --> 01:19:54: Going to send it over to Chris.
 01:19:54 --> 01:19:58: If if the 2030 plan is updated,

01:19:58 --> 01:20:01: do you think that requires a pause or a change
01:20:01 --> 01:20:04: to their current silver line plans and the principles?
01:20:07 --> 01:20:07: Thank
01:20:07 --> 01:20:09: you, thanks for the question.
01:20:09 --> 01:20:13: Before I get to that one I just sort of
01:20:13 --> 01:20:13: say,
01:20:13 --> 01:20:18: building a multimodal transportation system lets people do
more than
01:20:18 --> 01:20:20: just choose on going to take a train for my
01:20:20 --> 01:20:21: car.
01:20:21 --> 01:20:26: For this trip makes people to live on this car.
01:20:26 --> 01:20:31: Friday up there. Dailey transportation and so.
01:20:31 --> 01:20:35: Creating environments like Rav headings of in Center City
that
01:20:35 --> 01:20:38: have transit as an option but also not walking biking.
01:20:38 --> 01:20:42: Other options enables people to to live in a way
01:20:43 --> 01:20:48: that reduces a lot of the external impacts in transportation.
01:20:50 --> 01:20:54: Safety and number. So back to the question at hand,
01:20:54 --> 01:21:00: which was about whether the recommendations heard today
imply including
01:21:00 --> 01:21:04: the development of a new 20 mission by pausing the
01:21:04 --> 01:21:07: specifics ornament that we really have
01:21:07 --> 01:21:07: here for a few
01:21:08 --> 01:21:08: been
01:21:08 --> 01:21:08: minutes, and
01:21:08 --> 01:21:12: so it's hard to say how all the interrelated things
01:21:13 --> 01:21:18: went on would be affected by that specific recommendation
to
01:21:18 --> 01:21:22: to look at a broader redo of the 23rd.
01:21:22 --> 01:21:23: So
01:21:23 --> 01:21:25: that's the best I can answer,
01:21:25 --> 01:21:25: thanks.
01:21:28 --> 01:21:34: Thank you, thank you. We had a comment about fewer
01:21:34 --> 01:21:35: stations
01:21:36 --> 01:21:39: that it takes 40 minutes to get to UNC.
01:21:42 --> 01:21:43: So
01:21:43 --> 01:21:48: it's a balance. Are there any other questions before we
01:21:48 --> 01:21:49: wind up today?
01:22:02 --> 01:22:06: Alright, can I follow up on Christmas question?
01:22:06 --> 01:22:10: I have a follow up question Chris answer to the
01:22:10 --> 01:22:14: question about the RE evaluation and I'm the one that's
01:22:14 --> 01:22:17: spearheaded that recommendation,
01:22:17 --> 01:22:20: so I wanted to say just one thing about it.

01:22:20 --> 01:22:23: The locally preferred alternative for the Silver line,
01:22:23 --> 01:22:27: has, you know, been adopted and it was recently refined,
01:22:27 --> 01:22:31: and that's a pretty normal thing to do during the
01:22:31 --> 01:22:32: planning process.
01:22:32 --> 01:22:36: All I'm suggesting is. Looking at it,
01:22:36 --> 01:22:40: I'm not suggesting anybody go out and change anything right
01:22:40 --> 01:22:40: now,
01:22:40 --> 01:22:46: I'm just asking that. There be another round of cost
01:22:46 --> 01:22:47: estimates.
01:22:47 --> 01:22:52: Ridership estimates looking at what the FTA ratings would
01:22:52 --> 01:22:57: be,
01:22:57 --> 01:23:02: then looking at those results and considering and discussing
01:23:02 --> 01:23:07: and
01:23:07 --> 01:23:10: having a very open conversation with the Community about
01:23:10 --> 01:23:11: the
01:23:11 --> 01:23:13: alternatives before making any kind of decisions to change
01:23:13 --> 01:23:18: something,
01:23:18 --> 01:23:20: there should be consensus in the Community on the best
01:23:20 --> 01:23:22: option,
01:23:22 --> 01:23:25: and then go back and.
01:23:25 --> 01:23:26: Adopt A refined LPI and and keep going.
01:23:26 --> 01:23:28: Silver Line is a great project.
01:23:28 --> 01:23:29: Charlotte, so very exciting city.
01:23:29 --> 01:23:31: It's been. It's been incredible to to be here and
01:23:31 --> 01:23:34: experience it,
01:23:34 --> 01:23:38: but but yeah, you've got good stuff and and this
01:23:38 --> 01:23:41: is just a small refinement.
01:23:41 --> 01:23:43: It's not unusual.
01:23:43 --> 01:23:46: And thanks, thanks to all of you for giving us
01:23:46 --> 01:23:47: an hour and a half of your time today and
01:23:47 --> 01:23:51: for your concern about the community.
01:23:51 --> 01:23:52: Even to the point of diving into these kinds of
01:23:52 --> 01:23:55: issues,
01:23:55 --> 01:23:58: which are so foundational for the future of your city
01:23:58 --> 01:23:59: for 100 years.
01:23:59 --> 01:24:00: On behalf of you, align all of our panelists.
01:24:00 --> 01:24:01: Thank you again, so we should be very best.
01:24:01 --> 01:24:02: We'll be watching you.

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