

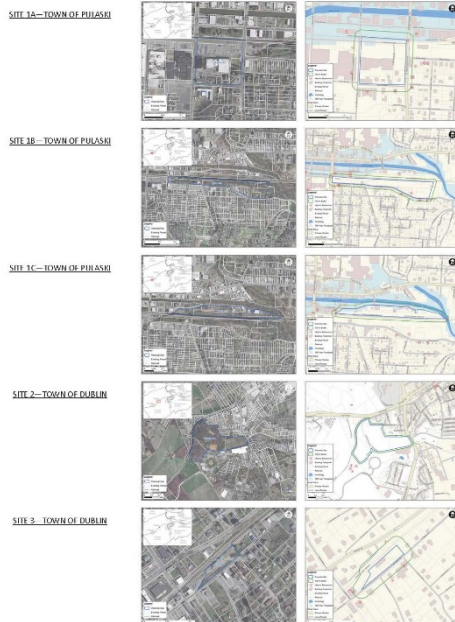
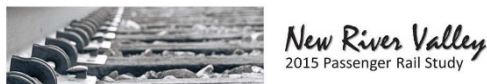
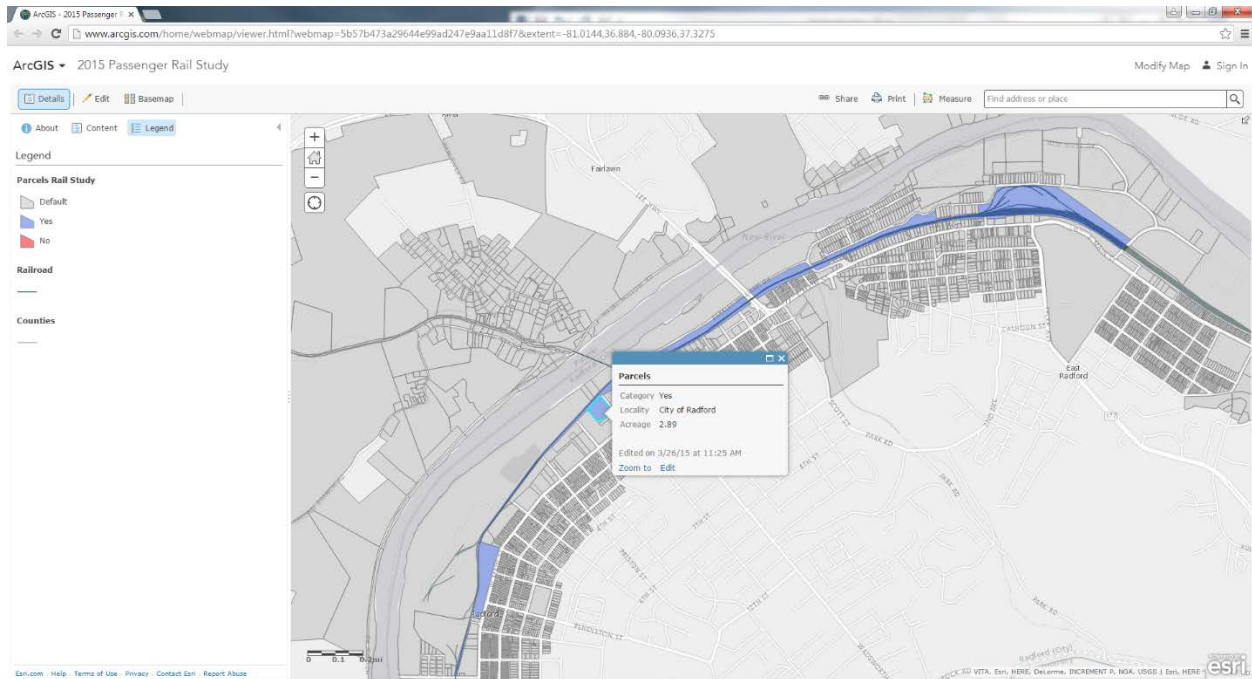


# *Appendix E*

Site Identification

# E1 SITE IDENTIFICATION

March 26, 2015 the New River Valley Metropolitan Planning Organization’s Technical Advisory Committee reviewed Amtrak’s Station Program and Planning Guidelines and sample site plans to determine site characteristics. The Committee utilized ArcGIS Online to interactively identify 29 unique parcels (or combinations of parcels) across the New River Valley region (example shown below).



April 16, 2015 the Committee reviewed preliminary environmental reports, historical resources located on or immediately adjacent to potential site, floodplain, and existing property ownership data. Each representative was asked to identify their top three site locations and one location to be removed from consideration. The votes were cast by applying stickers to evaluation boards (sample 1 of 5 shown left).

A total of 9 locations were selected to move into Phase 1 analysis. The Commission met 1-on-1 with each county, town, and city representatives to confirm site information for Phase 1 criteria. The site selection process is highlighted in Section E2 of the Passenger Rail Study Appendix. Phase 1 Site Evaluations and associated scoring is provided in Section F1.

# New River Valley

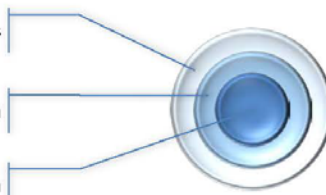
## 2015 Passenger Rail Study

### Site Selection Discussion

Phase 1: Identify All Potential Sites

Phase 2: Detailed Site Evaluation

Phase 3: Site Selection



#### Phase 1 Criteria:

This Phase will incorporate all known locations along the Crescent Corridor. Initial criteria will include, but not be limited to:

- Proximity to rail corridor
- Proximity to primary road network
- Space for station + platform + pick-up/drop-off (1.5 acres)
- Space for parking (2 acres, 250 spaces/40,000\* Boardings + Alightings)
- Space for transit (1.5 acres, Gateway loop for buses & vans)
- Availability/Ownership
- Potential business/residential displacement
- Known cultural/historical resources
- Proximity to habitat, natural resources, and floodplain
- Landuse consistency with local planning
- Existing transportation system and connectivity to activity centers
- Existing accessibility to utilities
- Site capacity and flexibility

\*Boardings & Alightings based on Amtrak Station Program and Planning Guidelines and interpolating 2014 VA/NC data: Greensboro/134,191, Charlottesville/132,410, Lynchburg/86,302, Durham/83,090, High Point/38,573, Ashland/27,077.

#### Phase 2 Criteria:

This Phase of criteria will be applied to three locations, selected by the MPOTAC. The criteria shall include, but not be limited to:

- Concept-level cost estimates
- Potential ridership and financial performance
- Economic impacts
- Tourism opportunities

