LYNX SILVER LINE
LIGHT RAIL
Citizens Transit Advisory Group
Tuesday, October 19

Today’s Purpose

- LYNX Silver Line light rail update
- Five proposed design refinements
- Proposed phasing strategy
- Answer questions
Coordinated Efforts

One vision to grow together

Overview of LYNX Silver Line

- In January 2020, CATS began refining the LYNX Silver Line Locally Preferred Alternative (LPA).
- The refinements to the LPA were adopted by the MTC in April 2021.
- CATS will advance the LYNX Silver Line into more detailed design and environmental review.
Project Life Cycle

PLANNING
- System Planning
- Major Investment Studies
- Alternative Analysis
- Adoption & Refinement of Locally Preferred Alternative

PROJECT DEVELOPMENT
Approximately 2 Years
- 65% design
- Final Environmental Impact Statement & Record of Decision (Anticipated)

PUBLIC ENGAGEMENT
Ongoing throughout project

PRE-PROJECT DEVELOPMENT
Approximately 1-3 Years
- NEPA scoping
- 15% and 30% design
- Draft Environmental Impact Statement (Anticipated)

PROJECT ENGINEERING
Approximately 1-3 Years

CONSTRUCTION
Approximately 5-8 Years

OPERATIONS & REVENUE SERVICES

Where Are We?

Planning / Pre-Project Development (2020-2024)
- LPA Refinement & TOD Opportunities
- Early Scoping
- MTC Adoption of Refined LPA
- Technical Studies, Station Area Planning, and Rail-Trail Plans
- Preliminary Design / Environmental Field Work
  - Notice of Intent/Scoping
  - Draft Environmental Impact Statement (Anticipated)

Project Development
- Final Environmental Impact Statement & Record of Decision (Anticipated)
- 65% design plans
- Cost estimate

CATS System Planning

Public Engagement
Benefits and Risks

**BENEFITS**
- Travel Time
- Local Connectivity
- Development Opportunities

**RISKS**
- Cost
- Environmental Considerations
- Coordination with Others

**PUBLIC ENGAGEMENT**

Benefits and Risks Decision Tree

1. Least Risk Option
2. Most Benefit Option

Are these two options the same?

- Yes → Select Least Risk + Most Benefit Option
- No →
  1. Does an option with greater benefits have acceptable risks?
     - Yes → Select Most Benefit Option (with acceptable risk)
     - No → Select Least Risk Option
Proposed Refinements

# 1: Station Shift from Suttle Avenue to Berryhill Road
# 1: Station Shift from Suttle Avenue to Berryhill Road

- Ashley Station
- Remount Station
- Suttle Station

Proposed station shift

#2: New Station at Summit Avenue

- Charlotte Gateway Station
- Graham Station
- Morehead Station
- Blue Line
- Summit Station

Proposed station shift
#2: New Station at Summit Avenue

[Map showing locations of Suttle Station, Proposed Summit Station, and Morehead Station.]

#3: New Station in First Ward

[Map showing the Silver Line extension to Charlotte Gateway Station and the new station at First Ward Central.]
#3: New Station in First Ward

11th St / Blue Line Station

Proposed First Ward Station

#4: Alignment Shift Eastward Toward Fugate Avenue
#4: Alignment Shift Eastward Toward Fugate Avenue

#5: Alignment Shift out of the Center of Monroe Road
#5: Alignment Shift out of the Center of Monroe Road

Proposed Alignment Shift

Galleria Station

Matthews Township Parkway Station

Existing Conditions
Silver Line Median Running "Footprint"

Silver Line Rear Side Running "Footprint"
# Proposed Implementation and Phasing

Why Do We Need to Phase the LYNX Silver Line?

<table>
<thead>
<tr>
<th>Reason</th>
<th>Description</th>
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<tbody>
<tr>
<td>Limited New Starts funding for any particular project phase</td>
<td>Federal funding is extremely competitive</td>
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<tr>
<td>Long Implementation Schedule</td>
<td>Schedule duration is approximately 1 year per mile based on peer research (min 9 year, max 20)</td>
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<tr>
<td>Local / regional financial commitments needed</td>
<td>Local funding availability from jurisdictions served</td>
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<tr>
<td>Precedent implementation models from Denver, Seattle, Dallas, etc.</td>
<td>Phasing allows for more effective cash flow and earlier opening of some segments</td>
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 Major Considerations for Phasing

Service to Key Destinations
- Phased segment options must be able to operate on their own and serve a clear purpose

Cost Effectiveness: Ridership and Cost Estimates
- Segments serving key destinations are likely to have higher ridership
- More cost-effective segments are more likely to receive federal funding

Project Length/Schedule
- Longer segments require more time to implement

Maintenance Facility and Storage Yard
- Maintenance facilities are required for daily operations and acceptance of vehicles

LYNX Silver Line Phasing Recommendation

Phase A: Southeast
Center City Terminus: Charlotte Gateway Station
Southeast Terminus:
- Option 1: Central Piedmont Community College (CPCC) Levine Campus
- Option 2: Downtown Matthews
- Option 3: Matthews Township Parkway

Phase B: West
Charlotte Gateway Station to I-485

Other Phases
Regional Funding Required
### LYNX Silver Line Phasing Recommendation

#### PHASE A: SOUTHEAST
Charlotte Gateway Station (CGS) to
- Option 1: CPCC Levine Campus
- Option 2: Downtown Matthews
- Option 3: Matthews Township Parkway

<table>
<thead>
<tr>
<th>Length</th>
<th>Option 1: CPCC Levine Campus</th>
<th>Option 2: Downtown Matthews</th>
<th>Option 3: Matthews Township Parkway</th>
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</thead>
<tbody>
<tr>
<td>~ 15 miles</td>
<td>~ 13 miles</td>
<td>~ 12 miles</td>
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- CGS
- LYNX Blue Line
- Town of Matthews
- Sportsplex
- CPCC Levine Campus

#### PHASE B: WEST
- CGS to I-485
- ~ 7 miles

- CGS
- CLT Airport
- I-485 at Wilkinson Boulevard

### Matthews Terminus Option 1 – CPCC Levine Campus

**Pros:**
- Reaches all key destinations in Matthews.
- Ample space for terminus park and ride facility and associated facilities

**Cons:**
- Highest cost terminus option
- Park and Ride access is challenging because of limited road network
Matthews Terminus Option 2 – Downtown Matthews

Pros:
• Lower cost terminus option
• Reaches downtown Matthews as key destination

Cons:
• Misses ridership generators and development opportunities at the Sportsplex and CPCC Levine.
• Extension beyond this point more difficult to justify as a future independent project

Matthews Terminus Option 3 – Matthews Township Pkwy

Pros:
• Lowest cost terminus option
• Good auto access for terminus park and ride

Cons:
• Misses ridership generators and development opportunities in Downtown Matthews, the Sportsplex and CPCC Levine.
• Extension beyond this point more difficult to justify as a future independent project
Next Steps

SUMMER/FALL: Focused Neighborhood Meetings
NOW: Public Engagement

LATE 2021/EARLY 2022: MTC Adoption of Recommendations

2021-2024: Environmental Review, Preliminary Design, Engagement*

- Present proposed refinements and seek public input (October 19 – November 3)
- November: Present proposed refinements and phasing strategy to MTC for information
- January: Seek MTC adoption of refined LPA
- Advance light rail design
- Environmental review under NEPA

Participate!

Survey Period: October 19 – November 3, 2021:

Online Survey: ride.transit.org/LYNXSilverLine
Text Survey: Text “Silver Line” to 704-461-4441
Email: LYNXSilverLine@publicinput.com
Customer Service: 704-336-7433 (RIDE)
Voicemail for Comments: 704-461-4441 Code: 6636
Mail: Charlotte Area Transit System C/O Ms. Juliann Sheldon
600 E. 4th Street, Charlotte, NC 28202
Thank you!