

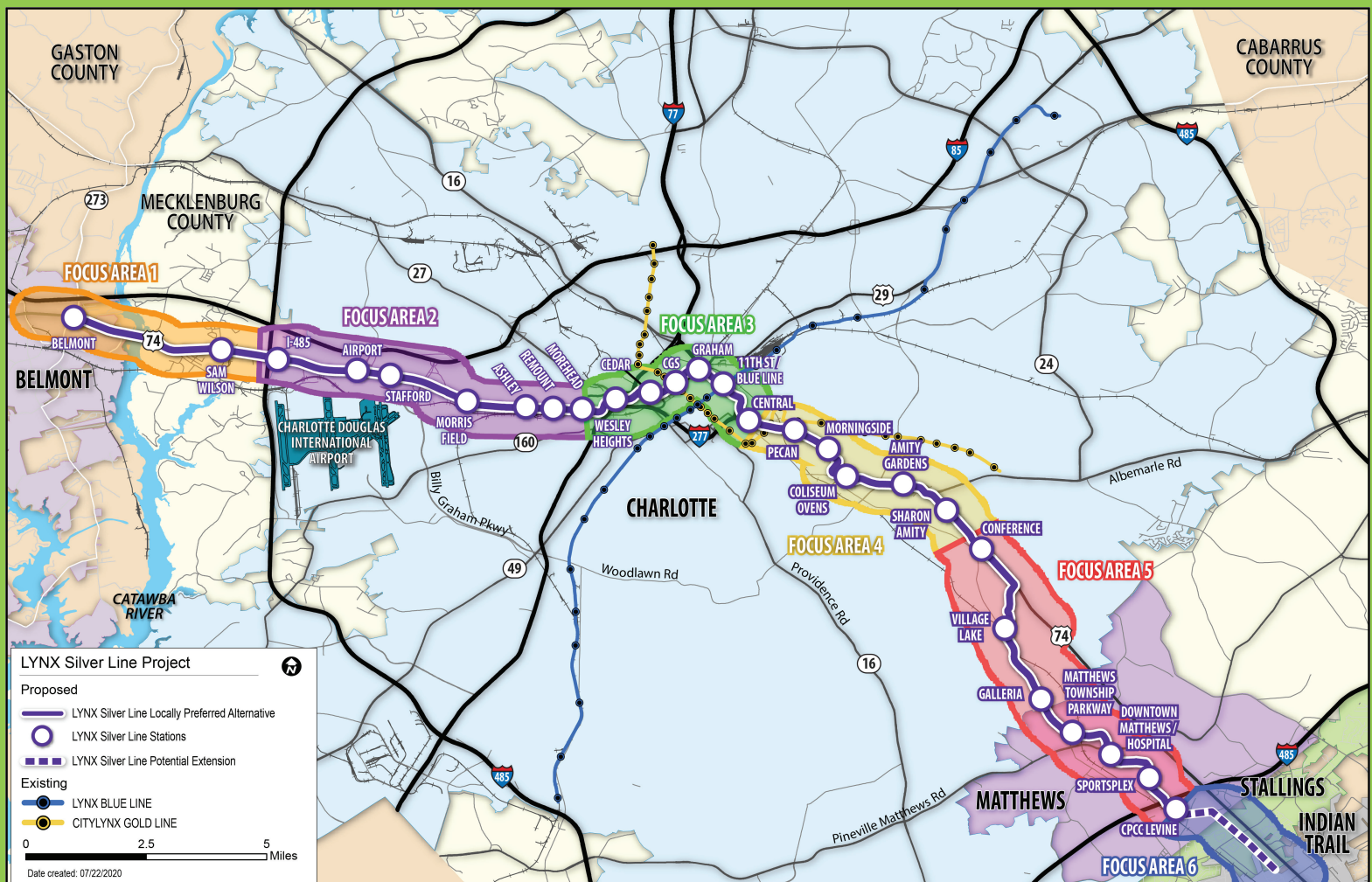
# LYNX Silver Line

## Early Scoping

### August - October 2020

The LYNX Silver Line is a proposed 26-mile light rail project from the City of Belmont, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. CATS is currently refining the proposed alignment, or locally preferred alternative (LPA), and is conducting early scoping in collaboration with the Federal Transit Administration (FTA).

The corridor has been sectioned into six “Focus Areas” as shown in the map. Additional information about each Focus Areas is available on pages 5 - 22 of this document.



From August 31 – October 14, 2020, CATS will solicit feedback on the ongoing planning analysis. Community feedback is important. In this handout, you can review project materials and then provide your input. To provide your input online visit the Online Open House to view the interactive comment map and take the survey at [ridetransit.org/LYNXSilverLine](https://ridetransit.org/LYNXSilverLine)



# Project History

1998

## 2025 Integrated Transit / Land Use Plan

In 1998, the City of Charlotte prepared the 2025 Integrated Transit / Land Use Plan. This was the original transit and land use plan that proposed using rapid transit to support focusing future growth in Charlotte’s key centers and corridors. The West Corridor (along Wilkinson Boulevard) and the Southeast Corridor (along Independence Boulevard) were two of the identified corridors.

2002 - 2006

## 2030 Transit System Plan

Since 1998, there have been various planning efforts, and the plan has since been updated to the 2030 Transit System Plan.

2016

## Southeast Corridor Transit Study

CATS completed the Southeast Corridor Transit Study, which considered various transit technologies and alignments. The MTC approved the recommendation of a light rail LPA for the 13-mile Southeast Corridor from Center City Charlotte to the Mecklenburg and Union County border. The LPA resulted from a detailed technical evaluation and outreach effort to the public and stakeholders.

2019

## LYNX System Update

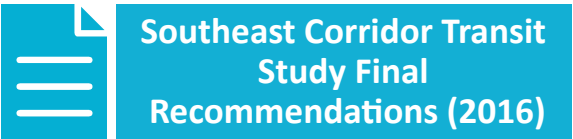
More recently, CATS studied various technology and alignment alternatives for the West Corridor and Center City as part of the LYNX System Update, and in February 2019, the MTC adopted a light rail locally preferred alternative for the West Corridor, and combined the West and Southeast Corridor locally preferred alternatives as one continuous 26-mile light rail corridor from Belmont to Matthews known as the LYNX Silver Line. An extension into Union County will also be evaluated.

2020

CATS begins **refinement of the LPA** to determine the alignment (and options) that may be carried forward into NEPA.

# Previous Studies

The previous study documents can be found on the Online Open House through [ridetransit.org/LYNXSilverLine](http://ridetransit.org/LYNXSilverLine):



## Preliminary Purpose and Need

Previous planning analysis and discussions with stakeholders have helped to identify key transportation needs in the West and Southeast Corridors. These needs will be refined and detailed during planning and through environmental review, as analysis continues, and input is received from the public, stakeholders, and regulatory agencies. Initially, the key transportation concerns are:

- continued population and employment growth in the Charlotte region,
- a congested roadway network with increased travel times,
- reduced reliability of the transportation system,
- local goals to address equity concerns such as limited transportation options for transit-dependent populations, and
- inadequate connectivity between and access to transit, affordable housing, employment, and community services by environmental justice populations.



The preliminary purpose of the LYNX Silver Line project is to provide high-capacity transit service in dedicated right-of-way along the US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard), and Monroe Road transportation corridors that:

- Provides a competitive and reliable alternative to automobiles;
- Improves local connectivity between and access to transit, housing, employment, and community services in the corridor;
- Promotes opportunities for development consistent with local vision, goals, plans, and policies;
- Provides a transit system that is financially sustainable to build, operate, and maintain; and,
- Preserves and protects the natural and built environment.



# Alternatives

The planning analysis completed to date has resulted in a locally preferred planning-level light rail transit alternative, which was adopted by the Metropolitan Transit Commission (MTC) and the metropolitan planning organizations (MPOs). Currently, FTA and CATS are considering refinements to the LPA, including changes to the alignment to address new opportunities and risks, and terminus options including an approximate two-mile extension into Union County. Other reasonable alternatives identified through the early scoping process will be considered for potential inclusion in the planning analysis.








At the conclusion of the planning analysis, a refined locally preferred planning level alternative (potentially with options) will be presented to the MTC for adoption. This will then be the “proposed action” subject to an appropriate environmental review under the National Environmental Policy Act (NEPA).

The project corridor is sectioned into six Focus Areas, each with different alignment options. You can find more information on pages 5 - 22 along with a comparison of the LPA and the different alignment options.



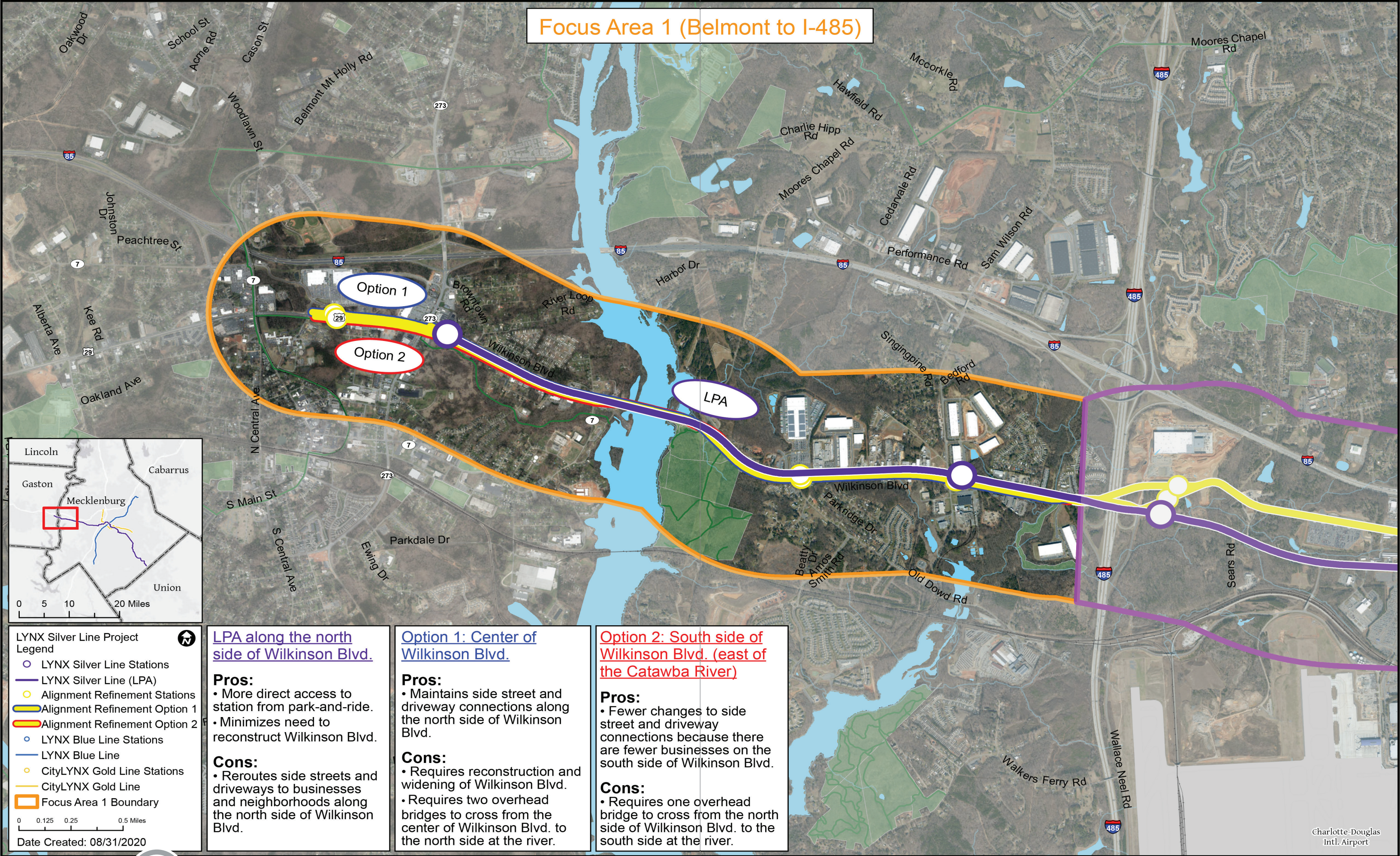
# Potential Impacts & Environmental Considerations

Below is a list of environmental considerations that will be taken into account as the LPA is refined and we move into environmental review under NEPA. Among other things, we plan to assess the potential impact to community resources, environmental resources, and cultural resources, as well as conduct required coordination, such as that related to Section 106 of the National Historic Preservation Act. The public and regulatory agencies are asked to provide feedback about those resources within the project corridor that are important to them.

	Land Use, Zoning & Public Policy		Section 4(f) and 6(f) Resources		Energy
	Neighborhoods & Community Facilities/Services		Historic & Archaeological Resources		Natural & Water Resources
	Socio-Economic Conditions		Hazardous Materials		Utilities
	Environmental Justice		Air Quality		Parks & Recreational Resources
	Visual & Aesthetics		Noise & Vibration		Construction
	Transportation		Acquisitions, Displacements & Relocations		Safety & Security
	Indirect & Cumulative Effects				



Focus Area 1 (Belmont to I-485)



LPA along the north side of Wilkinson Blvd.

- Pros:**
- More direct access to station from park-and-ride.
  - Minimizes need to reconstruct Wilkinson Blvd.

- Cons:**
- Reroutes side streets and driveways to businesses and neighborhoods along the north side of Wilkinson Blvd.

Option 1: Center of Wilkinson Blvd.

- Pros:**
- Maintains side street and driveway connections along the north side of Wilkinson Blvd.

- Cons:**
- Requires reconstruction and widening of Wilkinson Blvd.
  - Requires two overhead bridges to cross from the center of Wilkinson Blvd. to the north side at the river.

Option 2: South side of Wilkinson Blvd. (east of the Catawba River)

- Pros:**
- Fewer changes to side street and driveway connections because there are fewer businesses on the south side of Wilkinson Blvd.

- Cons:**
- Requires one overhead bridge to cross from the north side of Wilkinson Blvd. to the south side at the river.

LYNX Silver Line Project Legend

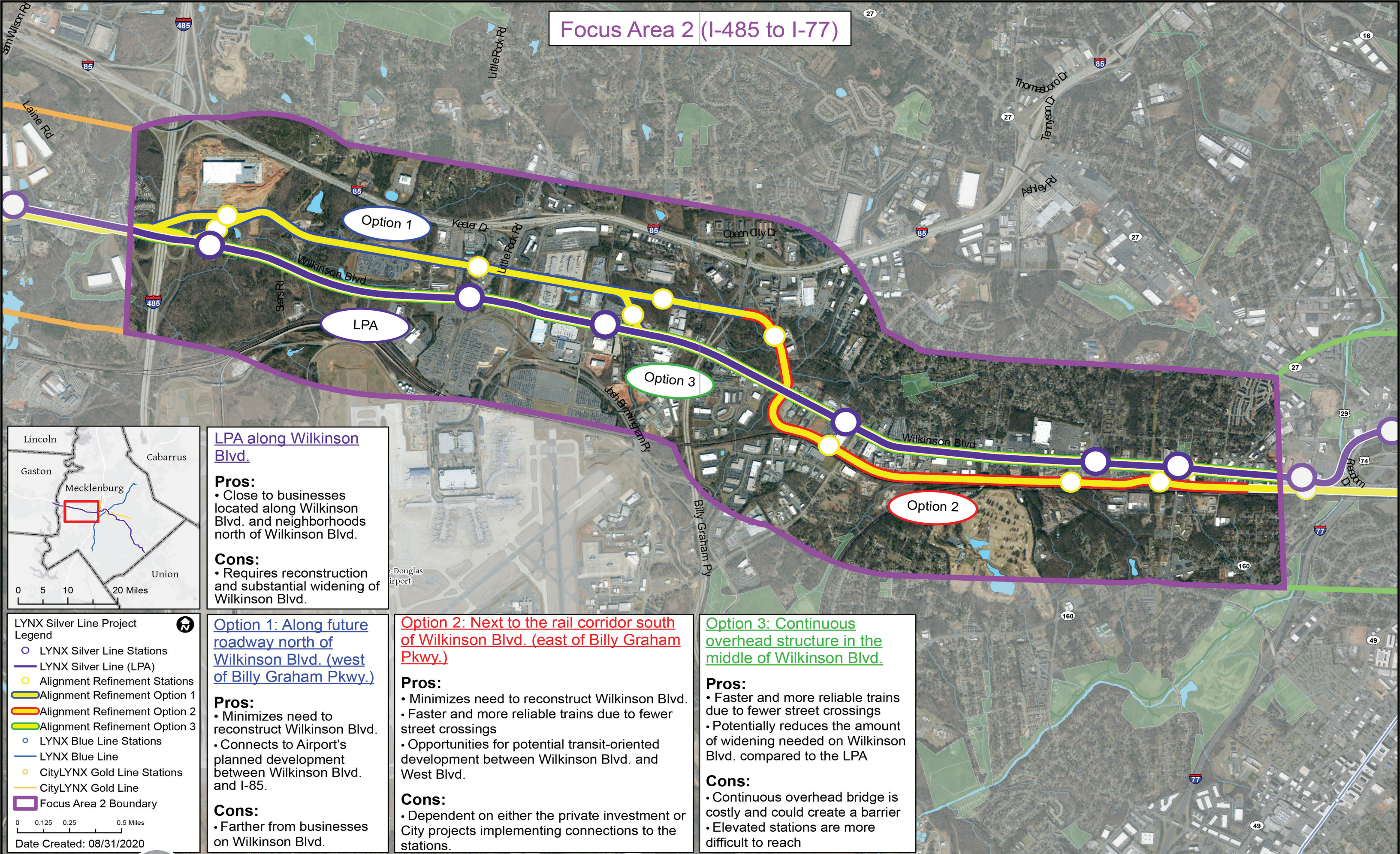
- LYNX Silver Line Stations
- LYNX Silver Line (LPA)
- Alignment Refinement Stations
- Alignment Refinement Option 1
- Alignment Refinement Option 2
- LYNX Blue Line Stations
- LYNX Blue Line
- CityLYNX Gold Line Stations
- CityLYNX Gold Line
- Focus Area 1 Boundary

0 0.125 0.25 0.5 Miles

Date Created: 08/31/2020

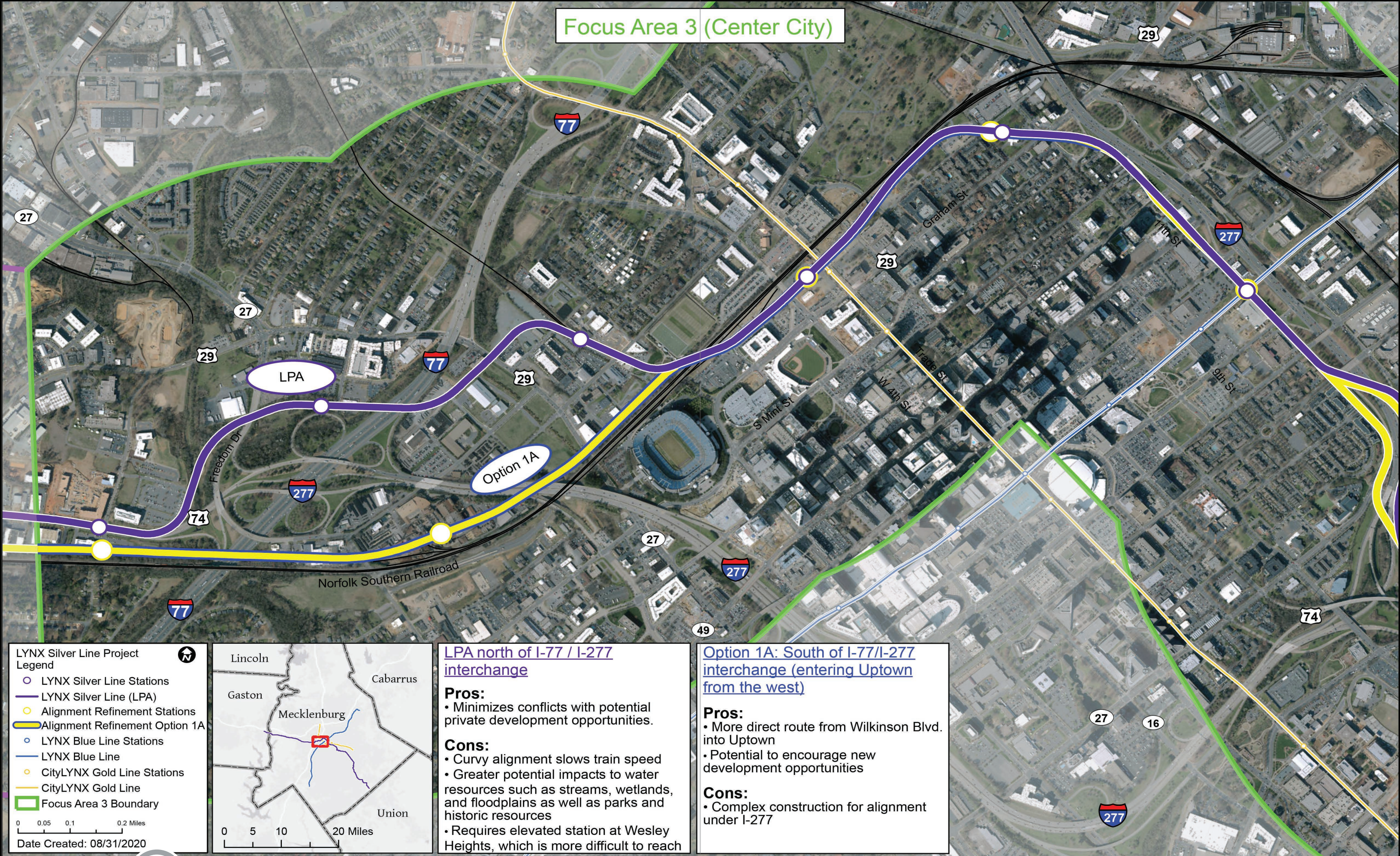


## Focus Area 2 (I-485 to I-77)





# Focus Area 3 (Center City)

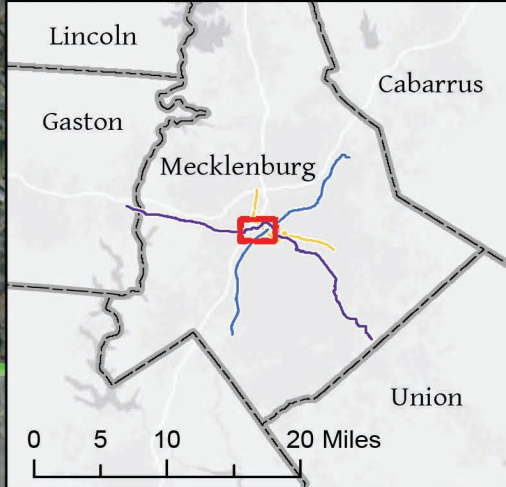


LYNX Silver Line Project Legend

- LYNX Silver Line Stations
- LYNX Silver Line (LPA)
- Alignment Refinement Stations
- Alignment Refinement Option 1A
- LYNX Blue Line Stations
- LYNX Blue Line
- CityLYNX Gold Line Stations
- CityLYNX Gold Line
- ▭ Focus Area 3 Boundary

0 0.05 0.1 0.2 Miles

Date Created: 08/31/2020



LPA north of I-77 / I-277 interchange

**Pros:**

- Minimizes conflicts with potential private development opportunities.

**Cons:**

- Curvy alignment slows train speed
- Greater potential impacts to water resources such as streams, wetlands, and floodplains as well as parks and historic resources
- Requires elevated station at Wesley Heights, which is more difficult to reach

Option 1A: South of I-77/I-277 interchange (entering Uptown from the west)

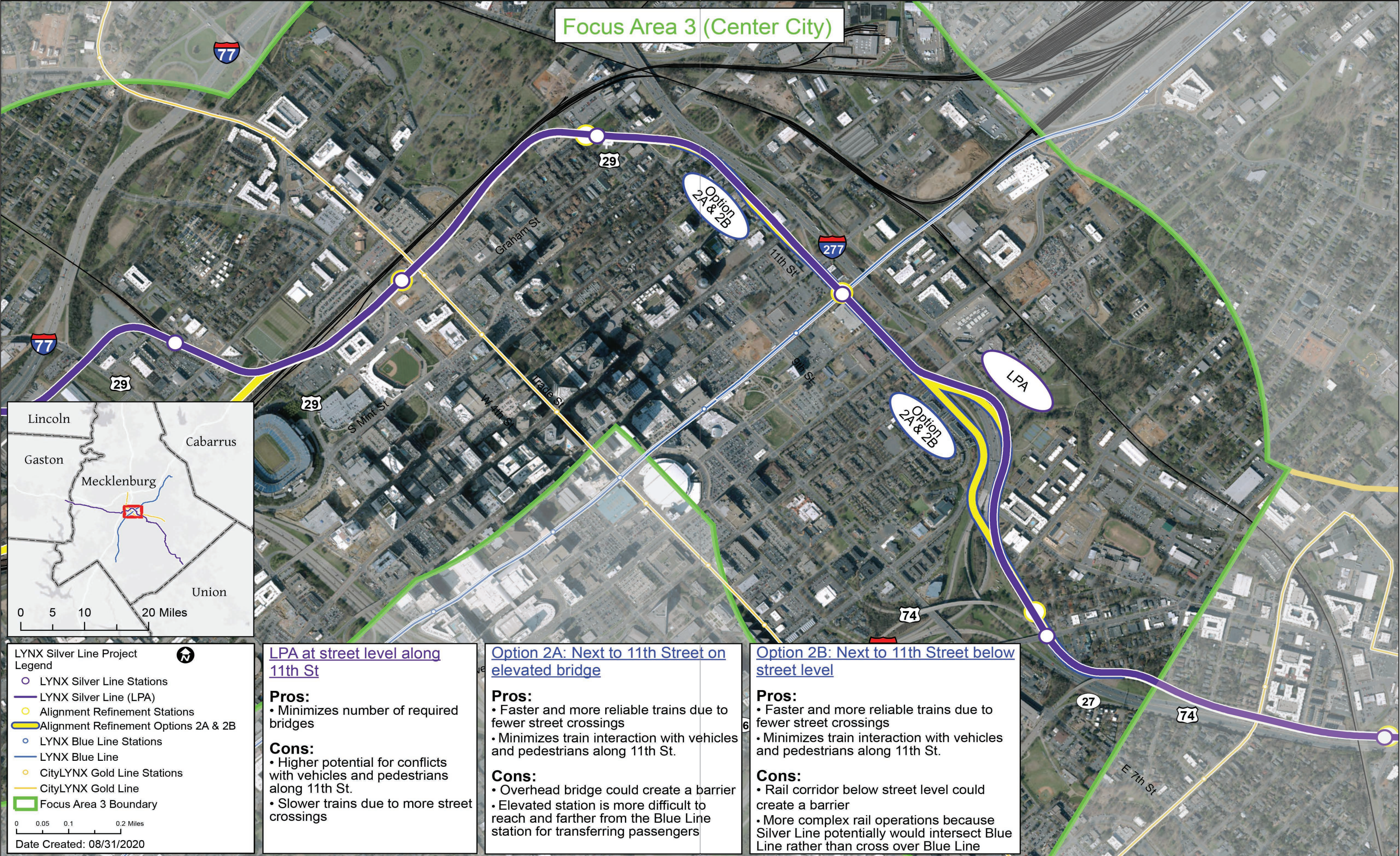
**Pros:**

- More direct route from Wilkinson Blvd. into Uptown
- Potential to encourage new development opportunities

**Cons:**

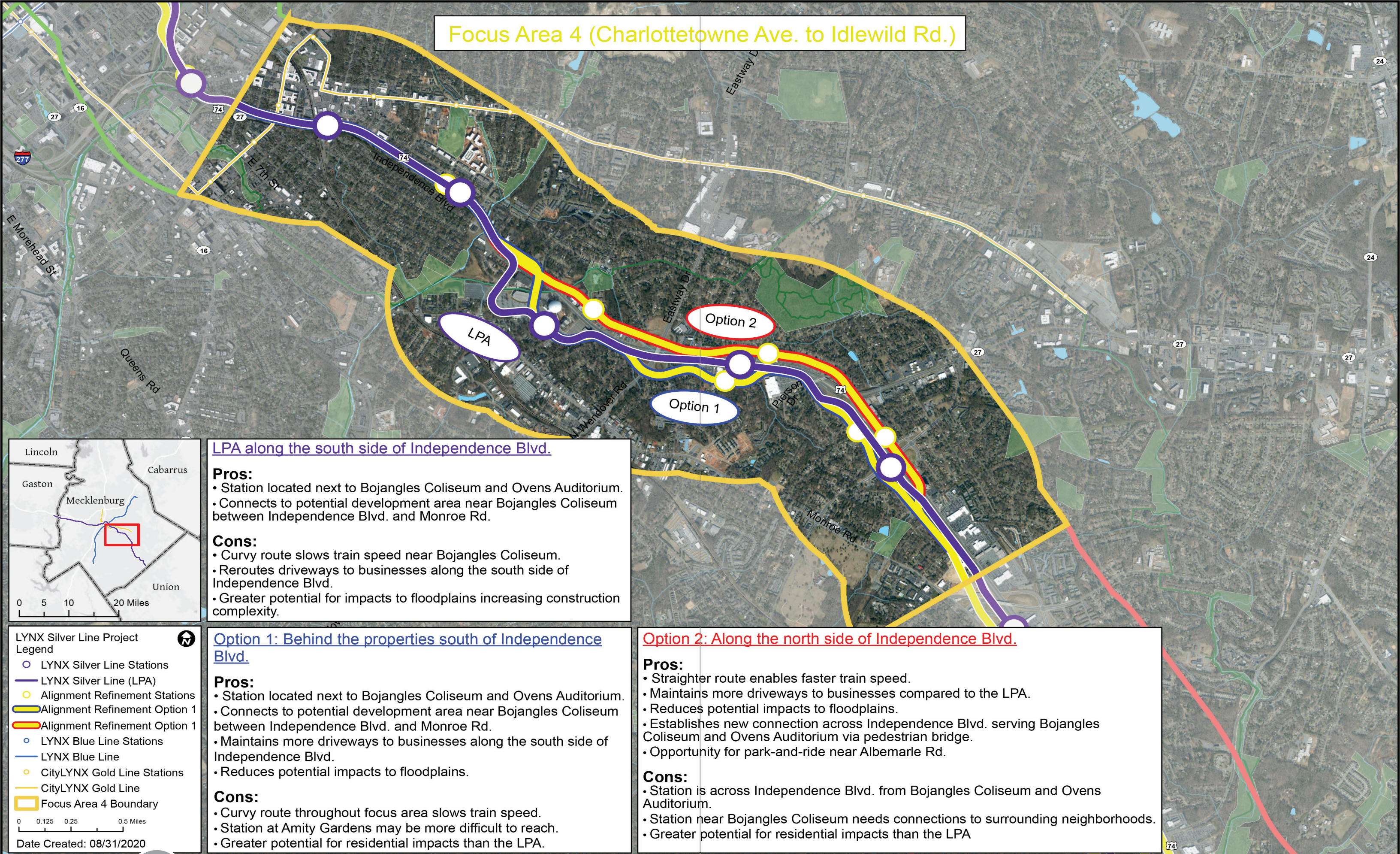
- Complex construction for alignment under I-277





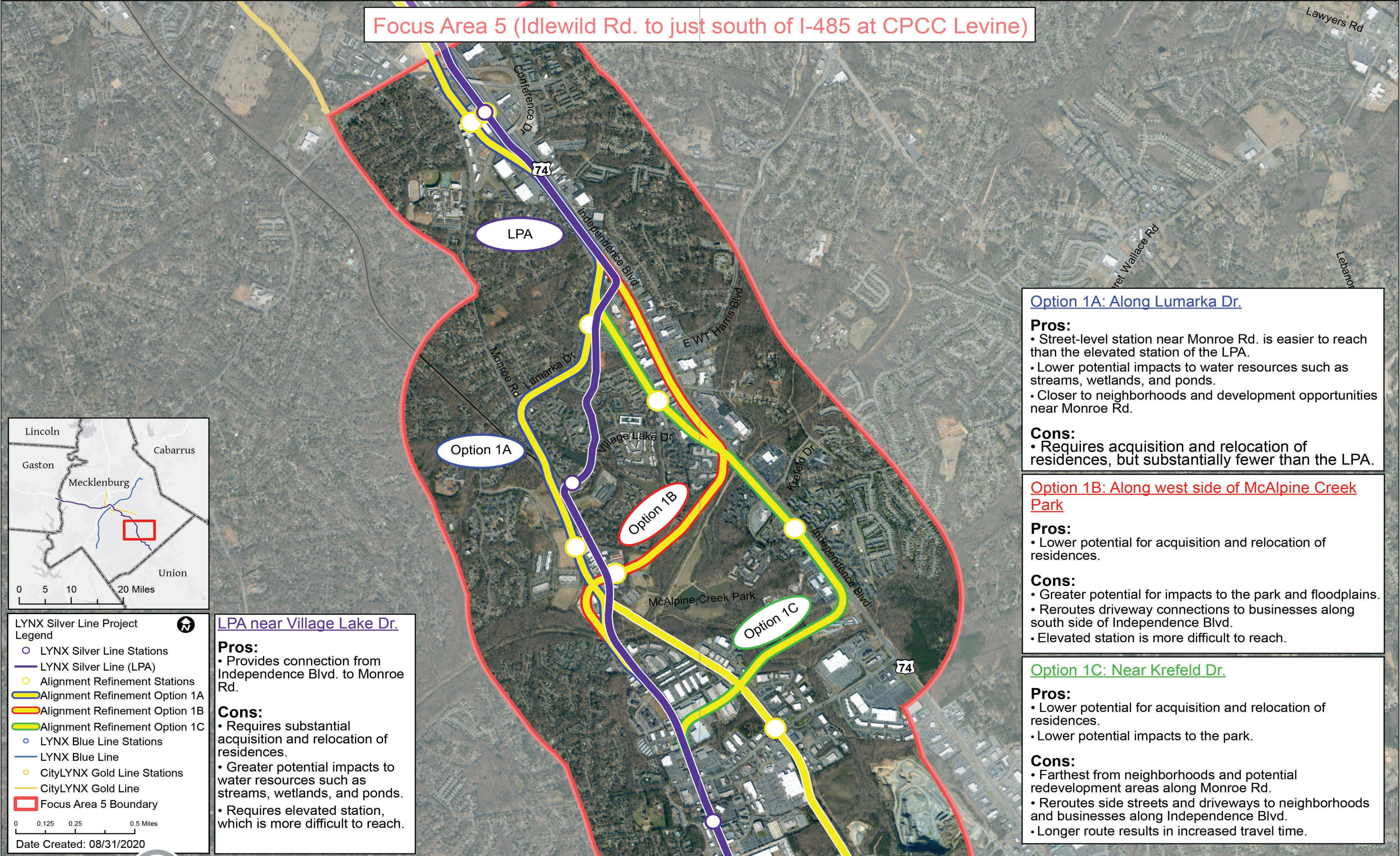


## Focus Area 4 (Charlottetowne Ave. to Idlewild Rd.)





Focus Area 5 (Idlewild Rd. to just south of I-485 at CPCC Levine)



Option 1A: Along Lumarka Dr.

- Pros:**
- Street-level station near Monroe Rd. is easier to reach than the elevated station of the LPA.
  - Lower potential impacts to water resources such as streams, wetlands, and ponds.
  - Closer to neighborhoods and development opportunities near Monroe Rd.

- Cons:**
- Requires acquisition and relocation of residences, but substantially fewer than the LPA.

Option 1B: Along west side of McAlpine Creek Park

- Pros:**
- Lower potential for acquisition and relocation of residences.

- Cons:**
- Greater potential for impacts to the park and floodplains.
  - Reroutes driveway connections to businesses along south side of Independence Blvd.
  - Elevated station is more difficult to reach.

Option 1C: Near Krefeld Dr.

- Pros:**
- Lower potential for acquisition and relocation of residences.
  - Lower potential impacts to the park.

- Cons:**
- Farthest from neighborhoods and potential redevelopment areas along Monroe Rd.
  - Reroutes side streets and driveways to neighborhoods and businesses along Independence Blvd.
  - Longer route results in increased travel time.

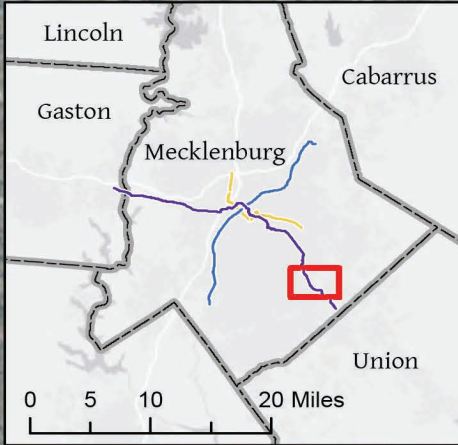
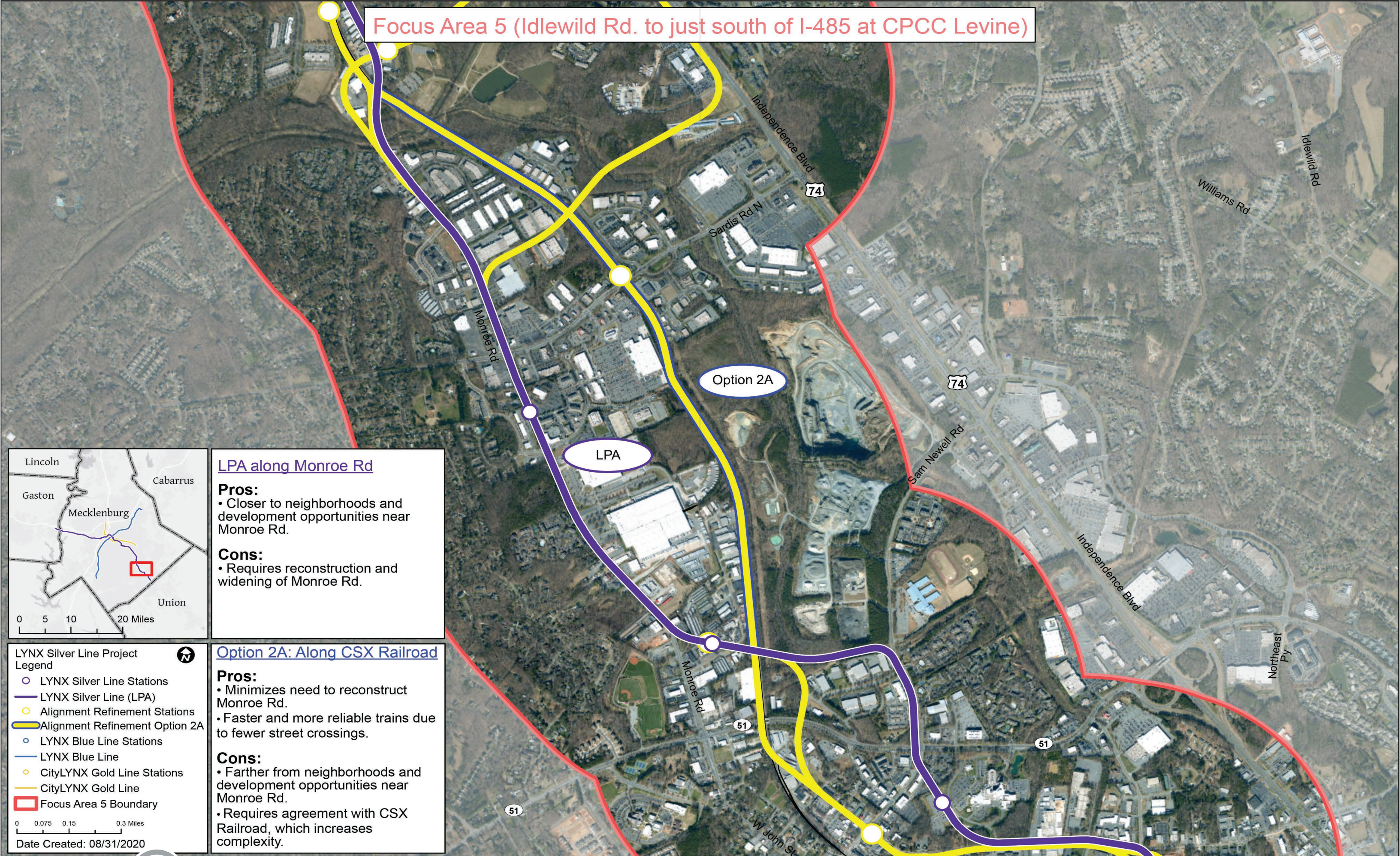
LPA near Village Lake Dr.

- Pros:**
- Provides connection from Independence Blvd. to Monroe Rd.

- Cons:**
- Requires substantial acquisition and relocation of residences.
  - Greater potential impacts to water resources such as streams, wetlands, and ponds.
  - Requires elevated station, which is more difficult to reach.



Focus Area 5 (Idlewild Rd. to just south of I-485 at CPCC Levine)



**LPA along Monroe Rd**

**Pros:**

- Closer to neighborhoods and development opportunities near Monroe Rd.

**Cons:**

- Requires reconstruction and widening of Monroe Rd.

**LYNX Silver Line Project Legend**

- LYNX Silver Line Stations
- LYNX Silver Line (LPA)
- Alignment Refinement Stations
- Alignment Refinement Option 2A
- LYNX Blue Line Stations
- LYNX Blue Line
- CityLYNX Gold Line Stations
- CityLYNX Gold Line
- Focus Area 5 Boundary

0 0.075 0.15 0.3 Miles

Date Created: 08/31/2020

**Option 2A: Along CSX Railroad**

**Pros:**

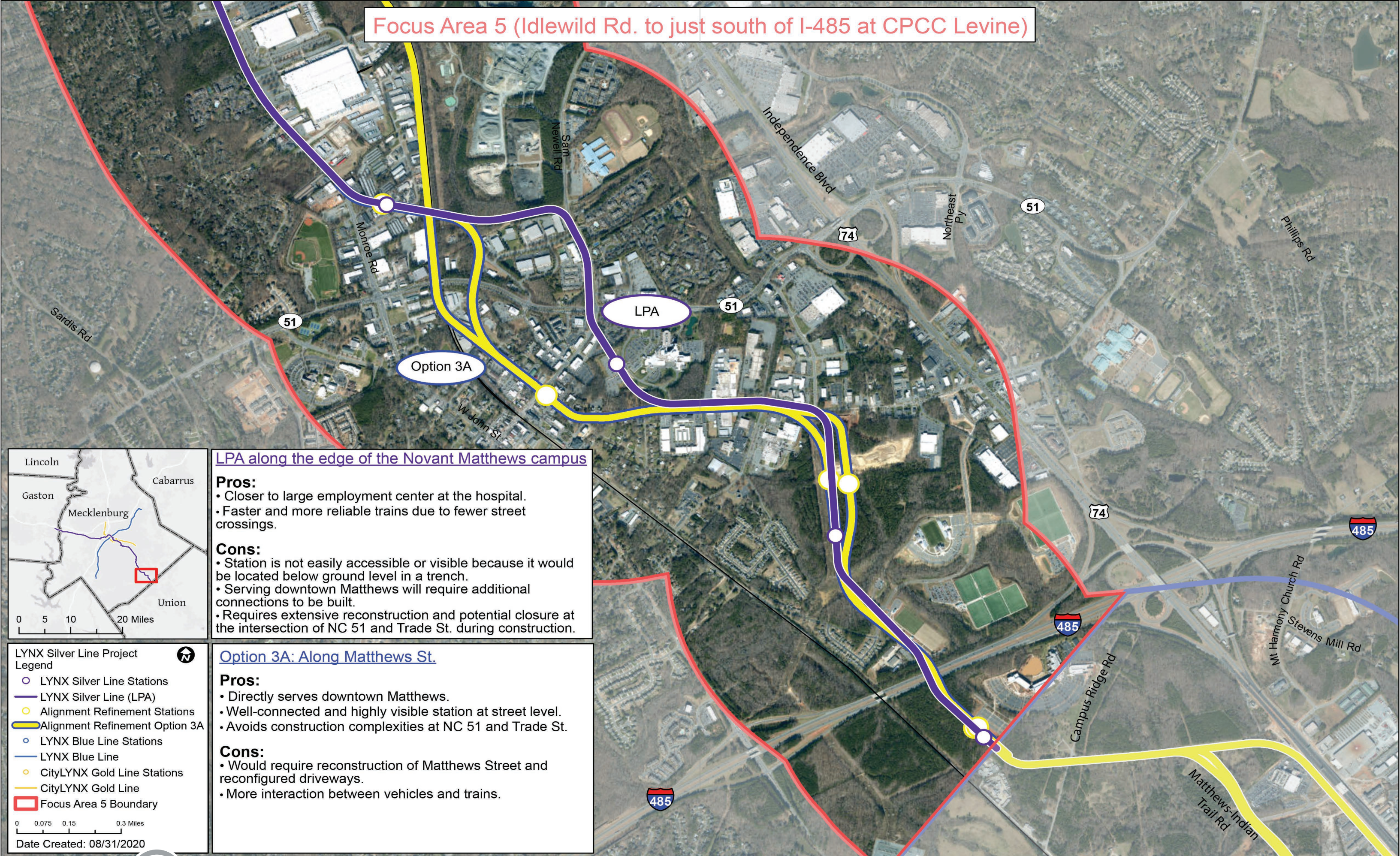
- Minimizes need to reconstruct Monroe Rd.
- Faster and more reliable trains due to fewer street crossings.

**Cons:**

- Farther from neighborhoods and development opportunities near Monroe Rd.
- Requires agreement with CSX Railroad, which increases complexity.



Focus Area 5 (Idlewild Rd. to just south of I-485 at CPCC Levine)

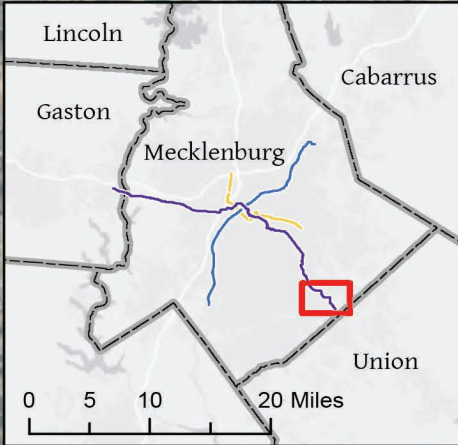


LPA along the edge of the Novant Matthews campus

- Pros:**
- Closer to large employment center at the hospital.
  - Faster and more reliable trains due to fewer street crossings.
- Cons:**
- Station is not easily accessible or visible because it would be located below ground level in a trench.
  - Serving downtown Matthews will require additional connections to be built.
  - Requires extensive reconstruction and potential closure at the intersection of NC 51 and Trade St. during construction.

Option 3A: Along Matthews St.

- Pros:**
- Directly serves downtown Matthews.
  - Well-connected and highly visible station at street level.
  - Avoids construction complexities at NC 51 and Trade St.
- Cons:**
- Would require reconstruction of Matthews Street and reconfigured driveways.
  - More interaction between vehicles and trains.



**LYNX Silver Line Project Legend**

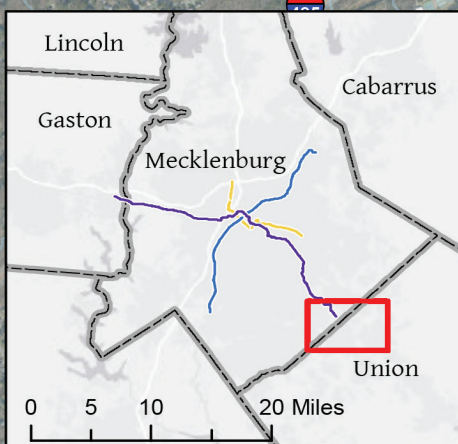
- LYNX Silver Line Stations
- LYNX Silver Line (LPA)
- Alignment Refinement Stations
- Alignment Refinement Option 3A
- LYNX Blue Line Stations
- LYNX Blue Line
- CityLYNX Gold Line Stations
- CityLYNX Gold Line
- Focus Area 5 Boundary

0 0.075 0.15 0.3 Miles

Date Created: 08/31/2020



Focus Area 6 (Union County Extension)



**LYNX Silver Line Project Legend**

- LYNX Silver Line Stations
- LYNX Silver Line (LPA)
- Alignment Refinement Stations
- Alignment Refinement Option 1A
- Alignment Refinement Option 1B
- Alignment Refinement Option 2
- LYNX Blue Line Stations
- LYNX Blue Line
- CityLYNX Gold Line Stations
- CityLYNX Gold Line
- Focus Area 6 Boundary

0 0.125 0.25 0.5 Miles

Date Created: 08/31/2020

**Option 1A: Independence Blvd. to Chestnut Pkwy.**

**Pros:**

- More direct with fewer at-grade intersections.
- Greater visibility for park-and-ride.

**Cons:**

- Fewer connections to new development opportunities.
- Limited space for light rail along Chestnut Pkwy.
- Curvy route to station near Indian Trail Town Hall.

**Option 1B: Independence Blvd. to Matthews-Indian Trail Rd.**

**Pros:**

- More direct with fewer at-grade intersections.
- Greater visibility for park-and-ride.
- More direct route to station near Indian Trail Town Hall.

**Cons:**

- Fewer connections to new development opportunities.

**Option 2: Matthews-Indian Trail Rd.**

**Pros:**

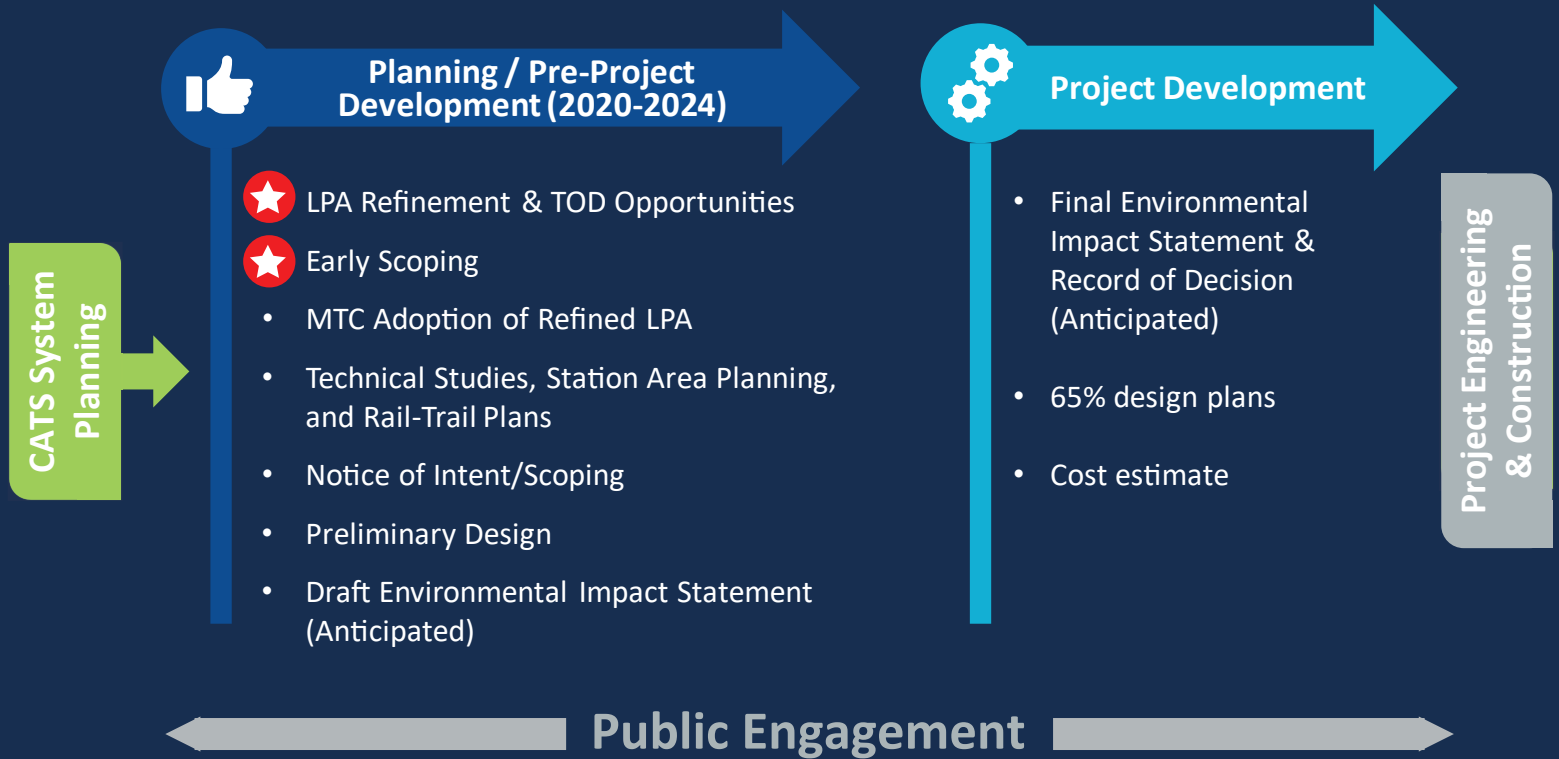
- Greater potential for increasing connections to new development opportunities.

**Cons:**

- Requires reconstruction and widening of Matthews-Indian Trail Rd.
- Potentially reroutes side streets and driveways to businesses and neighborhoods along Matthews-Indian Trail Rd.
- Less visibility for park-and-ride.



# Project Timeline



## Participate!

Your input is important to us. Please participate in the survey by **October 14, 2020**. To provide comments or ask questions use the following:



**Survey & Interactive Comment Map:**  
<http://ridetransit.org/LYNXSilverLine>



**Email:** [LYNXSilverLine@publicinput.com](mailto:LYNXSilverLine@publicinput.com)



**Phone:** CATS Customer Service  
704-336-7433 (RIDE)



**Mail:** CATS, C/O Ms. Ajonelle Poole,  
600 E. Fourth Street  
Charlotte, NC 28202

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# Thank you!

