



LYNX
RAPID TRANSIT SERVICES



Silver Line Southeast Corridor



Southeast Corridor Transit Study

Public Outreach Report

December 2016

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TABLE OF CONTENTS

1	OVERALL OUTREACH APPROACH.....	1
2	PHASE ONE OUTREACH.....	3
2.1	Overview	3
2.2	Public Workshops.....	3
2.2.1	Results	4
2.2.2	Participant Profile	11
2.2.3	Marketing and Promotion	14
2.3	Online Public Survey.....	14
2.4	Additional Community Outreach	19
3	PHASE TWO OUTREACH.....	19
3.1	Overview	19
3.2	Public Workshops.....	20
3.2.1	Results	21
3.2.2	Participant Profile	29
3.2.3	Marketing and Promotion	34
4	ADDITIONAL STAKEHOLDER OUTREACH.....	35

APPENDIX A: PHASE ONE PUBLIC WORKSHOP RESULTS – ADDITIONAL DETAIL

- Rail Trade-Off Results
- Bus Trade-Off Results
- Mapping Activity Results by Zip Code
- Mapping Activity Visualized by Event

APPENDIX B: PHASE ONE WEB SURVEY RESULTS – DEMOGRAPHIC AND OPEN-ENDED QUESTIONS

APPENDIX C: PHASE TWO PUBLIC WORKSHOPS SUPPORT MATERIAL

- Boards
- Handout

APPENDIX D: MEDIA COVERAGE

LIST OF FIGURES

Figure 1: Rail Trade-Off #1 - Frequency versus Local Service.....	4
Figure 2: Rail Trade-Off #2 - Frequency versus Property Impacts.....	5
Figure 3: Rail Trade-Off #3 - High Peak versus Moderate All Day Frequency.....	6
Figure 4: Rail Trade-Off #4 - Station Access by Car versus Station Access by Transit/Walking.....	6
Figure 5: Bus Trade-Off #1 - Short versus Long Walk.....	7
Figure 6: Bus Trade-Off #2 - High Peak versus Moderate All Day Frequency.....	8
Figure 7: Bus Trade-Off #3 - More Frequent Service, More Transfers Versus Less Frequent Service, Fewer Transfers.....	8
Figure 8: Bus Trade-Off #4 - Frequent Service with a Transfer versus Less Frequent, but Direct Service.	9
Figure 9: Number of Comments by Category and by Outreach Location.....	10
Figure 10: Representation of Racial/Ethnic Populations.....	11
Figure 11: Annual Family Income by Family.....	12
Figure 12: Number of Public Meeting Participants by Zip Code.....	13
Figure 13: Representation of Racial/Ethnic Survey Populations.....	14
Figure 14: Annual Family Income by Family of Survey Populations.....	15
Figure 15: Speed VS. Neighborhood Access: I want.....	15
Figure 16: Reliability Vs. Property Impacts: I want.....	16
Figure 17: Work Vs. Non-Work Trips: I want.....	16
Figure 18: Vehicle Access Vs. Pedestrian Access: I want.....	17
Figure 19: Close or Frequent: I want.....	17
Figure 20: Peak-Focused or All-Day Service: I want.....	18
Figure 21: Results – Preferred Alignment Ranking Activity.....	22
Figure 22: Results – Matthews Town Hall Preferred Alignment Ranking Activity.....	22
Figure 23: Results – Charlotte Mecklenburg Public Library Preferred Alignment Ranking Activity.....	23
Figure 24: Results – McClintock Middle School Preferred Alignment Ranking Activity.....	23
Figure 25: Results – Midwood International & Cultural Center Preferred Alignment Ranking Activity.....	24
Figure 26: Uptown Alignment Options.....	24
Figure 27: Results - Preferred Uptown Alignment.....	25
Figure 28: Results – Matthews Town Hall Preferred Uptown Alignment.....	26
Figure 29: Results – Charlotte Mecklenburg Public Library Preferred Uptown Alignment.....	26
Figure 30: Results – McClintock Middle School Preferred Uptown Alignment.....	27
Figure 31: Results – Midwood International & Cultural Center Preferred Uptown Alignment.....	27
Figure 32: Current CATS vs. Proposed Silver Line Usage.....	28
Figure 33: Change in CATS Usage.....	29
Figure 34: Income Profile of Participants.....	30
Figure 35: Demographic Profile of Participants.....	31



Figure 36: Survey Response by Zip Code 32

Figure 37: Results - How often do you ride CATS? 33

Figure 38: Results - Do you currently ride any of the follow CATS Services?..... 33

Figure 39: Results – How did you hear about this workshop?..... 34

LIST OF TABLES

Table 1: Event Location Details and General Participation Levels 3

Table 2: Number of Mapping Activity Comments by Location and Type 9

Table 3: Participants Demographics as Compared to the Region and Service Area 11

Table 4: Public Meeting Event Location and Participation Levels 20

Table 5: Workshop Attendee Feedback Form Completion 21

Table 6: Stakeholder Meeting Event Location and Participation Levels..... 35



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1 OVERALL OUTREACH APPROACH

The Southeast Corridor Study / LYNX Silver Line Alternatives Analysis is an effort that has a long history of consensus building along the US 74 corridor. Over the past 18 months, this project has worked to develop a strategy between the City of Charlotte and the Town of Matthews to link their communities through a major transit line consistent with the region’s long-range transit vision plan. As part of the study, CATS completed a significant public involvement program to ensure that the effort to define a transit mode and project right of way was inclusive and visible to residents, visitors, businesses, civic organizations and community organizations along the defined Silver Line corridor.

This effort was advanced through two major outreach phases designed to collect public comment and incorporate that feedback into primary recommendations for the project. The first phase of the public involvement effort involved a visioning program to determine what types of rail and bus alternatives the public would like to see along the corridor. The second phase of the program focused directly on the selection of a defined rail transit mode for the corridor and a preferred alignment that would guide the next stage of the planning process.



To coordinate with the public in an effective and robust manner, several strategies were used over the course of the study to ensure the community involvement was inclusive and far-reaching. These involvement tools included the following:

- Stakeholder Meetings;
- Interactive Public Workshops;
- Community Based Focus Groups; and
- Online Engagement

The project team aggressively promoted each phase of outreach through a variety of traditional and new marketing tools: a press release, mailers, bus notices, print, radio, and television advertisements, email blasts, the Nextdoor community web application, and CATS’ social media platform portfolio. The marketing campaign leveraged already existing relationships that CATS has with local and regional media, community organizations and visibility of their fixed route bus service in the City of Charlotte. Additionally, the project team made a concerted effort to reach underserved minority communities, translating outreach materials into multiple languages and placing advertisements in local newspapers that are widely read in the Latino and Asian American communities.

The first phase of public outreach was extremely successful in informing the public about the project study and gathering input on the bus and rail elements of the project. Outreach activities took place between June 2015 and December 2015, in the form of numerous community and neighborhood meetings, community events, three interactive public workshops, and an online public survey. Participation levels were significant for this type of long-range planning project, capturing the attention of residents throughout the region. During these outreach activities, residents had the opportunity to tell the project team their desired characteristics of the transit service that could operate along the study corridor and how to improve bus service along the US 74 Managed Lanes Project.

Based on the information gained during the first phase of outreach, the project team was able to not only determine that the public supported the development of large-scale transit investments in the Southeast Corridor, but what values this project should aspire to accomplish during project implementation. These values included the following:

- **Support for Light Rail or Streetcar:** It was clear that the public preferred a dedicated right of way to ensure a high level of service needed for a reliable transit line.
- **Expand and Enhance Transit Service:** Public feedback voiced broad support for increased transit in the region. The LYNX Blue Line has been an extremely popular transit service, and the public would like to replicate the quality of Blue Line transit service in other parts of the region.
- **Support for Improved Land Use Development:** The development of transit services should focus on promoting improved land use character and ultimately a greater level of economic development along the US 74 corridor and Monroe Road. In both outreach phases, it was noted that the Silver Line project should be a tool for improved opportunity for those living and working along the study corridor.
- **Support for Access to Parks and Greenways:** The public noted in many instances that the project should make every effort to integrate green space and improve the experience for pedestrians and bicyclists utilizing the corridor; not just transit and auto-oriented users.

The values obtained through the first phase of outreach empowered the project team to develop a second round of public outreach that deepened the initial set of conversations around the project. This phase of outreach transpired between April 2016 and the conclusion of the study, and focused on gathering public input on a series of alignment options within the study area. Early into the second phase of outreach, the project team determined that light rail was the preferred mode for the project, and this was positively received during the four public workshops that were held at locations along the US 74 corridor. At these events, participants were asked to consider the tradeoffs to each possible light rail alignment, and then rank their preference.

Over 200 total participants attended the second phase public workshops, with a robust average of 52 attendees at each event. Participants were asked to evaluate the relative impacts of each alignment alternative, including travel time, impact on neighboring buildings and parcels, and proximity to households and jobs within ½ mile of the alignment. Participants were then asked to rank their preferred alignments.



Attendees discuss route options at a public workshop.

Based on results of the second phase of public outreach, the project team has continued to refine its approach to selecting a preferred alternative. Elements of the two primary options identified as being preferred by the public have been considered for the final preferred alternative, and stakeholder meetings have continued to take place to discuss the results of the second phase workshops. Further consideration has also been given as to the impact each of these alternatives would have for the communities served along each alignment. As the project continues to proceed ahead into the next (future) planning stage, it is clear the results of this robust outreach program were extremely influential in defining the final alignment that will ultimately be designed and implemented along the study corridor.

2 PHASE ONE OUTREACH

2.1 Overview

The first phase of public outreach activities for the LYNX Southeast Corridor Silver Line Project was conducted with the goals of informing the public about the project study and gathering input on the bus and rail elements of the project. The phase one outreach activities took place between June 2015 and December 2015, in the form of numerous community and neighborhood meetings, community events, three interactive public workshops, and an online public survey. During these outreach activities, citizens had the opportunity to tell the project team what they want in rail- and bus-oriented transit investments in the corridor, including the desired characteristics of each transit mode and where they should be located. Based on the information gained during this phase of outreach, it is clear that preferences of the participants support the development of large-scale transit investments in the Southeast Corridor.

2.2 Public Workshops

Three interactive public workshops were held during the week of August 10, 2015. Although the workshop results show trends that highlight unique preferences of the participants, this analysis also considers how demographic information including place of residents, race/ethnic identity, and income level impacted the sampling of participants. In addition, the expressed desires of those attending the Town of Matthews workshop often were quite different than that of those attending the Plaza-Midwood area and the Uptown workshops. The diversity of the corridor is of significant benefit to this project, if utilized effectively, and the results of this program will certainly support the development of the future LYNX Silver Line service.

Through review of the outreach activity results, and framed by the demographic information provided by participants in the exit survey, insights can be gained not only regarding the preferences of the participants on the Southeast Corridor, but also regarding how future outreach could better target underserved and unserved populations.

The public workshops generated significant participation at each of the three outreach events (See Table 4):

Table 1: Event Location Details and General Participation Levels

Location	Address	Date and Time	Number of Participants
Matthews Town Hall	232 Matthews Station Street Matthews, NC 28105	August 11, 2015 6:00pm-7:30pm	75
Charlotte Mecklenburg Public Library	310 N. Tryon Street Charlotte, NC 28202	August 13, 2015 11:30am – 1:30pm	56
Midwood International & Cultural Center	1817 Central Avenue Charlotte, NC 28205	August 13, 2015 6:00pm-7:30pm	55
Total:			186

2.2.1 Results

2.2.1.1 Trade-Off Activities

A series of interactive trade-off activities sought input from the participants regarding several key planning considerations that are important components of overall transit service design. Four trade-off questions related to rail service were posed, as well as four trade-off questions specific to bus service. For each trade-off, two opposing statements were offered, and participants were asked to select the statement that better aligns with their opinion, and also indicate the strength of their preference.

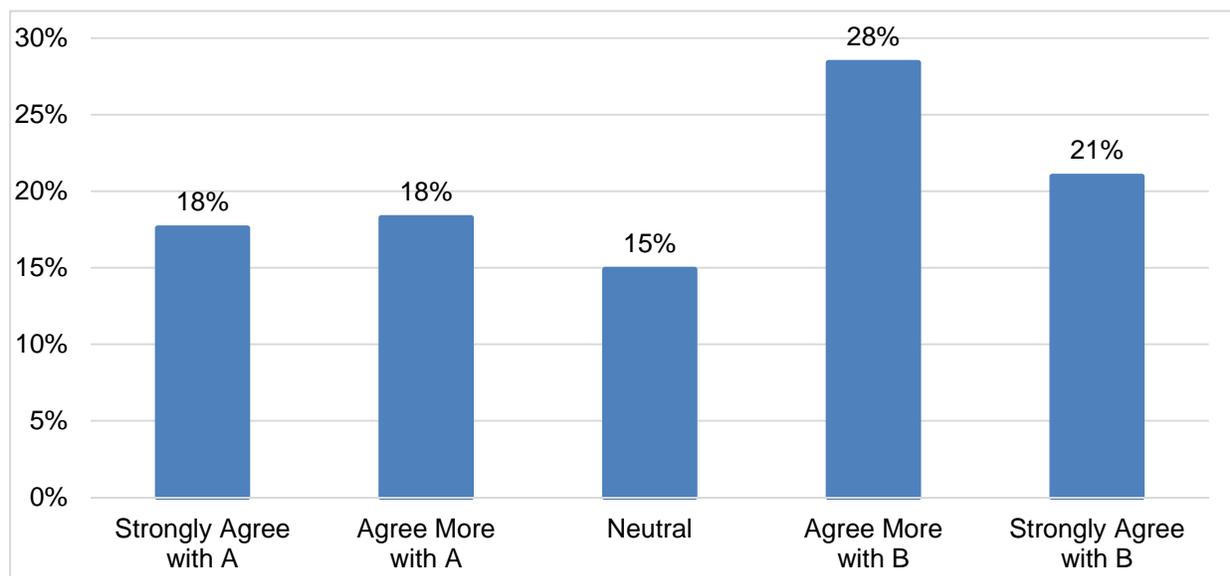
Rail Trade-Off Activities

The first rail trade-off was looking to identify whether resources should be focused in providing rail service with greater stop spacing to ensure higher speed service versus slower service to support more local destinations. Statement **A** indicated, **“I want a fast rail trip, even if it means there are fewer stops along the line,”** and Statement **B** indicated, **“I want to be able to get to lots of nearby destinations, even if it means a slower trip because more stops are served.”**



The results for this trade-off (Figure 1) show that overall support from participants is for more local service along the corridor. This could be due to the fact that locations served along the corridor are unique nodes that are important destinations themselves, instead of creating a service that runs from end to end without stops along the way. Notably however, those that participated at the Town of Matthews workshop did not align with the average position on the trade-off, with 53 percent indicating either agreement or strong agreement with faster service (see Appendix A for detailed results for each meeting location). This level of support for faster service most likely has to do with the fact that a higher share of users of transit service in Matthews are looking for an express service that connects to Uptown, rather than a local service that stops regularly along the corridor.

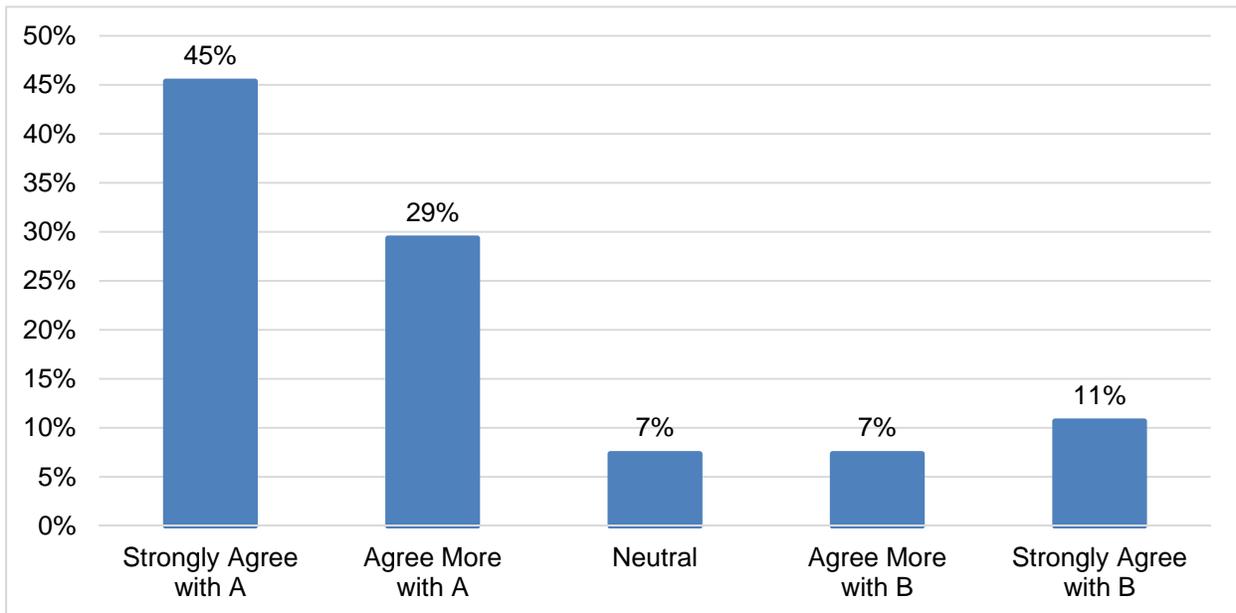
Figure 1: Rail Trade-Off #1 - Frequency versus Local Service



The second trade-off focused on the willingness of participants to accept property takings along the rail corridor in order to create fast service. Statement **A** indicated, **“I want an efficient and reliable travel time, even if it means significant property must be acquired for a dedicated right-of-way,”** and Statement **B** indicated, **“I want to minimize property impacts, even if it results in less consistent travel times due to rail transit sharing travel lanes with cars.”**

Of all the trade-off exercises, this comparison had the strongest response in affirmation of one particular statement. Although results differed somewhat by the workshop location and by the zip codes of participants, an overwhelming majority of participants, 75 percent, supported Statement **A** (see Figure 2). It should be noted that 36 percent of participants from the Midwood event stated higher interest in minimizing property impacts, which is notably higher than responses received at the other two workshops.

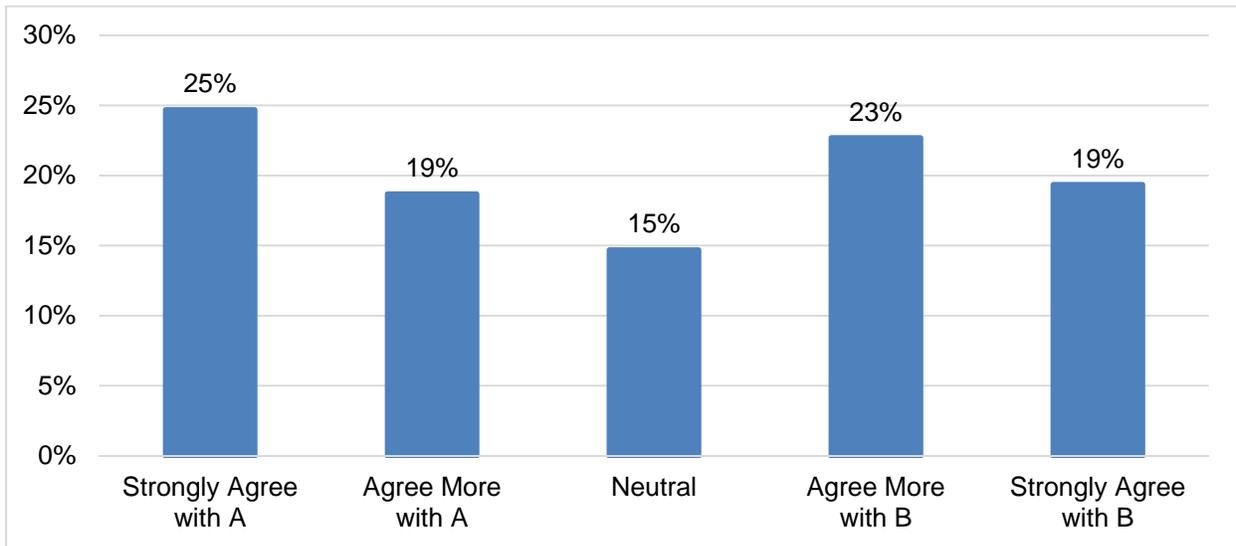
Figure 2: Rail Trade-Off #2 - Frequency versus Property Impacts



The third trade-off inquired about respondents’ priority toward allocating resources for high frequency peak service or moderate all day service. Statement **A** indicated, **“Rail service should focus on work trips, with frequent service during peak hours to key work locations, even if it means less service at other times,”** and Statement **B** indicated, **“Rail service should provide better access to lots of different types of destinations all day long, even if it means less frequent service.”**

This question investigated the value of servicing various schedule needs of riders. Individuals that work traditional 9:00am to 5:00pm jobs greatly benefit from the high peak period service, whereas those with non-traditional schedules or those who use the service as their primary mode of transportation for errands, medical appointments, and recreation benefit from a moderate all day frequency. The results of this trade-off (Figure 3) show a fairly divided response as to what the service should favor. This may be, through an analysis of comments, due to the fact that the rail service needs to serve a variety of needs including peak work trips, evening and night service, and weekend service. There was an expressed desire that the rail service cover both work and recreational trips, and this would partly explain the results seen in this trade-off. In investigating the responses by location, respondents from the Matthews workshop had a stronger preference for peak-only service, whereas for those participating at the other workshop locations, all day service was of greater interest.

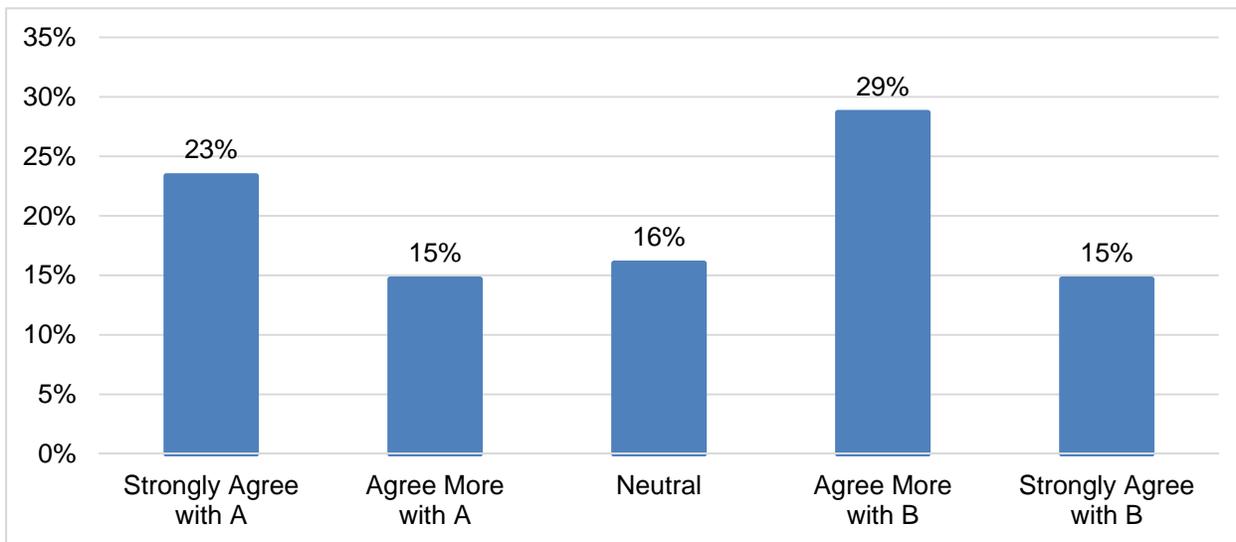
Figure 3: Rail Trade-Off #3 - High Peak versus Moderate All Day Frequency



The fourth trade-off was focused on how important it is for riders to be able to access rail service at a park and ride lot, as opposed to access by walking or transferring from another transit mode. Statement **A** indicated, **“I want to drive to a rail transit station, even if it requires a larger station with more property impacts,”** and Statement **B** indicated, **“I want smaller rail transit stations to minimize property impacts, even if it means I cannot drive to the station.”**

Results (Figure 4) were split amongst participants for this trade-off. This could be due to where participants live along the corridor and how that would impact their likely station access options. In the Town of Matthews, participants seemed more interested in driving to the station, whereas those in Uptown and Midwood preferred to utilize smaller rail stations to minimize property impacts.

Figure 4: Rail Trade-Off #4 - Station Access by Car versus Station Access by Transit/Walking

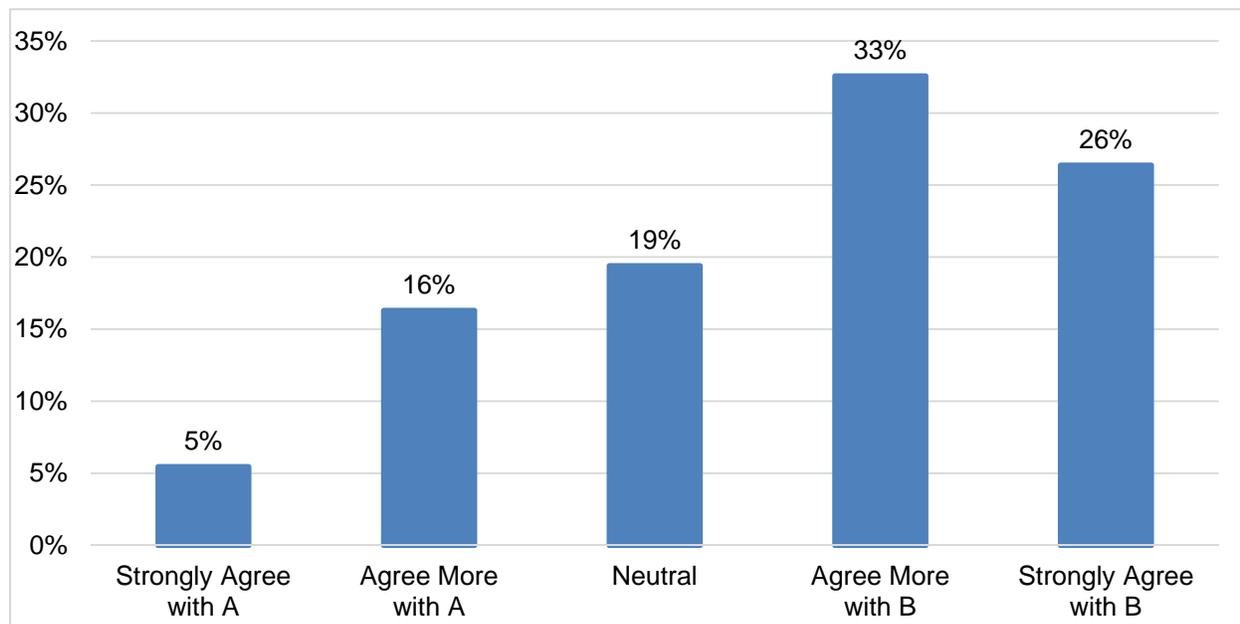


Bus Trade-Off Activities

The first bus trade-off focused on the willingness of a participant to walk farther to access more frequent service. Statement **A** indicated, **“I want a short walk to my bus stop, even if it means the bus would run less frequently,”** and Statement **B** indicated, **“I would rather walk farther to my bus stop if it means the bus would come more often.”**

As shown in Figure 5, over half of respondents, 59 percent, favored a farther walk if it meant that bus service would be more frequent. This underscores that service frequency is a value that outweighs a longer walk for the majority of participants. It should be noted that at the Midwood location, responses were split with 39 percent of respondents supporting a shorter walk, and 39 respondents supporting increased frequency. This result could be due to the distances individuals have to walk along the corridor to obtain service or the level of perceived safety along the corridor where stops are located.

Figure 5: Bus Trade-Off #1 - Short versus Long Walk

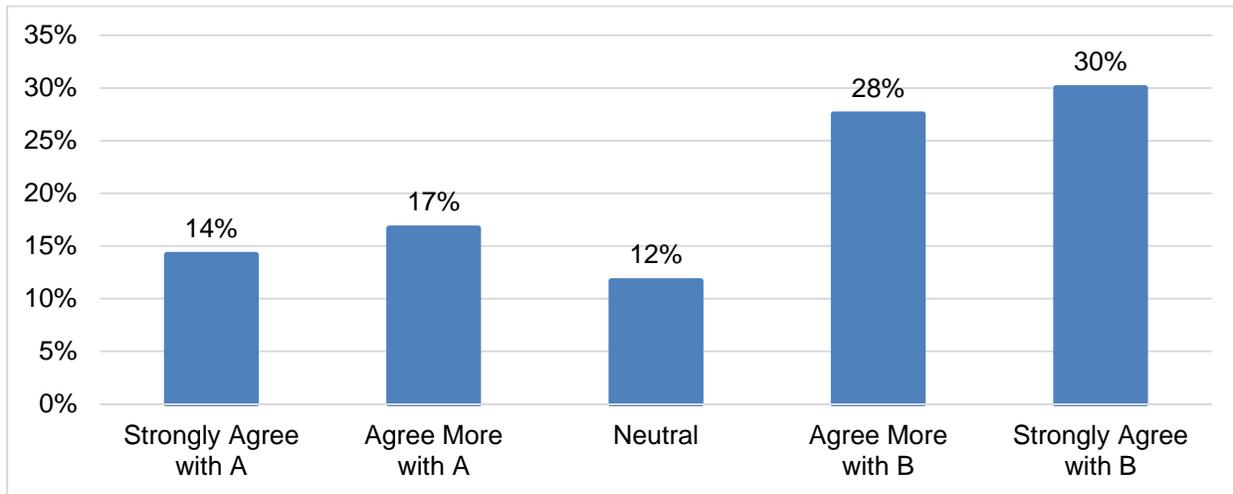


This trade-off does not negate the needs of seniors and persons with disabilities in the provision of transportation services, but instead looks at the value in increasing bus stop spacing and removing service redundancies to improve the frequency of service.

The second bus trade-off inquired about respondents’ priority toward allocating resources for high frequency peak service or moderate all day service. Statement **A** indicated, **“Bus service should focus on work trips, with frequent service during peak hours to key work locations, even if it means less service at other times,”** and Statement **B** indicated, **“I want bus service at a moderate frequency all day, including nights and weekends.”**

Similarly to the third rail trade-off, this comparison investigates the desire for using transit service to support work trips during peak periods versus nontraditional work schedules and evening/weekend service. The results of this trade-off (Figure 6) show a very different result than the rail trade-off, and participants appear to strongly support better frequencies for bus service throughout the day rather than a particular focus on the peak periods. However, these responses should be considered in reference to the income level of overall participants, and the level of express bus use by respondents.

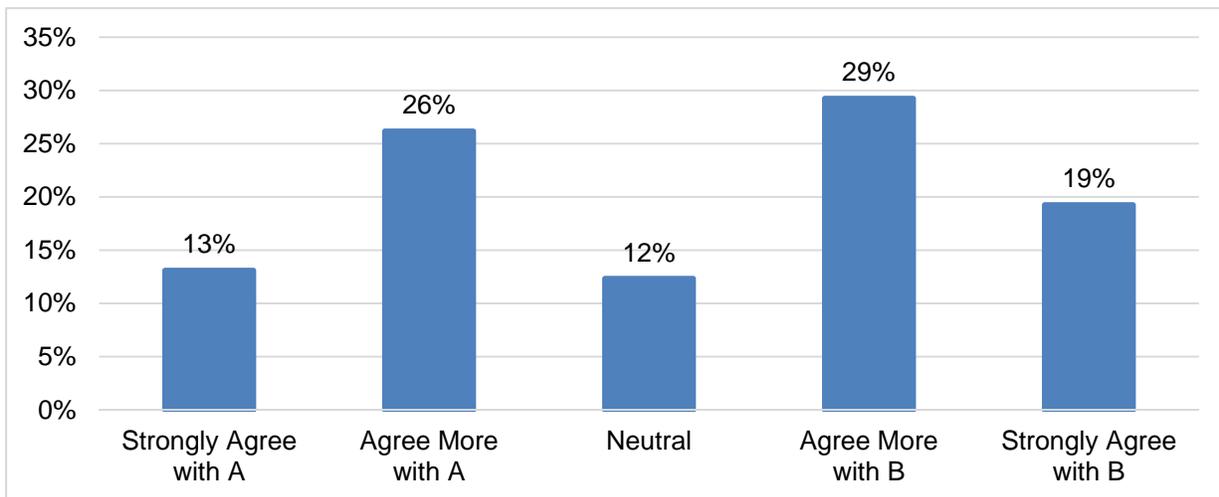
Figure 6: Bus Trade-Off #2 - High Peak versus Moderate All Day Frequency



The third bus trade-off was focused on how important it is for riders to avoid transferring between services at the expense of frequency. Statement **A** indicated, **“If my bus service runs more frequently, I would be willing to make a transfer to another bus to reach my final destination,”** and Statement **B** indicated, **“I am willing to have less frequent bus service if it means I don’t have to make a transfer to reach my final destination.”**

As seen in Figure 7, the results of this trade-off were quite mixed and fairly inconclusive when viewed as an average of results. Looking at the results by event, it becomes clear that participants from Matthews are less inclined to transfer, whereas those from Midwood and Uptown are far more willing to transfer (see Appendix A for detailed results for each meeting location).

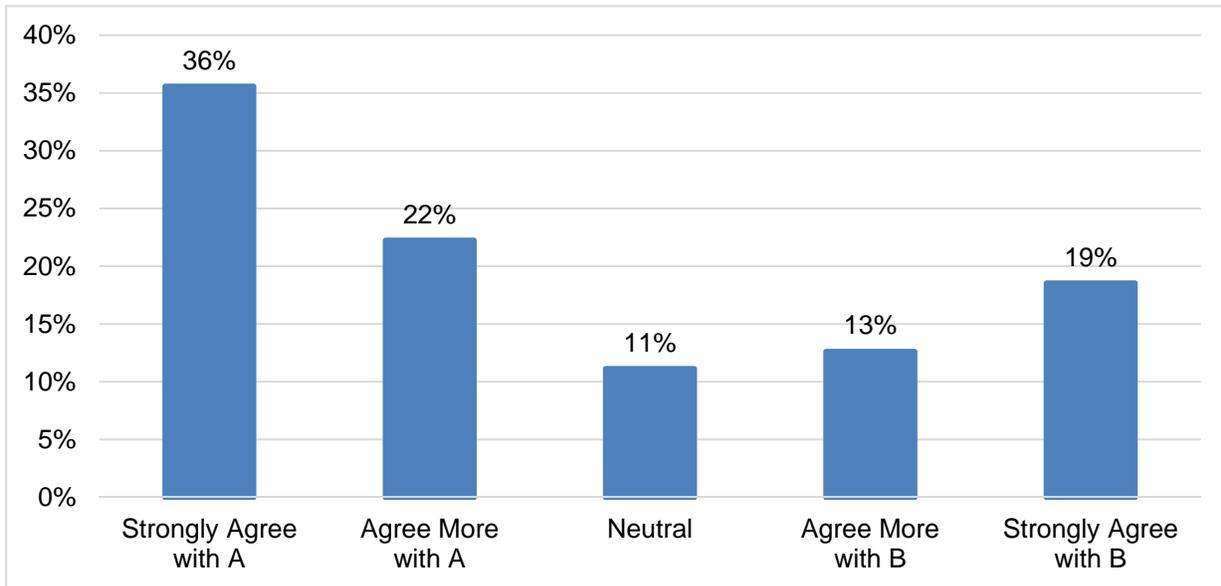
Figure 7: Bus Trade-Off #3 - More Frequent Service, More Transfers Versus Less Frequent Service, Fewer Transfers



The fourth bus trade-off focused on the willingness of participants to transfer to LYNX rapid transit service versus a direct trip to Uptown with a lower frequency. Statement **A** indicated, **“If my local bus service runs more frequently, I would be willing to transfer at the nearest LYNX Station to complete my trip,”** and Statement **B** indicated, **“I am willing to have less frequent bus service if it means I can ride directly to Uptown.”**

80 percent of Uptown participants expressed a willingness to transfer to a LYNX station, whereas 53 percent of Matthews participants expressed a desire to have a direct trip. Those participating in Midwood provided a mix of responses, slightly leaning toward support for transfer to LYNX stations.

Figure 8: Bus Trade-Off #4 - Frequent Service with a Transfer versus Less Frequent, but Direct Service



2.2.1.2 Mapping Activity

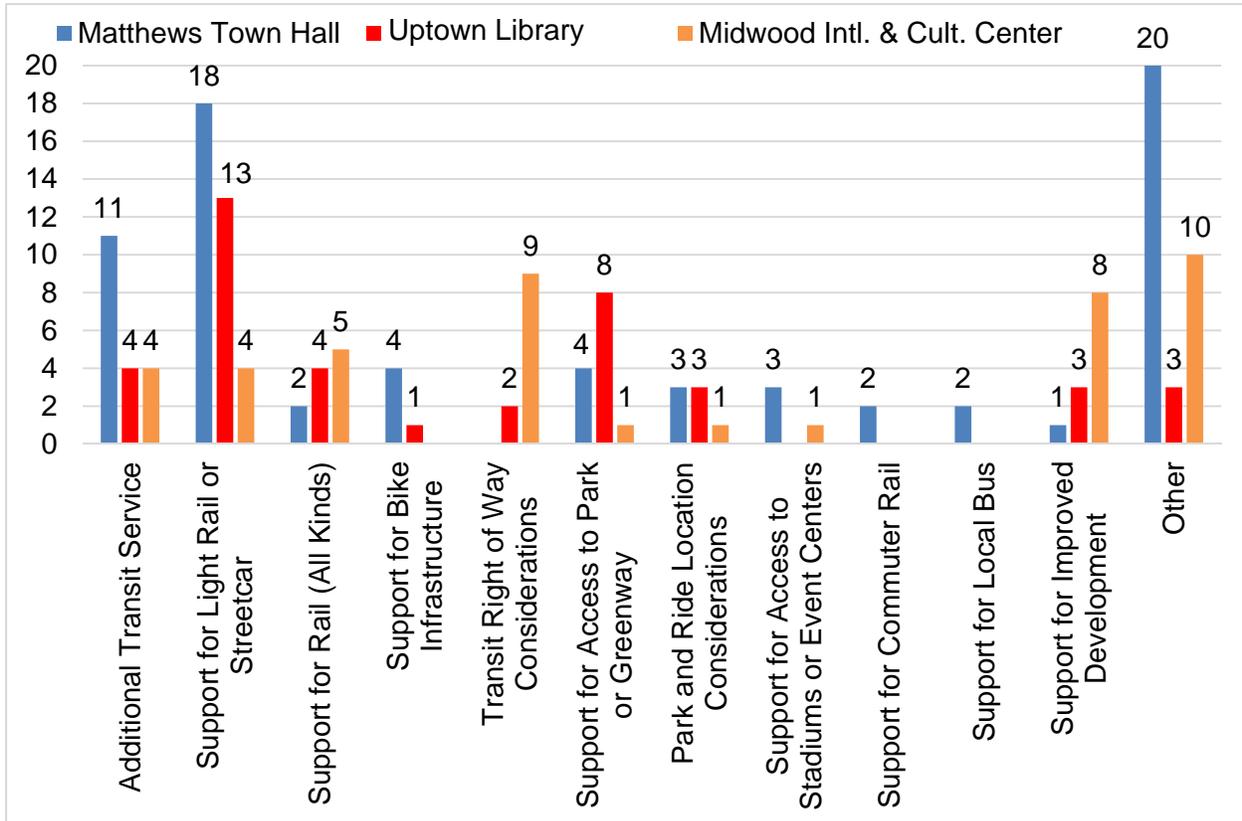
Participants at each event were prompted to place comments on an enlarged map of the study area. Participants classified comments under three types: General, Opportunity, and Constraint. Table 2 summarizes the number of comments by type at each outreach location. At each event, participants placed more ‘Opportunities’ on the enlarged map than any other comment type. Across all three events, ‘Constraints’ were least frequently reported.

Table 2: Number of Mapping Activity Comments by Location and Type

		Meeting Location			Totals
		Matthews	Library	Midwood	
Comment Type	<i>General</i>	22	15	5	42
	<i>Opportunity</i>	38	16	29	83
	<i>Constraint</i>	10	10	9	29
	Totals	70	41	43	154

Following the events, comments were classified into different categories and grouped by outreach location, as shown in Figure 9.

Figure 9: Number of Comments by Category and by Outreach Location



Comments included among the five most-cited categories in Figure 9 are briefly synthesized (from Appendix A) below:

- Support for Light Rail or Streetcar:** Comments within this category included a range from general, unspecified support for light rail or streetcar elements in the study area to detailed suggestions for service at various locations. For example, at the Matthews workshop, ideas included a Silver-Blue Line connection, a 7th Street streetcar, and the notion that the Matthews downtown region could become a destination for restaurants and shops through the advent of light rail. At the Uptown Library, among other items, comments supported light rail to the airport and connections to the Gold Line. Finally, at Plaza-Midwood, commenters supported light rail to Central Piedmont Community College (CPCC).
- Expand and Enhance Transit Service:** In general, this category encompassed responses that voiced broad support for increased transit in the region. For example, in Matthews, a series of participants expressed interest in improved transit to CPCC Levine Campus as well as in stations at various locations. At the other events, participants marked the locations of potential transit stations or nodes as opportunity sites.
- Support for Improved Land Use Development:** Comments in this category came predominantly from the Midwood International & Cultural Center event, and included support for transit-oriented development, various potential retail redevelopment sites, and notes on where high density, mixed-use development could be achieved.

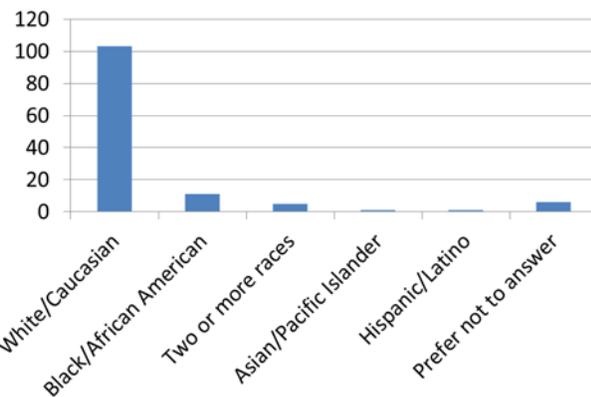
- **Support for Access to Parks and Greenways:** Several participants expressed support for improved transit access to parks and greenways in the corridor. Specific areas mentioned included McAlpine Park, McAlpine Greenway, Irwin Creek Greenway, and Briar Creek Greenway.
- **Other Comments:** Comments included within this miscellaneous category covered a wide range of topics. For instance, a series of participants simply labeled major generators – such as area schools or large swaths of land – as future opportunity sites. Moreover, participants warned against the intrusion of development or transit into sites such as cemeteries. Additional participants voiced broad or specific transit-related recommendations that did not fit cleanly into the other comment categories.

Full details of all comments offered through the mapping activity are provided in Appendix A.

2.2.2 Participant Profile

Increasing the level of diversity and representation of Title VI and low income communities should be a goal of upcoming events based on existing participant demographics. Although overall participant levels were significant, the number of White/Caucasian participants was an overrepresentation as compared to recorded County and census tract levels.

Figure 10: Representation of Racial/Ethnic Populations



White/Caucasian participants made up 81 percent of those who attended program workshops (Figure 10). The only minority demographic to be represented in any visible manner was Black/African American participants which comprised nine percent of total participants. This level is considerably lower than representation found in the County census levels and zip codes represented in the participant pool (see Table 3). No other racial/ethnic group comprised a significant percentage of the participant pool. There was also no representation of Limited English Proficient (LEP) populations recorded at any of the events. Note that the figures cited in this section represent only participation in the initial round of public meetings; the demographic profiles of neighborhood-specific outreach conducted throughout the study varied according to each neighborhood.

Table 3: Participants Demographics as Compared to the Region and Service Area

	Workshop Representation	Mecklenburg County, North Carolina	Central Ave. / Midwood area	Town of Matthews
White/Caucasian	81%	58%	45%	77%
Black/African American	9%	30%	33%	12%
Two or more races	4%	2%	3%	2%
Asian/Pacific Islander	1%	5%	5%	4%
Hispanic/Latino	1%	12%	20%	7%

Source: American Factfinder¹

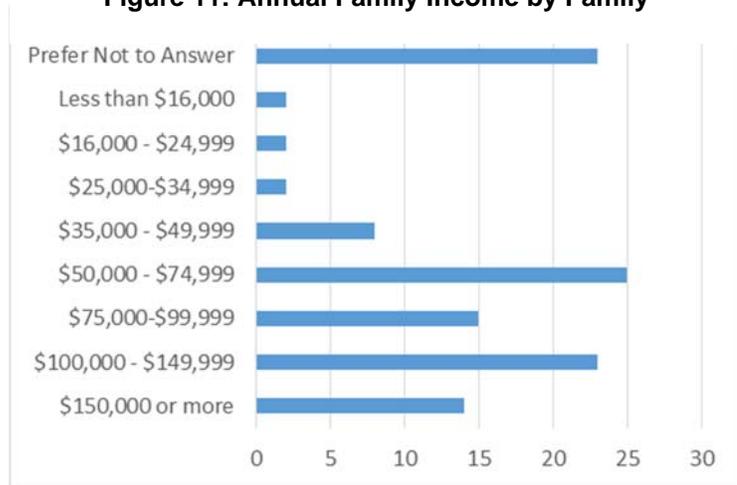
¹¹ United States Census Bureau. (n.d.). Retrieved September 11, 2015.

In terms of socioeconomic diversity, there was a largely middle and upper income representation in the participant group that attended the meetings. As seen in Figure 11, the annual family income of participants was well above the per capita family income in past 12 months (2009-2013) of \$31,556².

Encouraging low income communities to participate through creative outreach methods in future events, such as community meetings that target these populations, could increase overall participation levels.

In analyzing the results of the event exit surveys, it was apparent that participants who traveled to the events did not necessarily live in the neighborhood closest to where the event took place. Instead, many participants came to the event in the daytime at the Uptown Library, because it was close to their place of employment, and also lived along the corridor. Independent of the event location, 24 percent of participants attending workshops live in the Central Avenue/Midwood area (28205) and 16 percent of total participants live in the Town of Matthews. This was the largest representation of responding zip codes in the region (Figure 12). This indicates that the results of program activities should be considered based on both the locations of the event, as well as the geography represented in the participant pool.

Figure 11: Annual Family Income by Family

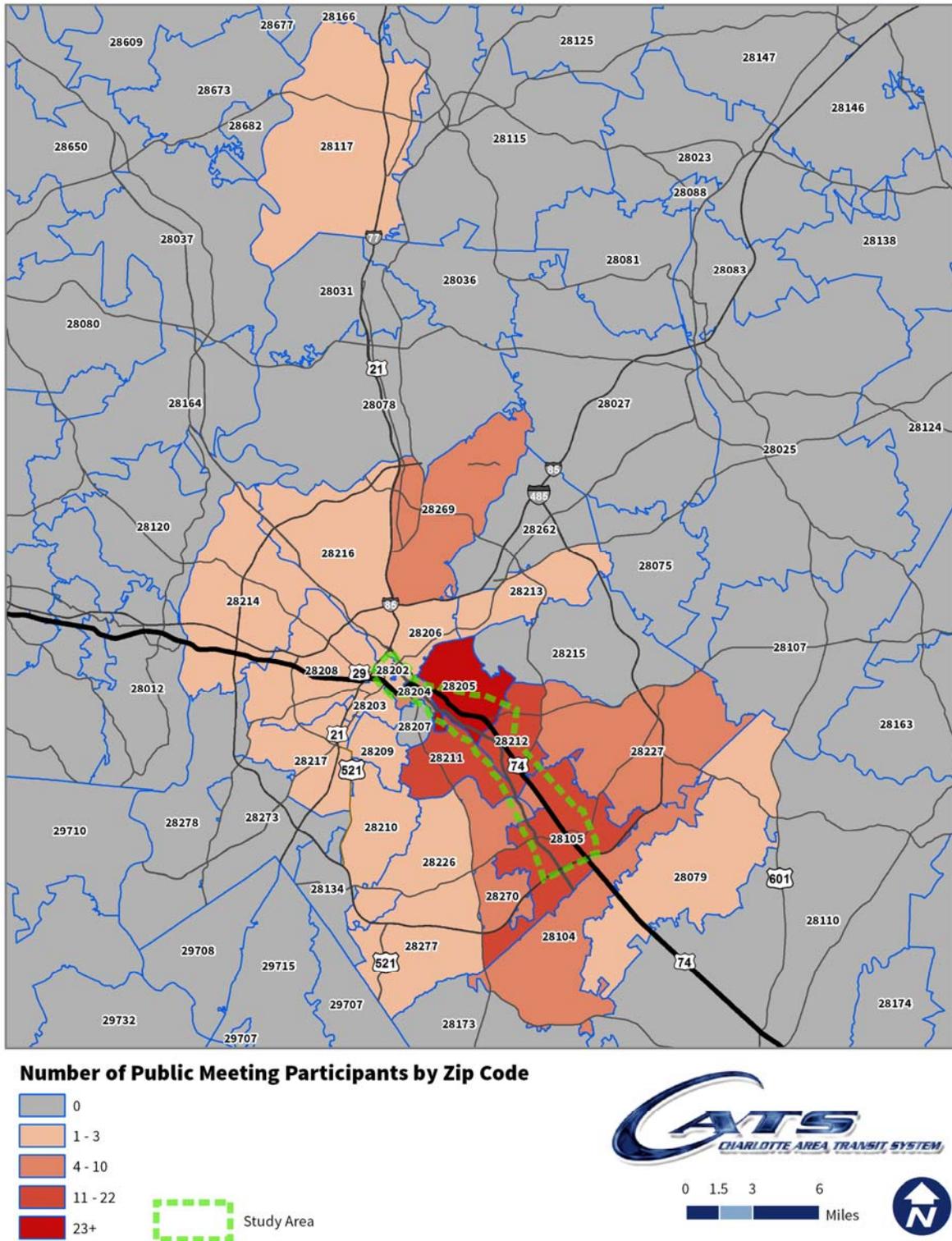


The workshops facilitated the participation of 186 residents who shared their transit service priorities, concerns, and ideas with CATS staff. Overall, 90 percent of participants either strongly agreed or agreed that the staff at the event were knowledgeable. The program started with an overview presentation by the CATS Project Manager that 88 percent of participants felt was accessible. This result illustrates confidence in the project team to move this effort forward, and in the quality of information that was presented to them by CATS staff.

The next area participants were asked to review was the information board and interactive activity section of the workshop. 85 percent of participants either strongly agreed or agreed that the informational boards were appropriate, and 81 percent of participants either strongly agreed or agreed that the interactive activities were useful. Less than 3 percent disagreed to any extent, mostly noting somewhat disagreeing with a specific aspect of the program, and it appears the content of the program was understood and engaging.

² United States Census Bureau. (n.d.). Retrieved September 11, 2015.

Figure 12: Number of Public Meeting Participants by Zip Code



2.2.3 Marketing and Promotion

Most participants heard about the workshops through local newspapers, radio and television. The second most successful method of promotion was the mailers that were sent out a week prior to the event activities. The least utilized, but still strongly cited, method of promotion was the project website and social media. There was one mention of promotion on the LYNX Blue Line; however, the rider notices on board CATS buses were not mentioned in the exit survey. The Nextdoor mobile application was also noted in two instances as a method of promotion, as well as several reports associated with word of mouth.

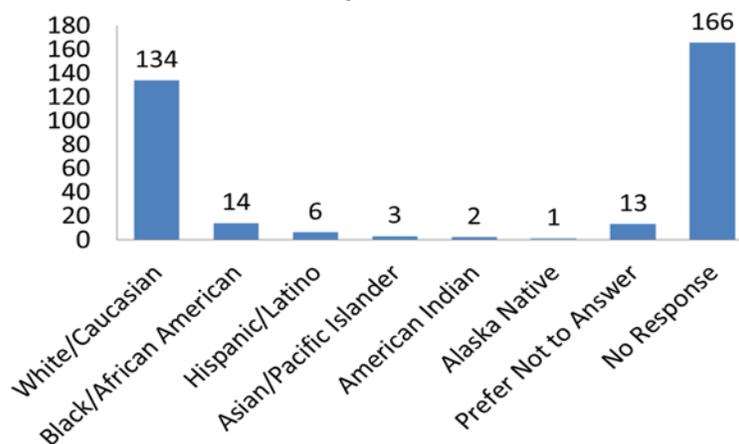
2.3 Online Public Survey

Following the August public workshops, an online survey was created to reach those who did not have the opportunity to attend the workshops. Through the online survey, citizens could participate in similar interactive activities to those held at the workshop. This survey was posted for approximately two months on the Silver Line Project page via the CATS website. The project team promoted the survey through an e-blast to the project distribution list (collected at the workshops and through other outreach efforts throughout this study) for their help in spreading the word to their neighborhoods and communities. The survey was also promoted on CATS' social media pages to engage with audiences who may not have been previously engaged in this project.

Through the two-month survey period, a total of 340 clicked on the survey link. Survey participants were asked if they were using a desktop, smartphone, or tablet to complete the survey; of the respondents who answered, most people reported using a desktop (almost 55 percent), followed by smartphone with about 38 percent, and tablet with around 7 percent. This pattern is important to note for the future so that web-based materials can continue to be formatted for not only desktops but also for mobile and tablet devices.

Although the survey was available in English and Spanish, only one survey was completed in Spanish. Of the surveys completed in English, almost 78 percent were completed by respondents reporting their race as White/Caucasian. Figure 13 shows the breakdown of all survey participants including those who skipped this question.

Figure 13: Representation of Racial/Ethnic Survey Populations



Regarding socioeconomic diversity, there was more representation from the middle and upper income levels, similar to the income characteristics of most public workshop participants. The results of those who responded to this question are shown in Figure 14.

As in the public workshops, survey participants were asked the same eight questions used in the trade-off exercises. However, survey participants had three discrete answer choices instead of five like the public workshop in order to appropriately format the survey for both desktop and smartphone/tablet devices. The web survey questions and respondents' choices are shown in Figures 15 – 22.

As shown in Figure 15, about 41 percent of respondents want a fast rail trip with fewer stops. Respondents at the public workshops favored the opposite (slower trip with more frequent stops) at 49 percent. In the survey results, 35 percent wanted a balance of both (i.e. neutral answer choice), compared to 15 percent at the workshops.

Figure 14: Annual Family Income by Family of Survey Populations

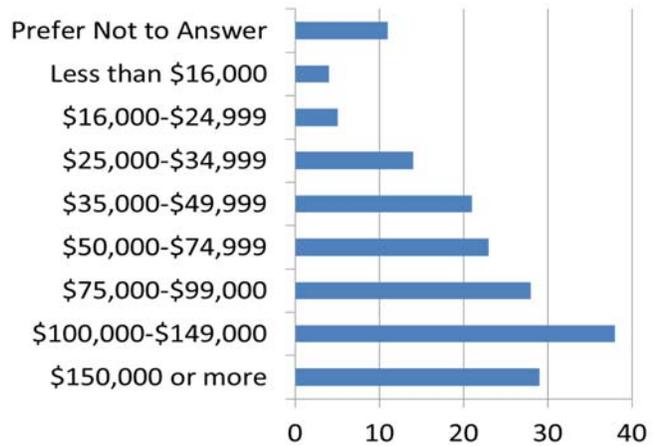


Figure 15: Speed VS. Neighborhood Access: I want...

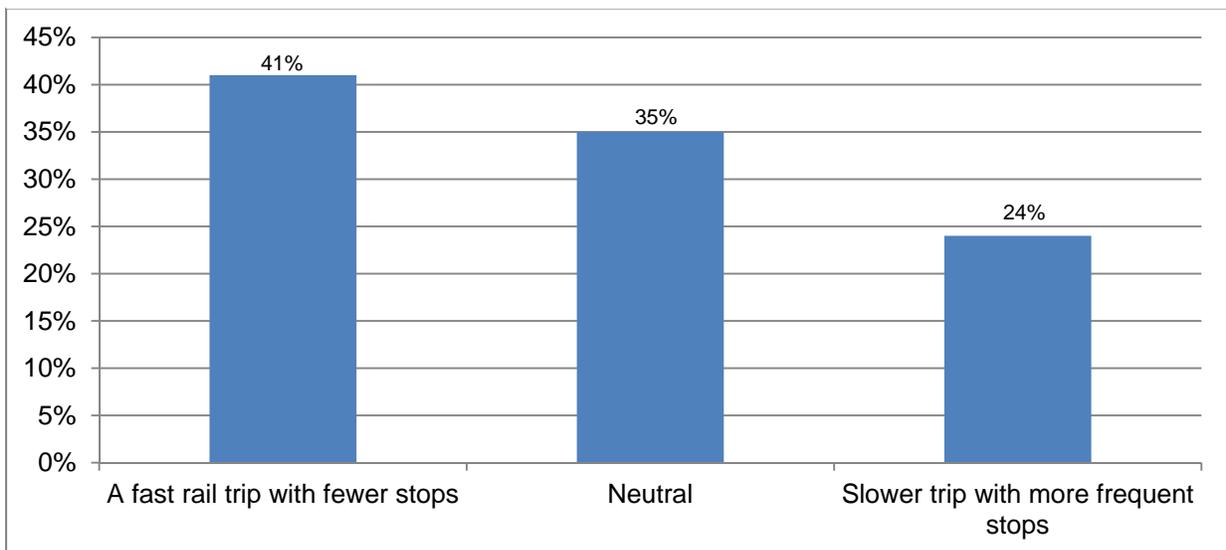
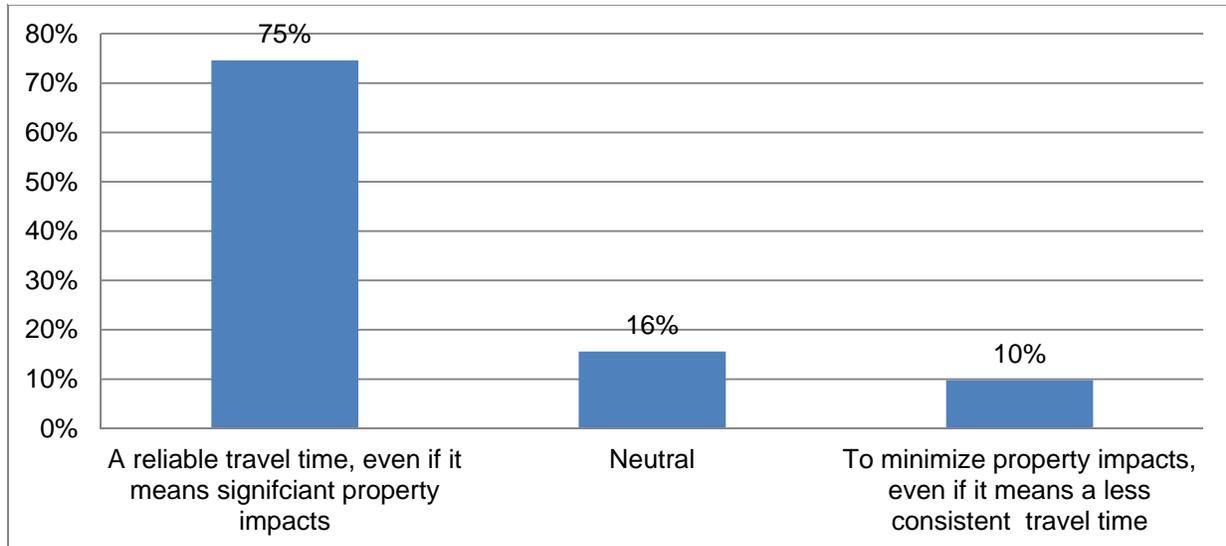


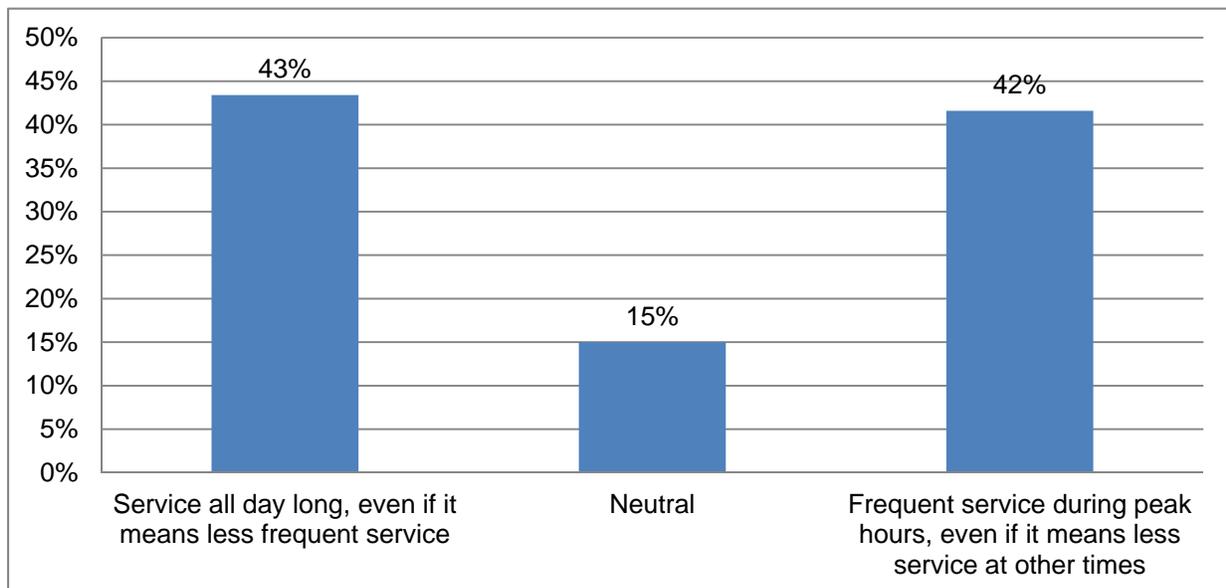
Figure 16 illustrates a response of 75 percent who want a reliable travel time, even if it means significant property impacts. This results mimics the results of the public workshop, which came in at 75 percent in favor of reliable travel time, even if it means significant property impacts.

Figure 16: Reliability Vs. Property Impacts: I want...



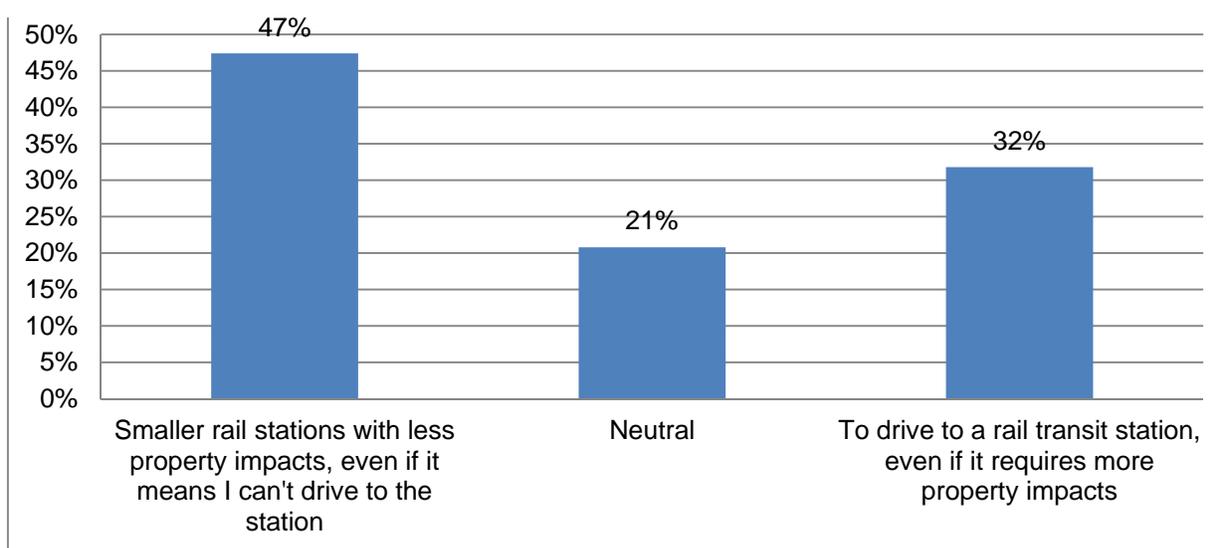
As depicted in Figure 17, the stated desire for frequent service during peak hours or service all day are almost evenly split between the two trade-off options, and 15 percent who are neutral between these two options. This finding is also consistent with the results from the public workshop.

Figure 17: Work Vs. Non-Work Trips: I want...



Responses to the trade-off question comparing the preference for vehicle access versus pedestrian access for stations is shown in Figure 18. Approximately 47 percent of respondents are in favor of smaller rail stations with fewer property impacts, even if the customers can not drive and park their car at the station. These results are similarly split in the public workshops results as well, with more respondents (44 percent) in favor of smaller stations to minimize property impacts.

Figure 18: Vehicle Access Vs. Pedestrian Access: I want...



The bus related trade-off questions answered by citizens during the public workshops were also asked as part of the survey. As seen in Figure 19, 39 percent of respondents preferred a short walk to their bus stop, even if it means the bus would run less frequently; however almost just as many people (37 percent) wanted a short walk while having frequent bus service. During the public workshops, respondents felt more strongly (59 percent) that they would rather have a farther walk to the bus stop with more frequent service.

Figure 19: Close or Frequent: I want...

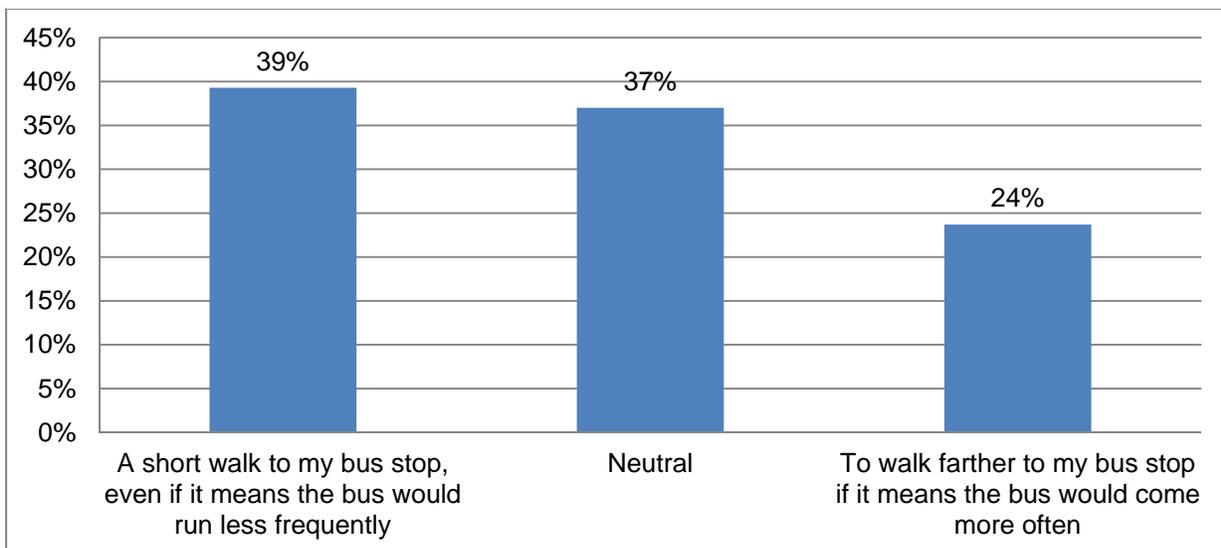
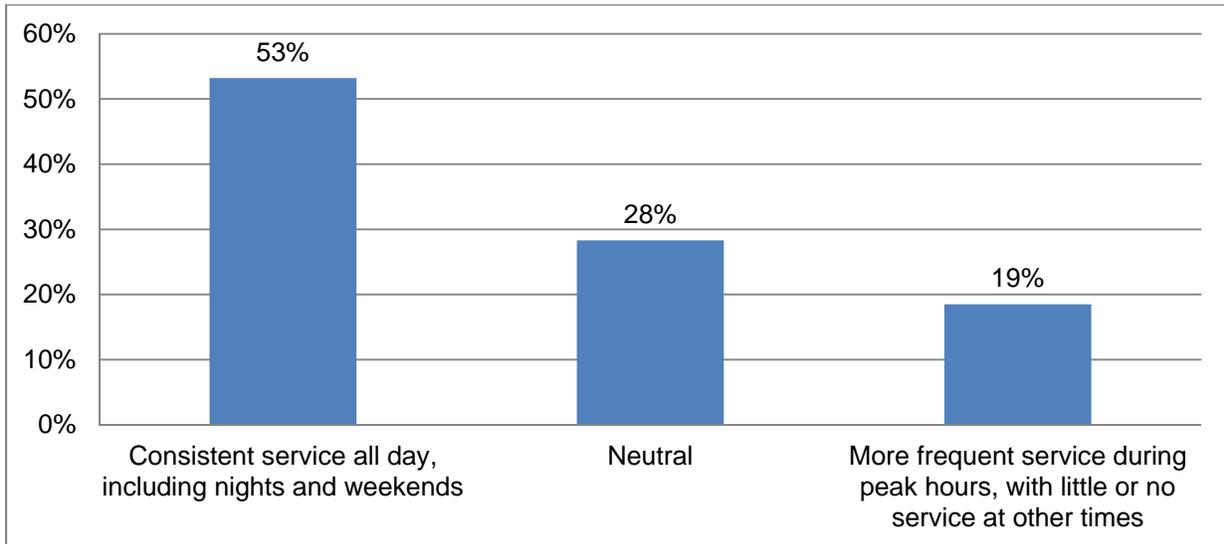


Figure 20 shows the results for the trade-off question comparing peak-focused and all-day service. In the survey responses, 53 percent indicated a desire for consistent service all day, including nights and weekends, versus more frequent service during peak hours with little or no service at other times. This is consistent to the workshop results, which favored the same with 58 percent of respondents choosing the option focused on consistent service.

Figure 20: Peak-Focused or All-Day Service: I want...



When asked about willingness to make a transfer to have more frequent service, responses were almost equally split in the survey responses, as shown in Figure 21. The responses received for this question at the public workshops were also split almost in half; however, more survey respondents answered “neutral” than during the public workshops (24 percent in the survey versus 12 percent in the public workshop).

Figure 21: Frequent or Direct?

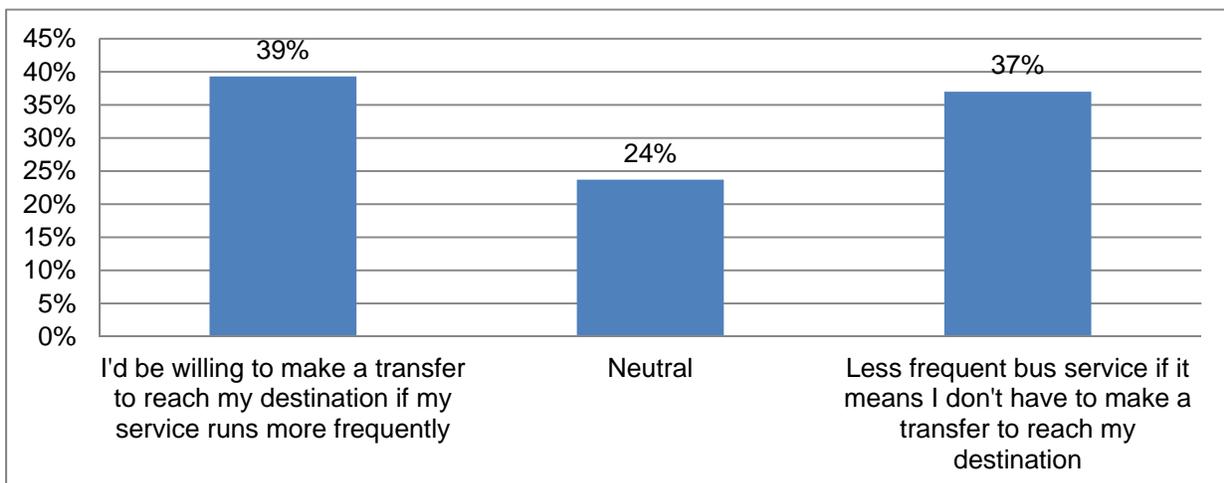
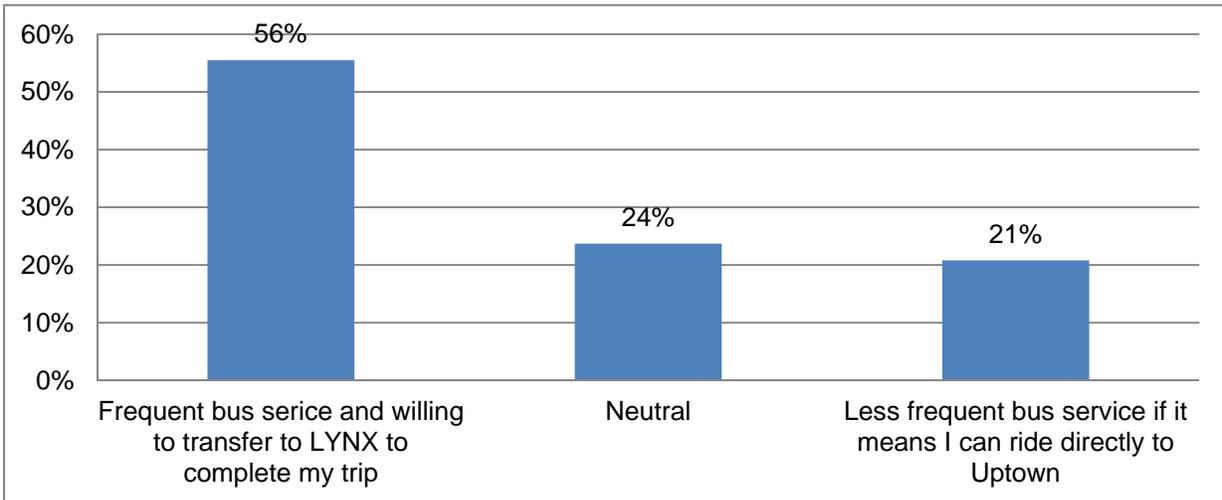


Figure 22 shows the results for the final bus option trade-off question. Almost 56 percent of participants said they would prefer frequent bus service and they would be willing to transfer to LYNX to complete their trip, versus almost 21 percent who favored less frequent bus service in exchange for a direct ride into Uptown. In the public workshop responses, 58 percent of people said they would be willing to transfer to complete their trip in exchange for frequent bus service but 32 percent preferred less frequent bus service to be able to ride directly into Uptown.

Figure 22: Connect to LYNX Blue Line or Direct Bus Service: I want...



The survey results not shown in the graphs here and for the open-ended survey questions are included in Appendix B.

2.4 Additional Community Outreach

A number of additional meetings were held with neighborhood organizations and other stakeholder groups during this phase of the project. A full listing of additional outreach meetings and activities is provided in Section 4.

3 PHASE TWO OUTREACH

3.1 Overview

After a highly successful first phase of outreach in the summer of 2015, the Southeast Corridor Study / LYNX Silver Line study continued to progress towards the development of a preferred alignment for the US 74 project corridor. The initial outreach effort was completed in September 2015; through fall 2015 and winter 2016, the project team proceeded to define alternatives at the conceptual level, conducted an online survey to gain additional phase one comments, and continued a targeted community outreach effort to ensure that diverse populations were included in the process. In February 2016, the project team selected light rail as the preferred mode for the project and began leading focus group meetings with stakeholders along the corridor to outline a series of alignment segments for consideration by the public at large. These segments were refined in March 2016, and several corridor options were advanced in coordination with the initial station location analysis. The details of these alignments and the associated station analysis was developed into a comprehensive second phase public outreach process which commenced the week of April 4, 2016.

The four major workshops (Table 4) were determined based on where outreach had been most successful during the first phase of outreach and where additional support was needed to ensure meaningful engagement by residents living along the US 74 corridor.

Table 4: Public Meeting Event Location and Participation Levels³

Location	Address	Date and Time	Number of Participants
Matthews Town Hall	202 Matthews Station Street Matthews, NC 28105	April 5, 2016 6:00pm-7:30pm	57
Charlotte Mecklenburg Public Library	310 N. Tryon Street Charlotte, NC 28202	April 6, 2016 11:30am – 1:30pm	36
McClintock Middle School	McClintock Middle School 1925 Rama Road Charlotte, NC 28212	April 6, 2016 6:00pm-7:30pm	59
Midwood International & Cultural Center	1817 Central Avenue Charlotte, NC 28205	April 7, 2016 6:00pm-7:30pm	57
Total:			211

Overall, participation levels for the second phase of outreach were substantial in terms of involvement levels and assisted in determining community preference for the preferred service alignment.

3.2 Public Workshops

During the public meetings, four distinctive service alignment options were prepared for public consideration and comment. These alignment options were presented as part of an overview PowerPoint presentation which detailed the high level planning effort that had already taken place along the corridor, and informed the resulting alignment options. In addition, workshop boards (see Appendix C) were prepared which exhibited a map of each alignment (including the opportunities and concerns associated with the option), a summary description of the overall alignment, visualizations of potential future conditions, and an infographic metric tool that provided a point of comparison between the alternatives by: travel time building impacts; parcel impacts; and access for population and jobs within ½ mile of the project area.

As participants reviewed the informational alignment boards, they were asked to rank their preferred alignment from their most to least desirable choices. In addition, there were optional questions on the feedback form which provided personal demographic information from respondents.



Participants at a public workshop in Matthews

³ Number of participants in based on a count of people who signed in, unofficial participant counts indicate approximately 250 people attended the workshops.

3.2.1 Results⁴

Of the 211 total participants who signed attendance sheets at the workshops, a total of 166 individuals completed a feedback form. Furthermore, 162 individuals (98 percent) completed the ranking activity, making the responses to the feedback form strongly representative of the respondent group (Table 5).

Table 5: Workshop Attendee Feedback Form Completion

Location	Number of Participants	Percentage of Participant Responses
Matthews Town Hall	46	28%
Charlotte Mecklenburg Public Library	25	15%
McClintock Middle School	52	31%
Midwood International & Cultural Center	43	26%
Total:	166	

Three of the four workshops were attended by over 50 people, including Midwood, Matthews, and McClintock (unofficial counts indicate that approximate 70-75 people attended each of these meetings). These three locations were major stakeholder areas along the corridor, and were especially important for providing insight into how the public felt about the options provided to through public outreach.

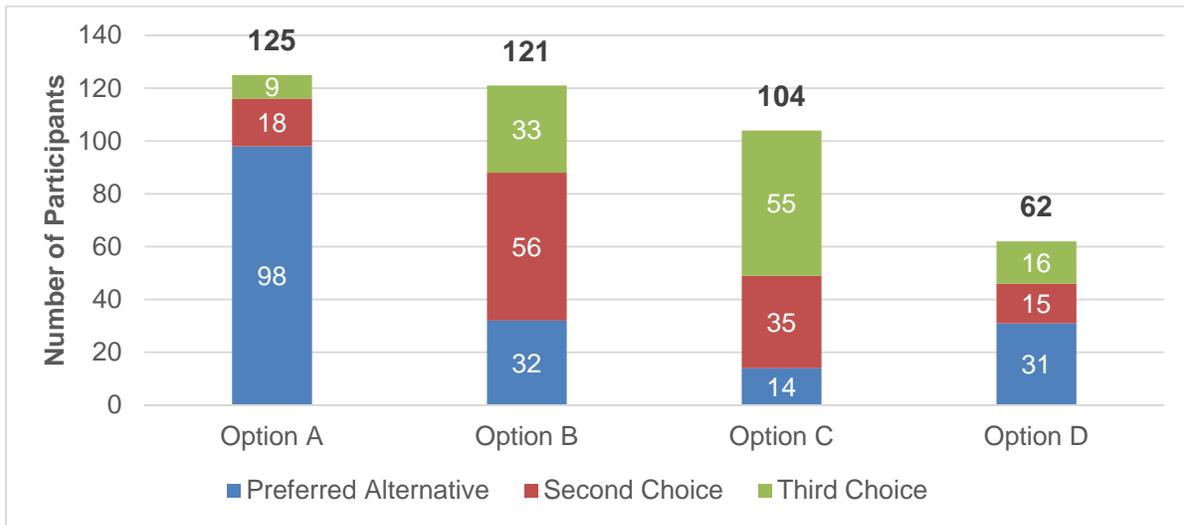
Using the ranking activity, the Project Team asked participants to rank their top three options for light rail along the corridor, among the four options presented:

- Option A: Along the side of Independence Boulevard
- Option B: Along the side of Independence Boulevard to widened Monroe Road
- Option C: Widened Monroe Road to along the side of Independence Boulevard
- Option D: Widened Monroe Road

56 percent of respondent ranked *Option A: Along the side of Independence Boulevard* as their most desirable alternative. This option also ranked highest in terms of total votes (Figure 21). In written responses, participants cited that Option A had less of an impact on the character on Monroe Road and that redevelopment along Independence Blvd. would benefit this economically challenged commercial corridor. The second highest voted option was *Option B: Along the side of Independence Boulevard to Widened Monroe Road*, which received 29 percent of all participant votes as their first choice. Those that selected this option were excited by the potential to develop the Monroe Road corridor to its fullest potential, especially in areas where a strong opportunity for redevelopment exists.

⁴ Overall results include responses from the Eastway Park / Sheffield Park Stakeholder Event held on April 21, 2016.

Figure 21: Results – Preferred Alignment Ranking Activity



At each individual public meeting location, Option A also received the most votes as the most desirable alternative. In terms of overall votes indicating some level of preference (one of the top three choices), Option B received the most votes at the Charlotte Mecklenburg Public Library, McClintock Middle School and Midwood International & Cultural Center, indicating a slightly more polarized view toward Option A as compared to Option B at these locations. Option D had some support at the Matthews and McClintock locations, although it ranked last in total number of votes at all four locations. Figure 22 through Figure 25 provide an overview of the results at each individual location.

Figure 22: Results – Matthews Town Hall Preferred Alignment Ranking Activity

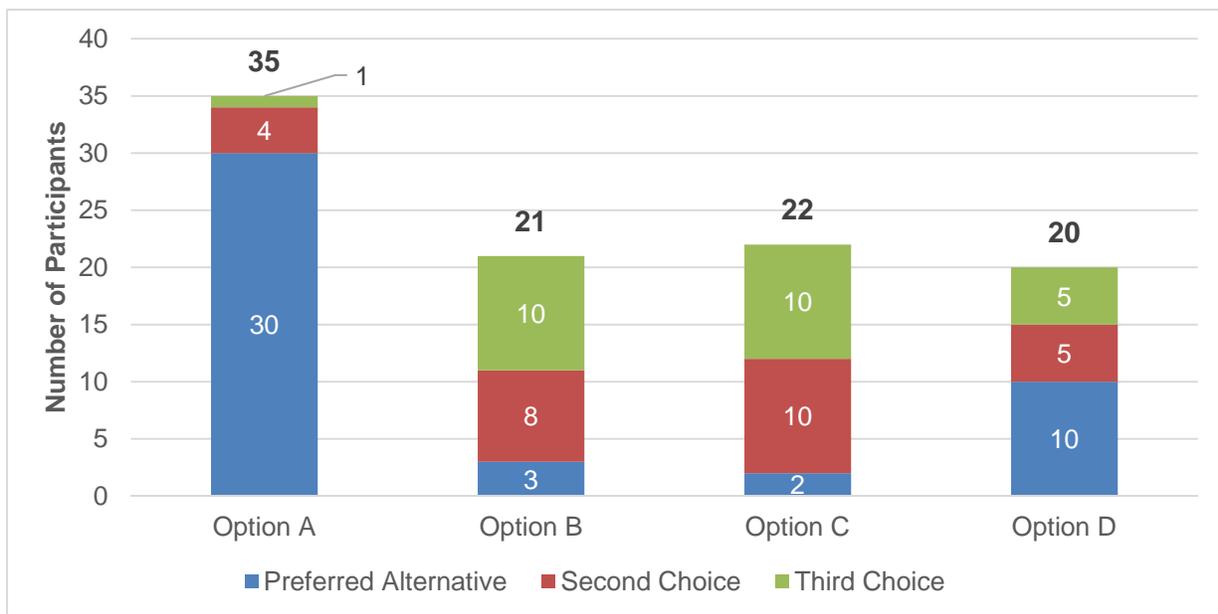


Figure 23: Results – Charlotte Mecklenburg Public Library Preferred Alignment Ranking Activity

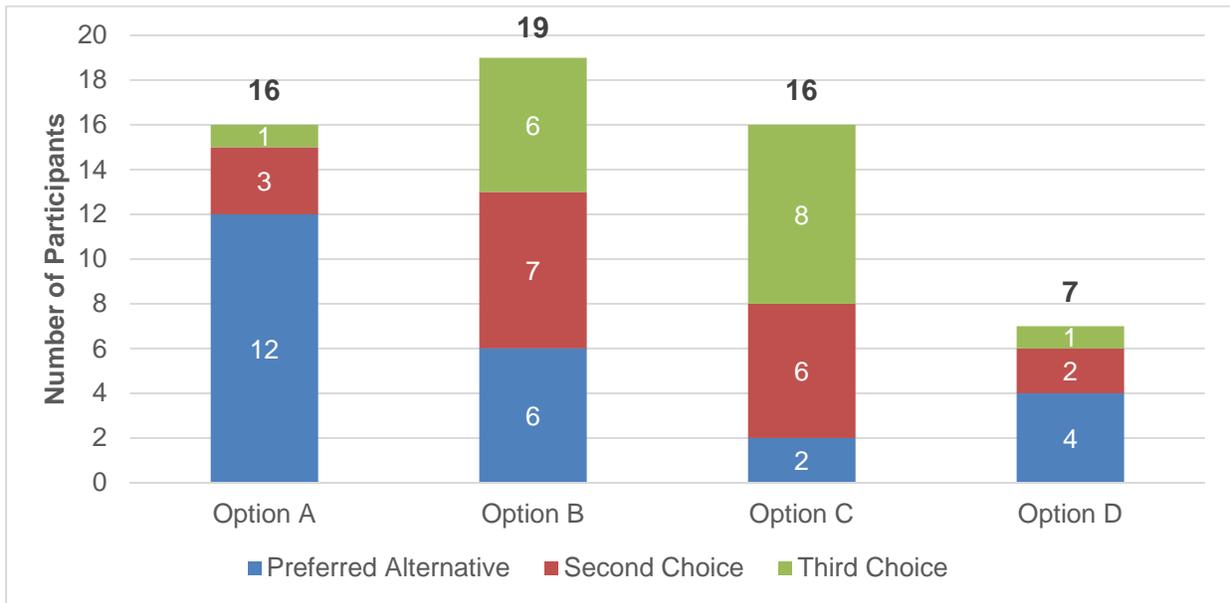


Figure 24: Results – McClintock Middle School Preferred Alignment Ranking Activity

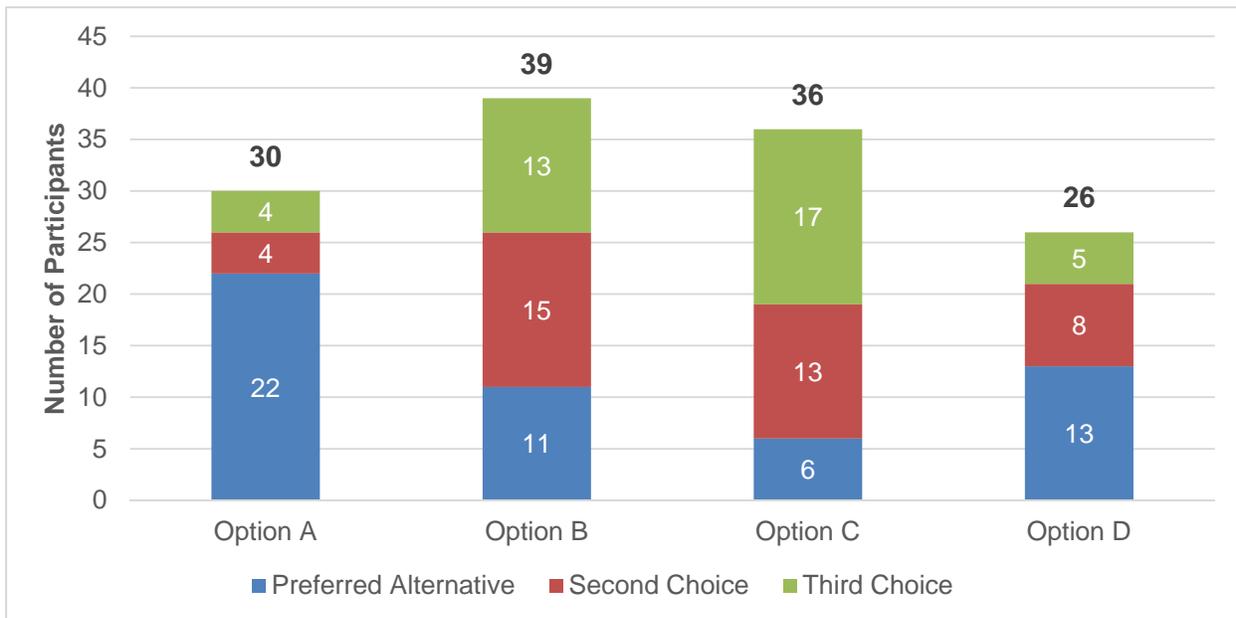
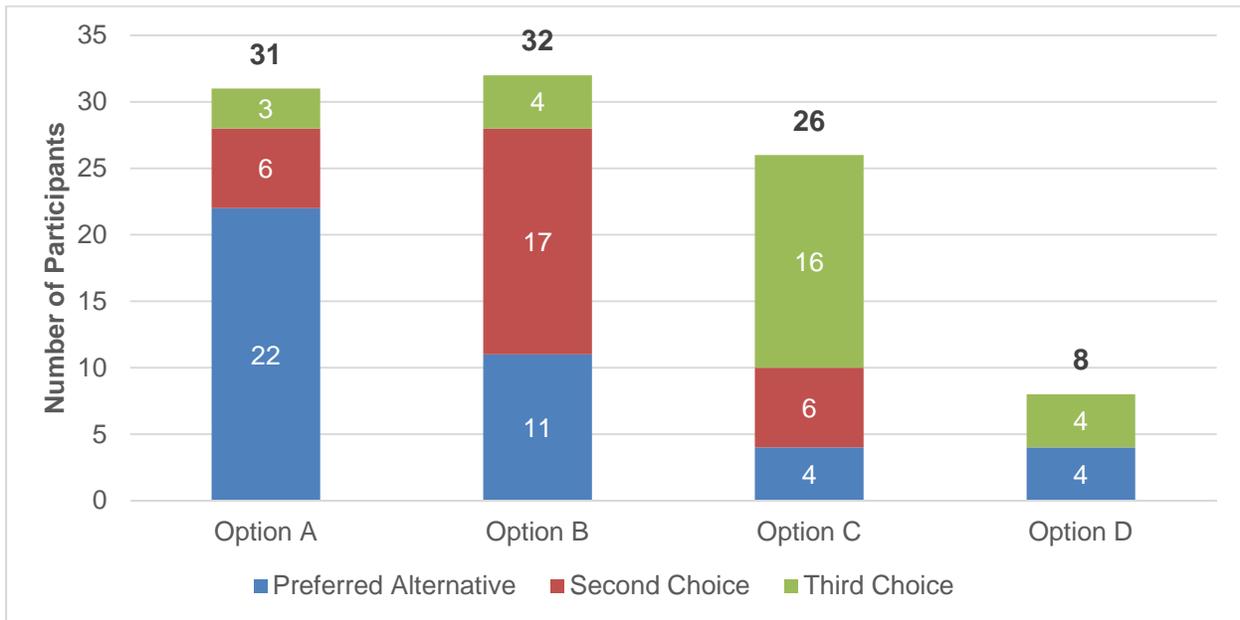


Figure 25: Results – Midwood International & Cultural Center Preferred Alignment Ranking Activity



With regard to the Uptown Alignment options, the project team asked attendees to choose one option as their most desirable alignment entering the uptown portion of the service area (see Figure 26 and Appendix C for the referenced board). This included six options that considered infrastructure and new alignment options utilizing segments of Uptown’s existing road and rail corridors:

Figure 26: Uptown Alignment Options

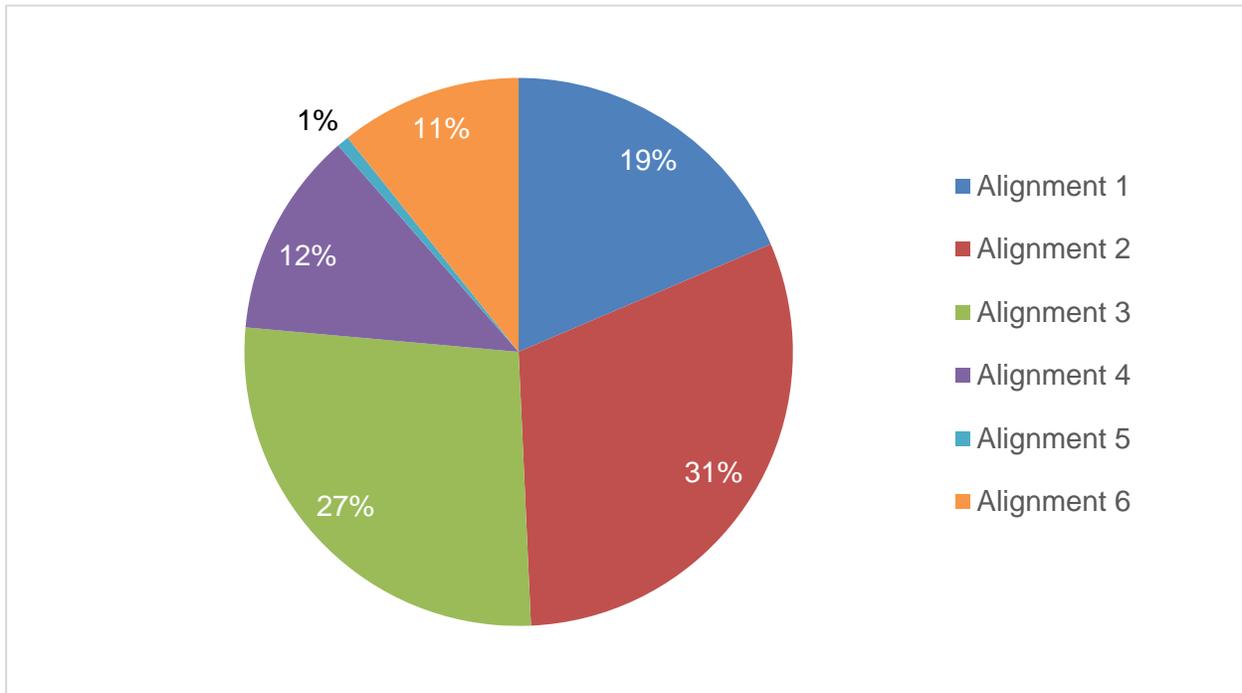
- Option 1: 12th Street to Gateway Station
- Option 2: 12th Street to Blue Line Extension
- Option 3: Trade Street (interline with Gold Line)
- Option 4: Stonewall Street to Gateway Station
- Option 5: Stonewall Street to Carson Station
- Option 6: I-277 Corridor to Carson Station



The results of this activity showed that attendees heavily favored Uptown Options 2 and 3 (Figure 27). The alignments both utilize the existing and future rail service (Blue Line extension and Gold Line, respectively) to serve the heart of Uptown. Option 3 also includes a connection to the future Gateway Station project, an interest that was expressed by participants looking to make this type of connection.

Participants provided less support for Options 1, 4, and 6, and appeared to make their decision based on individual preferences for access to the northern and southern locations within Uptown. Option 5 received only one percent of the total vote and was significantly lower than any other alignment option within all of the voting activities. Participants noted in their comments that they hoped the Silver Line service would make transferring between transit services easy and affordable. This could account for the preference to utilize Options 2 and 3. A final recommendation for an Uptown alignment will be made as part of a future study considering an extension of the Silver Line to the west toward the Airport, recognizing that additional analysis will need to be conducted to further refine the Uptown alignment segments due to the vast array of design challenges and opportunities for connections to other transit corridors.

Figure 27: Results - Preferred Uptown Alignment



Based upon the location of the public meeting, the preferred alternative for the Uptown alignment varied greatly. At the Matthews Town Hall meeting, the majority of respondents preferred Option 3, the direct connection on Trade Street to the Charlotte Transportation Center (CTC). At both the Charlotte Mecklenburg Public Library and McClintock Middle School, there was a strong preference for Option 2, 12th Street to the Blue Line Extension. Participants were fairly evenly divided at the Midwood International & Cultural Center between Option 1 (12th Street to Gateway Station), Option 3 (Trade Street to the CTC) and Option 6 (1-22 to Carson). Figure 28 through Figure 31 detail the breakdown of preferred Uptown Alignment by meeting location.

Figure 28: Results – Matthews Town Hall Preferred Uptown Alignment

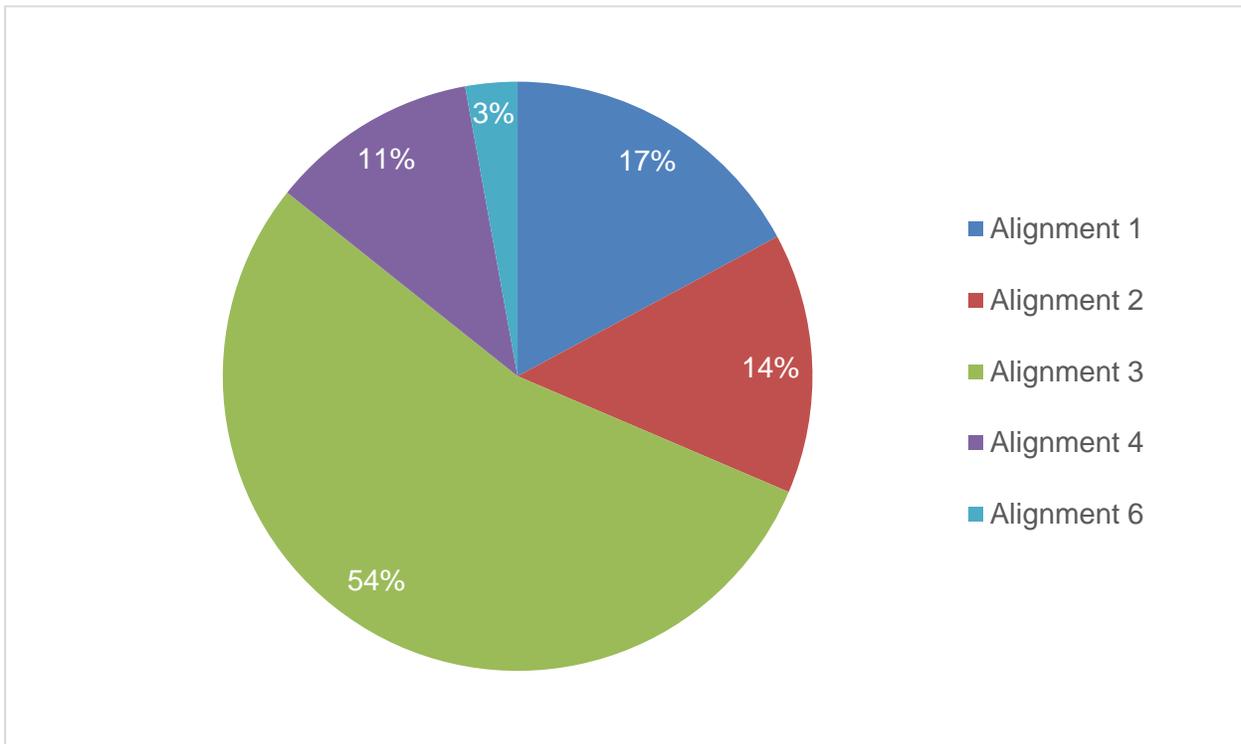


Figure 29: Results – Charlotte Mecklenburg Public Library Preferred Uptown Alignment

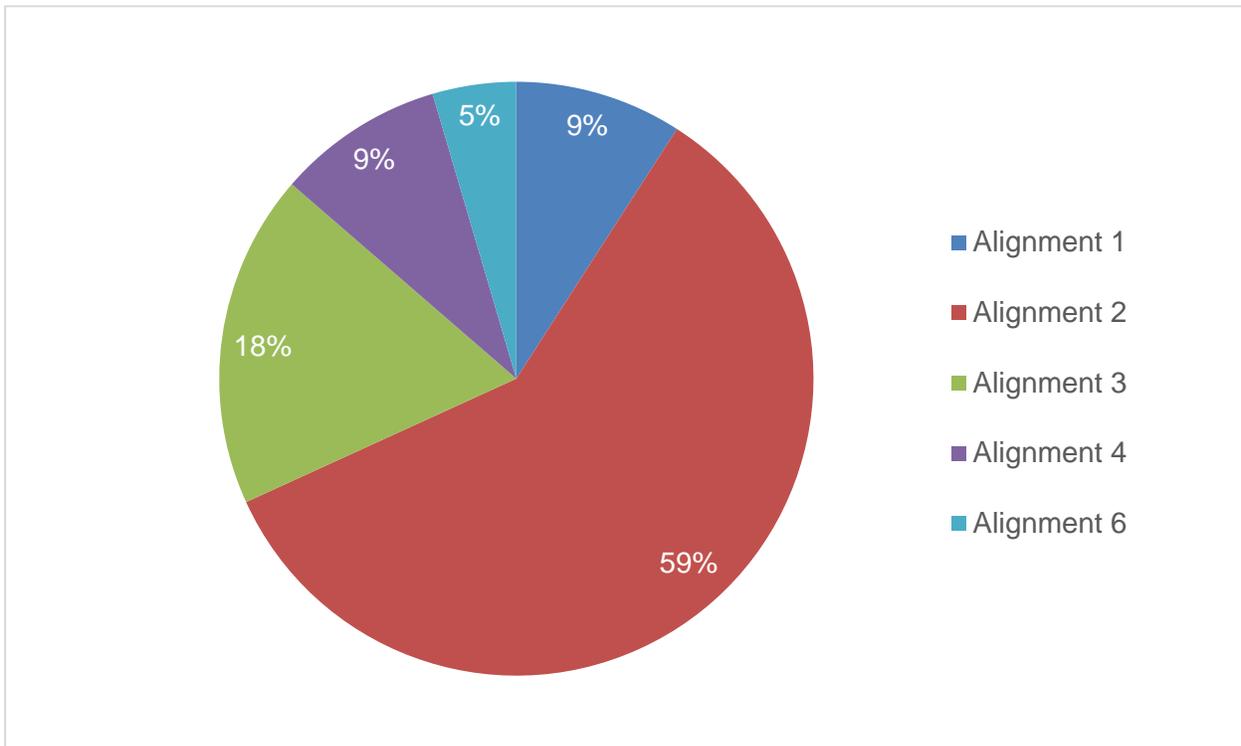


Figure 30: Results – McClintock Middle School Preferred Uptown Alignment

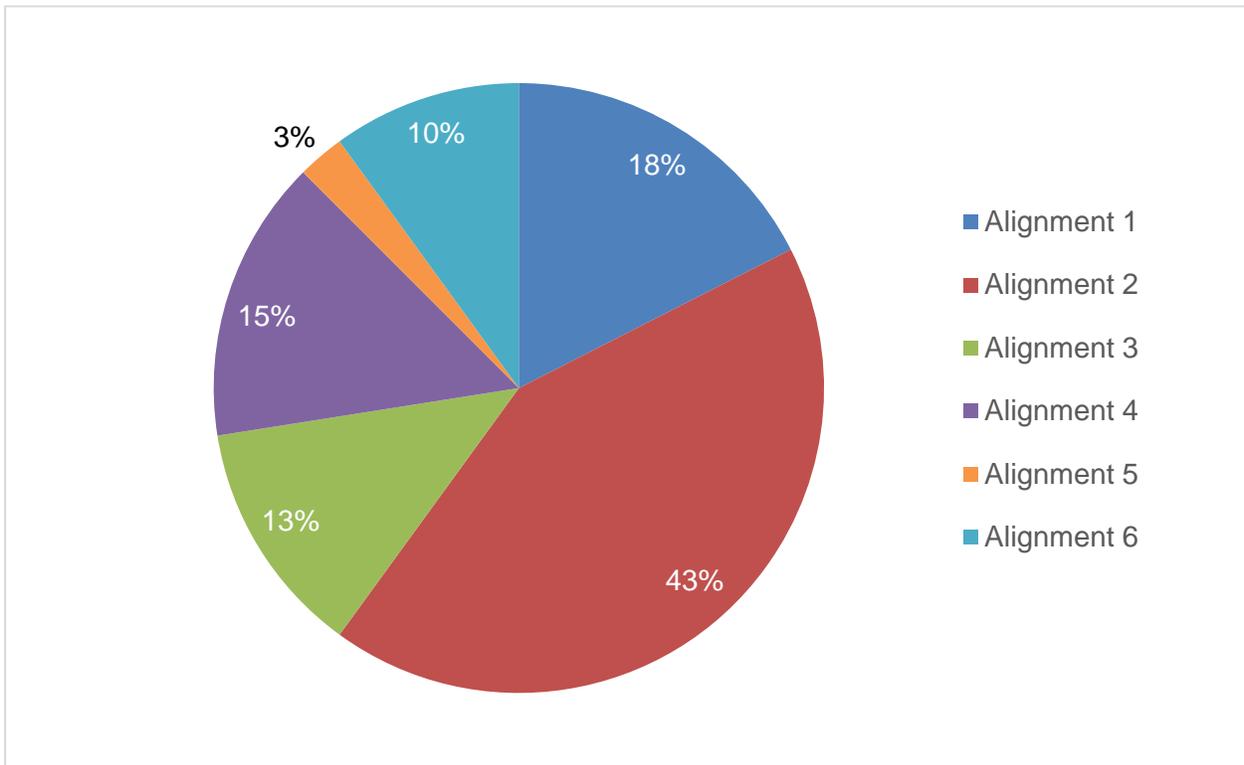
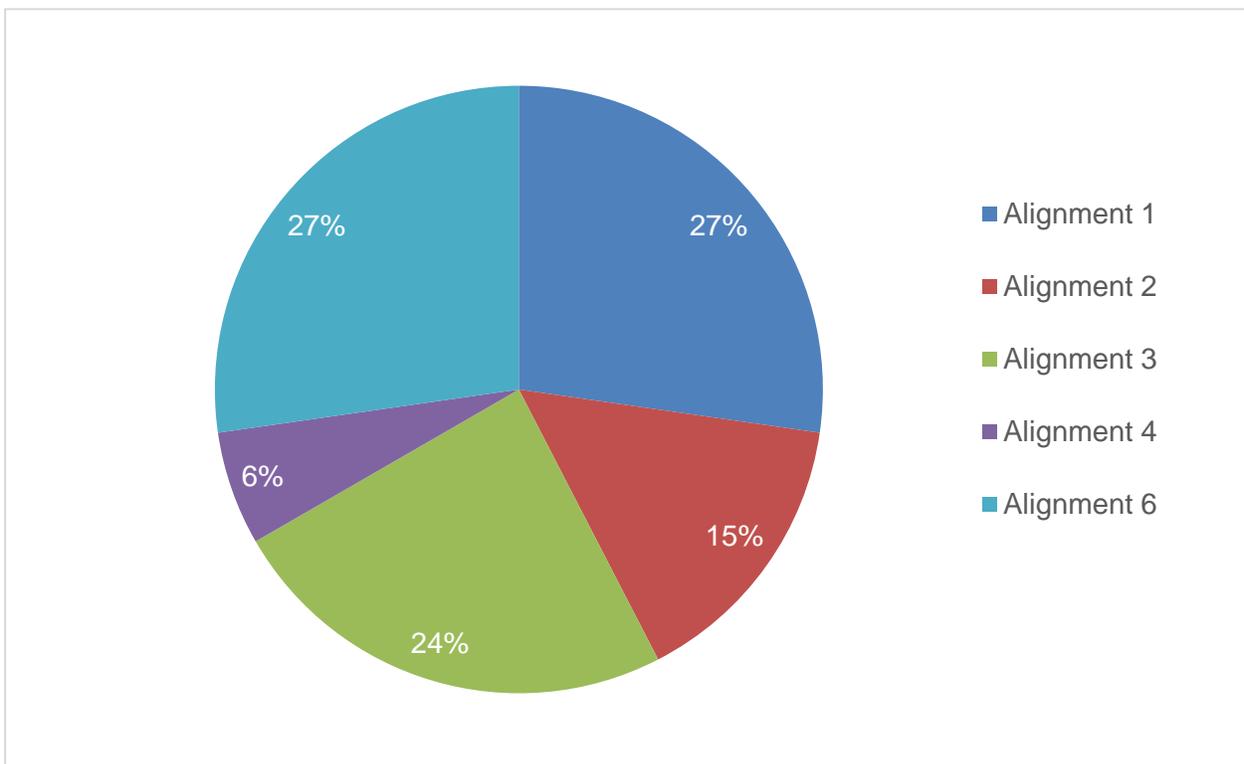
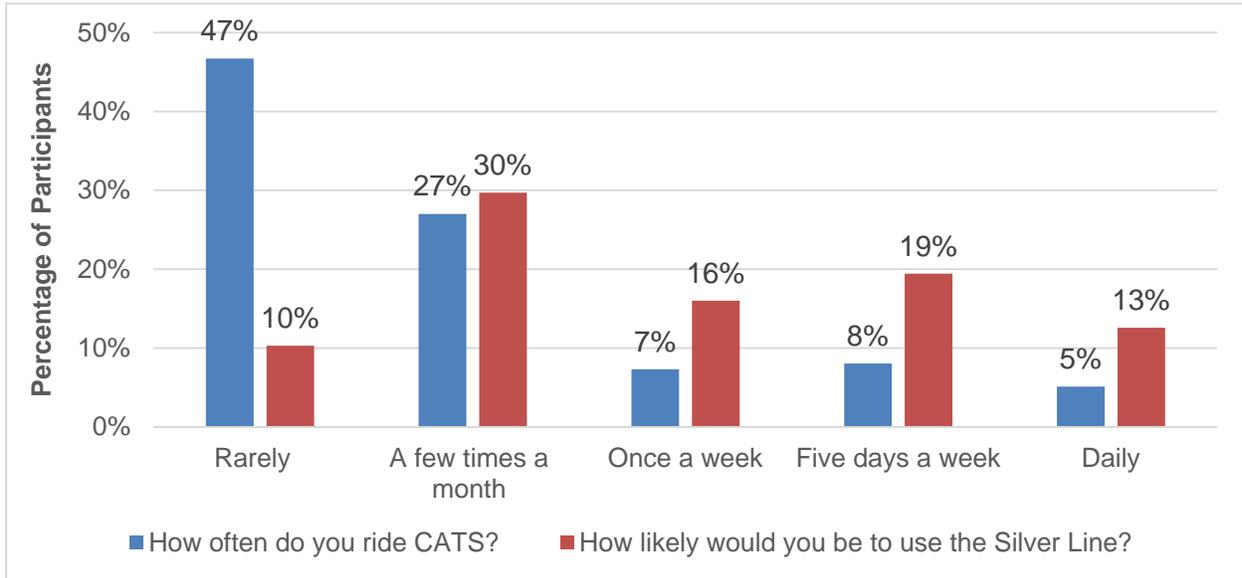


Figure 31: Results – Midwood International & Cultural Center Preferred Uptown Alignment



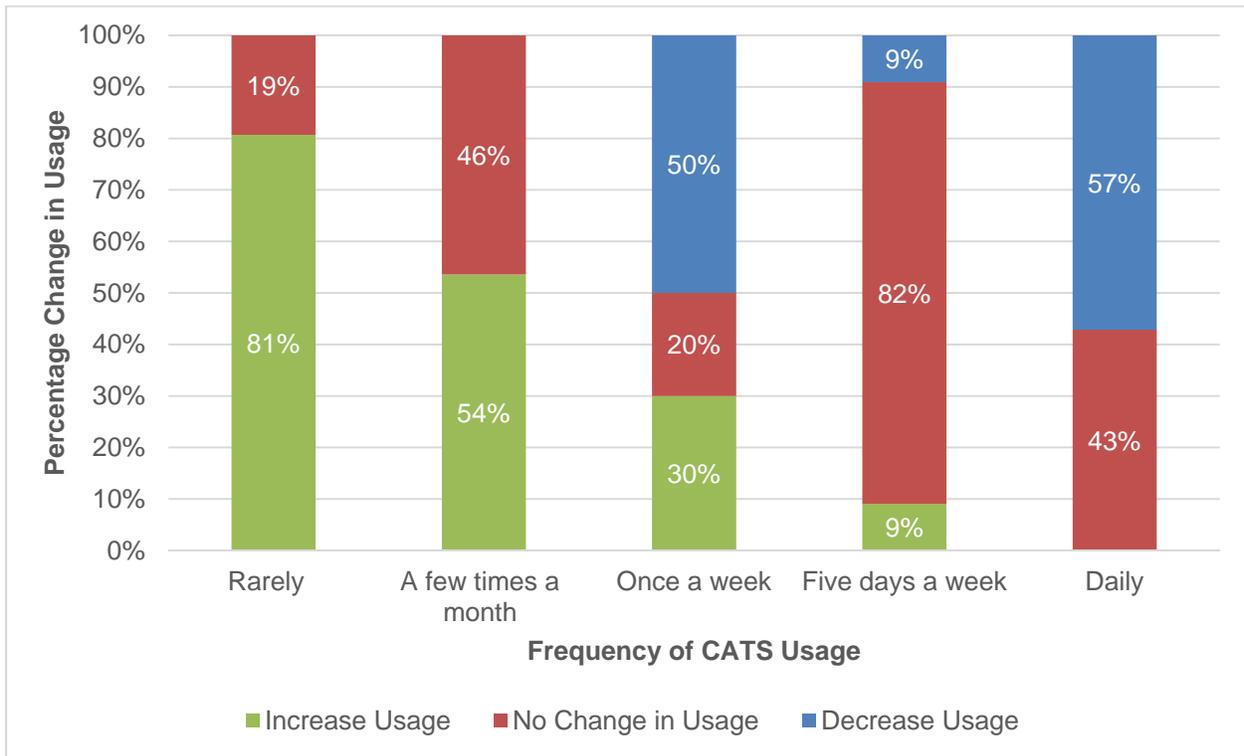
A majority of the attendees did suggest that they would use the proposed Silver Line with some frequency, regardless of how often they currently use existing CATS services. Almost 50 percent indicated that they would use the Silver Line at least once a week, with 32 percent using it every weekday. Figure 32 shows a breakdown of how frequently attendees reported they would use the Silver Line, relative to their current usage of the CATS system.

Figure 32: Current CATS vs. Proposed Silver Line Usage



A significant portion of the attendees who reported that they rarely use the existing CATS system suggested that they would use the Silver Line at least once per week (35 percent) and almost all of them would increase their use of the system (81 percent). For those who reported using the existing system only a few times a month, 21 percent indicated that they would increase their usage to at least once a week, while attendees who use the existing system at least once per week, 30 percent anticipate using the Silver Line at least five days a week. These numbers suggest that the Silver Line would attract riders who do not currently use public transportation and would increase ridership among those that currently use it somewhat infrequently. Figure 33 shows a more detailed breakdown comparing current and future usage of the CATS system with the implementation of the Silver Line.

Figure 33: Change in CATS Usage



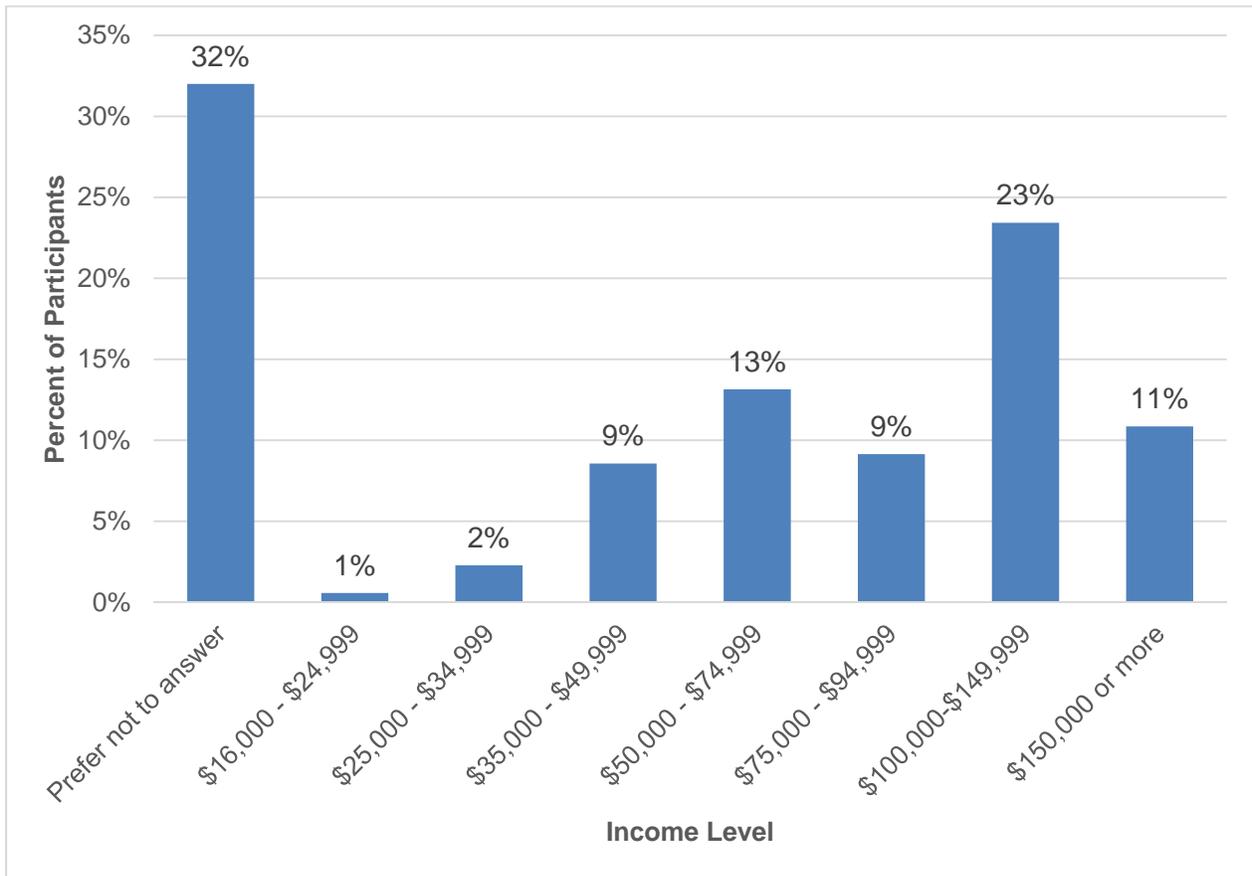
3.2.2 Participant Profile⁵

3.2.2.1 Demographics

One of the main goals of the Silver Line study has been to ensure the public process is inclusive and meaningful for participants. Attendees of the workshops did skew towards those that were living along the study area, and was a predominantly Caucasian and higher income constituency. Attendees at the workshops skewed towards higher income households, with 34 percent reporting incomes of \$100,000 per year or greater (Figure 34). However, there was a clear representation from all communities across the study area. In reviewing the results of the demographic analysis at a greater level of detail, it is clear where successful engagement was made with diverse populations and where additional outreach may be needed later in the project lifecycle to ensure these underserved communities are represented and included.

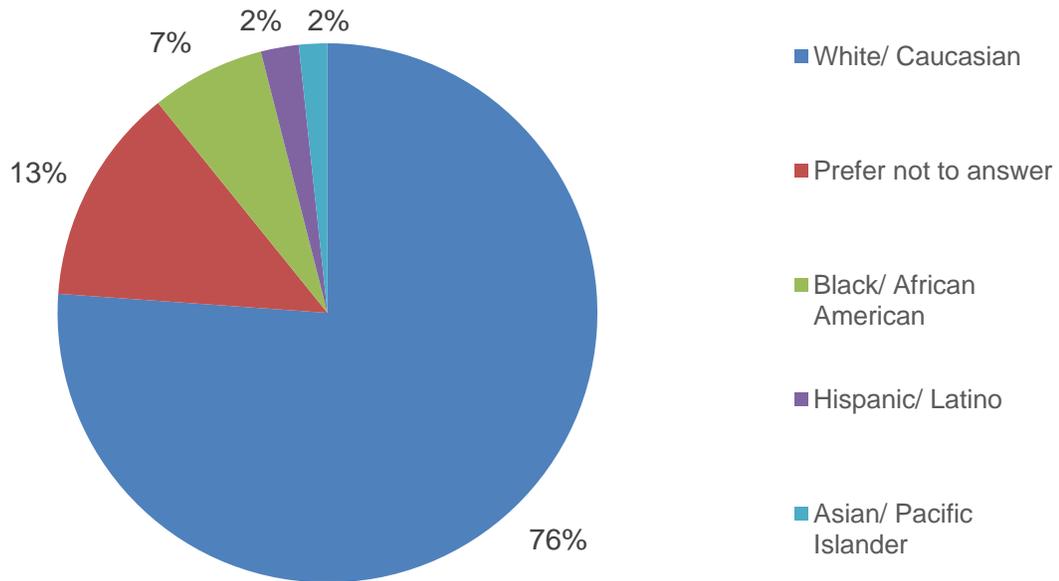
⁵ Results include responses from the Eastway Park / Sheffield Park Stakeholder Event held on April 21, 2016.

Figure 34: Income Profile of Participants



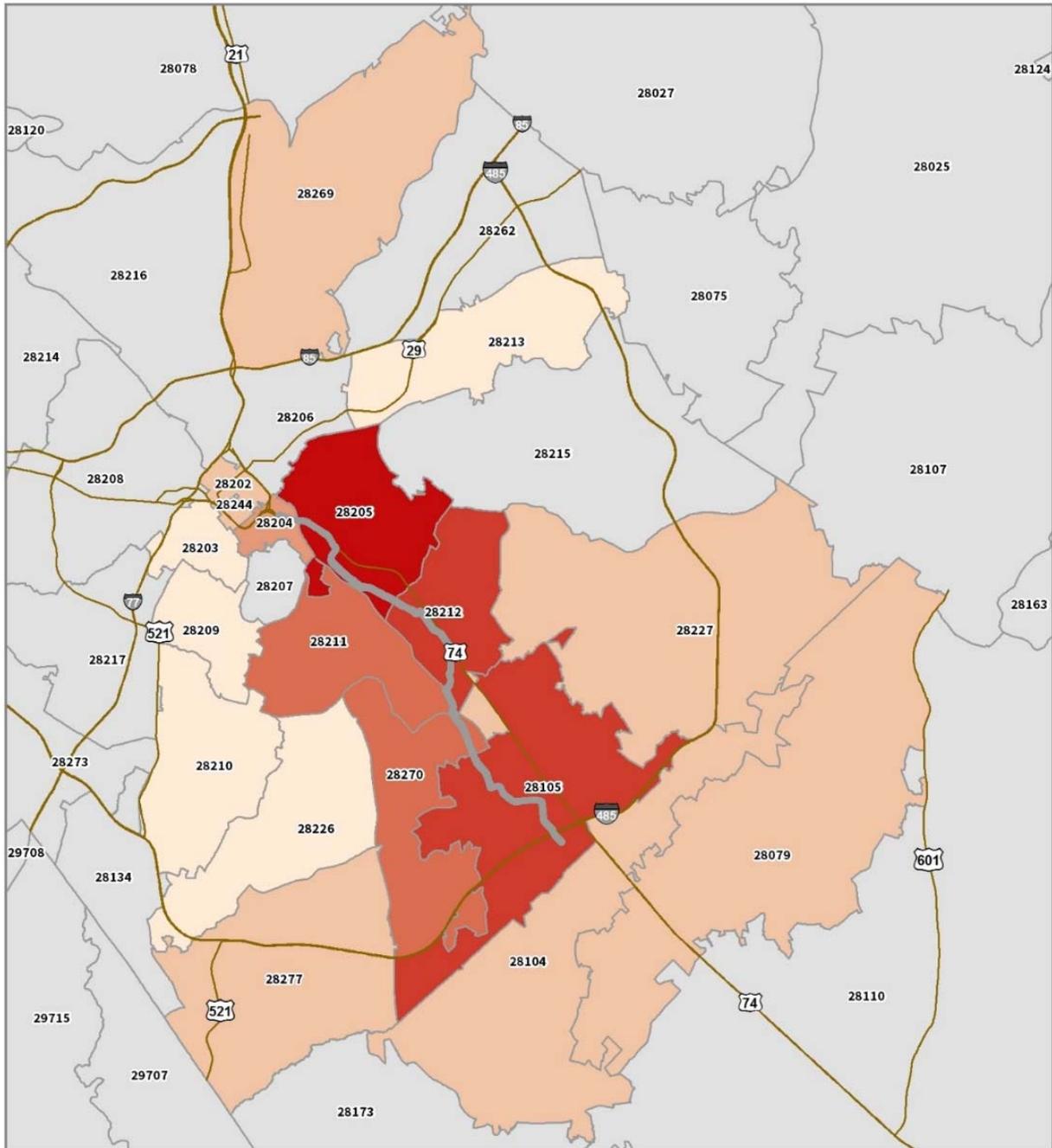
As with the first phase of outreach, the overwhelming response by participants identified as white (76 percent). However, there was representation of communities of color at each of the events. Seven percent of participants identified as Black/African American, two percent of participants self-identified as Hispanic/Latino, and two percent as Asian (Figure 35). Serving minority populations along the corridor throughout the project lifecycle is important for ensuring title VI compliance, and as the project continues to progress through the design phase, additional effort should be considered for minority and limited English proficient populations along the corridor.

Figure 35: Demographic Profile of Participants



The zip code results compiled from the completed event feedback forms suggested that residential participants who traveled to the events were heavily concentrated along the study corridor (Figure 36). Of the participants, 28 percent live in the Central Avenue/Midwood area (28205); 17 percent came from the Idlewild Road/McClintock area (28212); 16 percent reside in the Town of Matthews; and an additional 8 percent in the nearby 28270 zip code area. These results indicate that the outcomes of program feedback were well dispersed throughout the project area, even more than the initial feedback collected in the first phase of outreach.

Figure 36: Survey Response by Zip Code



Number of Survey Responses by Zip Code

- 1 - 2
- 3 - 4
- 5 - 7
- 8 - 16
- 17 - 29
- 30 - 44



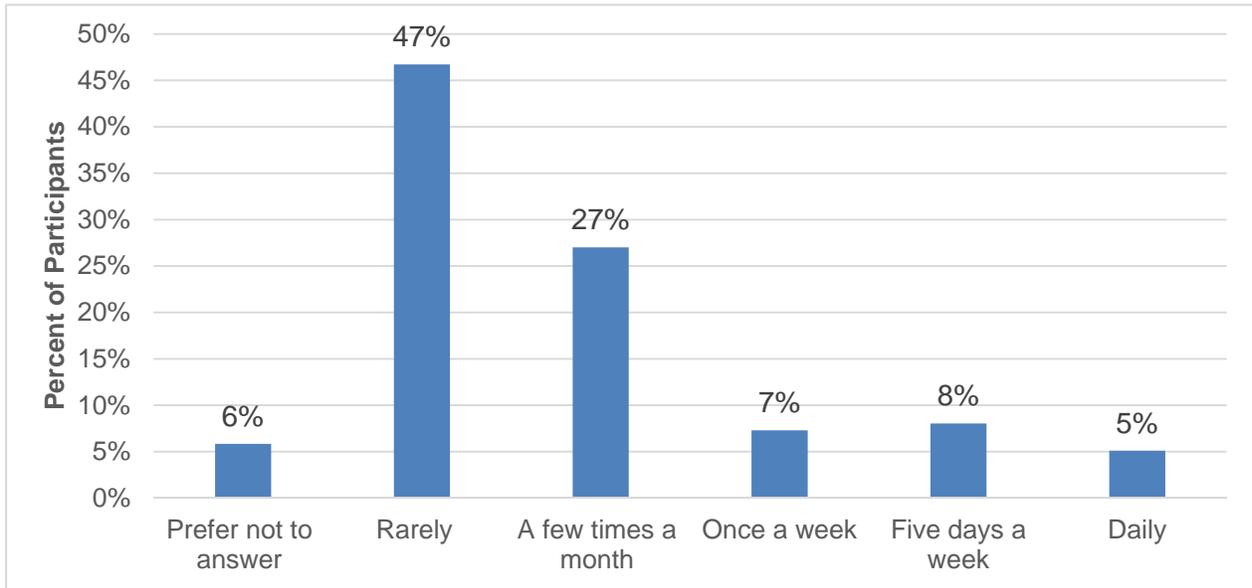
0 0.75 1.5 3
Miles



3.2.2.2 Transit Usage

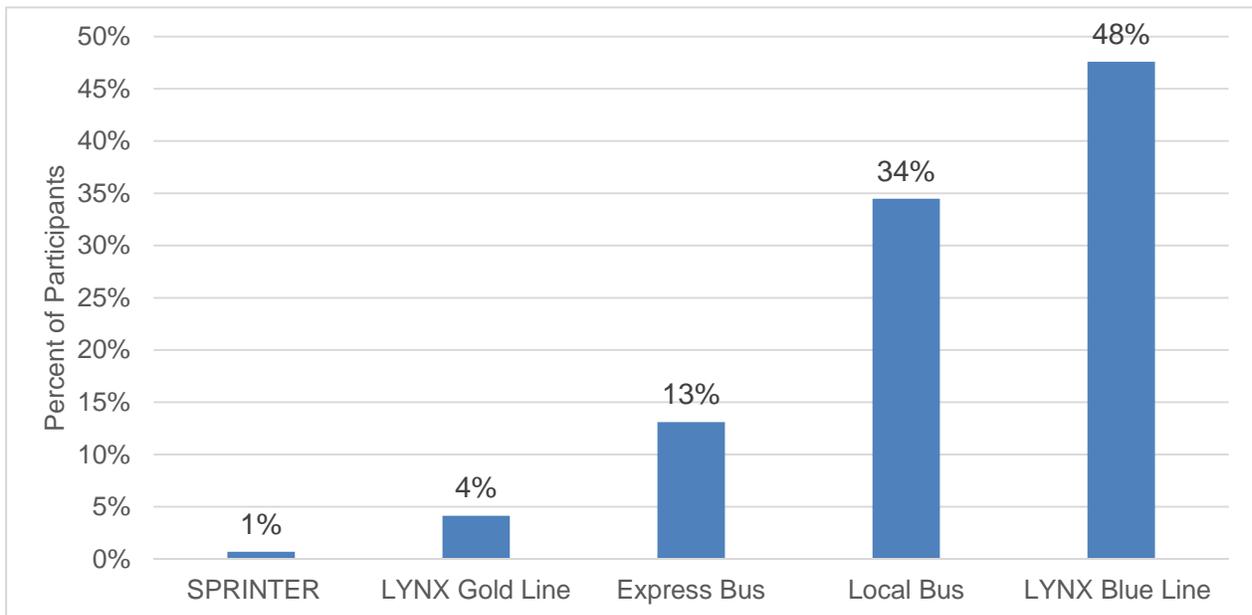
An important insight that resulted from analysis of workshop feedback was that meeting attendees are not currently frequent users of the existing CATS system. Almost 75 percent used CATS rarely, or only a few times a month. Conversely, only 20 percent used the system once a week or more (Figure 37).

Figure 37: Results - How often do you ride CATS?



When attendees do use the CATS system, they overwhelmingly use the LYNX Blue Line (48 percent) or the local bus network (34 percent). Figure 38 shows a breakdown of each mode type.

Figure 38: Results - Do you currently ride any of the follow CATS Services?

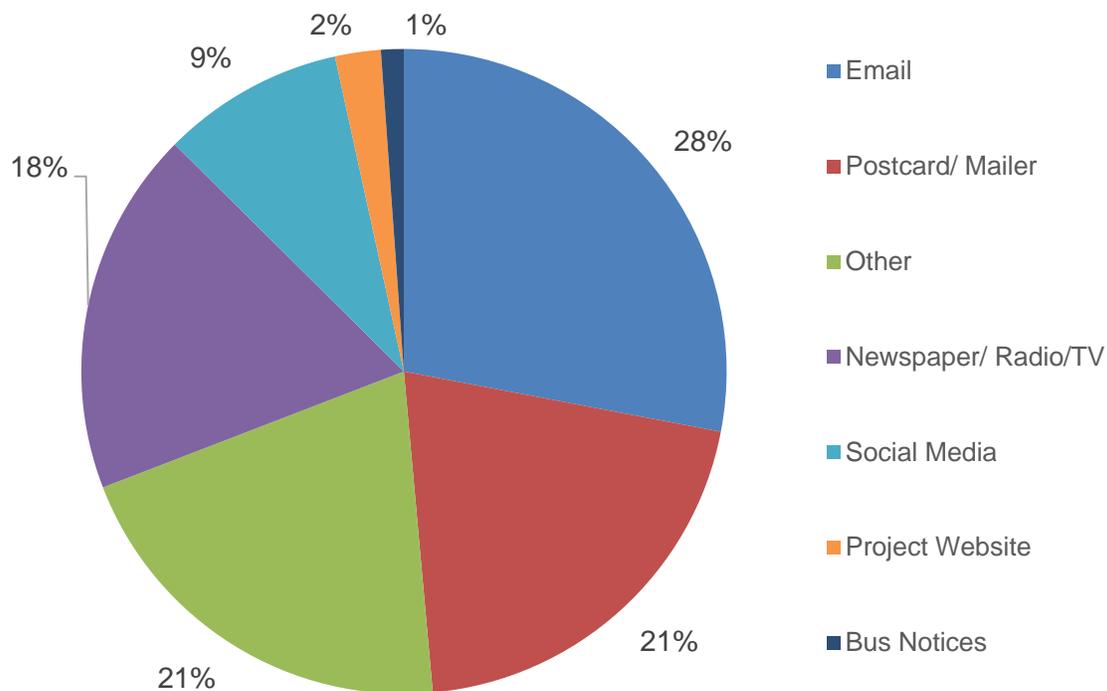


3.2.3 Marketing and Promotion

A variety of marketing tools were utilized to promote the public workshops throughout the region. Special attention was paid to those living along US 74, with a targeted mailer sent to residents and property owners one week prior to public outreach. Other major marketing tools that were used to promote public workshop meetings included: bus notices, CATS email blasts, print, radio, and television advertisements, the Nextdoor community mobile application, and CATS’ social media expansive platform portfolio. Each of these tools was used to capture a unique audience and the overall impact of this effort was extremely successful. Other promotional outlets include through newspaper articles in the Charlotte Business Journal, Charlotte Observer, Charlotte Agenda, South Charlotte Weekly, South Charlotte News and Matthews Mint Hill Weekly and news spots on WCNC, WBT, TWC News, and WSOC (media coverage is summarized in Appendix D).

As seen in Figure 39, the majority of participants (28 percent) learned about the workshops through the city’s rider alert sent via email. The second most frequently utilized tool was the mailers sent to residents and property owners (21 percent). The next largest category was defined as “other,” where participants wrote in how they heard about the program, or cited use of the Nextdoor application. The Nextdoor application was the third most heavily cited method individuals discovered the workshop, isolated beyond the “other” category, this application made up 15.6 of respondents. Newspaper, Radio, and television made up 18 percent of respondents. Notably, an equal amount of people learned about the outreach process through “traditional” and “digital” channels (about 40 percent each, with 20 percent as “other”).

Figure 39: Results – How did you hear about this workshop?



4 ADDITIONAL STAKEHOLDER OUTREACH

In addition to the two rounds of public meetings (seven total meetings) held between June 2015 and September 2016, over sixty additional stakeholder meetings were held to present on the progress of the project and receive feedback. Collectively, over 1,000 people were reached through these engagement activities.

Table 6: Stakeholder Meeting Event Location and Participation Levels

Location	Date
Town of Matthews Board of Commissioners	June 22, 2015
Land Acquisitions / Street Connections Public Meeting	June 23, 2015
Metropolitan Transit Commission (MTC) Meeting	June 25, 2015
East CIP Team Meeting	July 8, 2015
Transit Services Advisory Committee (TSAC) Meeting	July 9, 2015
North Carolina Department of Transportation (NCDOT) / Charlotte Department of Transportation (CDOT) Meeting	July 23, 2015
Charlotte City Council Briefing	July 27, 2015
Metropolitan Transit Commission (MTC) Meeting	August 25, 2015
Oakhurst Neighborhood Festival	August 27, 2015
Chantilly Neighborhood Meeting	September 17, 2015
Matthews Transportation Advisory Committee	September 17, 2015
Charlotte Chamber of Commerce - East Chapter	September 22, 2015
Oakhurst Neighborhood Meeting	September 23, 2015
Monroe Road Community Association	October 7, 2015
Joint Independence Blvd Area Meeting	October 27, 2015
Charlotte Regional Transportation Planning Organization (CRTPO) Technical Coordinating Committee Meeting	November 5, 2015
Metropolitan Transit Commission (MTC) Meeting	November 18, 2015
Charlotte Regional Transportation Planning Organization (CRTPO) Progress Update	November 18, 2015
Eastway Park / Sheffield Park Neighborhood	November 19, 2015
Matthews Small Area Plan for John St / 485	December 1, 2015
Citizen Transit Advisory Group (CTAG)	December 15, 2015
Focus Group - Central Avenue	February 10, 2016
Matthews Stakeholder Alignment Workshop	February 10, 2016
Focus Group - Monroe Road	February 17, 2016
Charlotte Center City Partners	March 16, 2016
Matthews Transportation Advisory Committee	March 17, 2016
Charlotte MOVES: Transportation Plan Updates 2016	March 22, 2016
Metropolitan Transit Commission (MTC)	March 23, 2016
Matthews Rotary Club	April 4, 2016
Charlotte Regional Transportation Planning Organization (CRTPO) Technical Coordinating Committee Meeting	April 7, 2016
Transit Services Advisory Committee (TSAC) Meeting	April 14, 2016

Location	Date
Eastway Park / Sheffield Park	April 21, 2016
Central Piedmont Community College (CPCC) Stakeholder Meeting	April 22, 2016
Metropolitan Transit Commission (MTC) Meeting	April 27, 2016
Sustain Charlotte	April 27, 2016
University of North Carolina (UNC) Charlotte Transportation Class Presentation	May 2, 2016
EPIC Energy Seminar - UNCC	May 3, 2016
Novant Health Stakeholder Meeting	May 9, 2016
Monroe Road Advocates (MORA)	May 19, 2016
Coliseum Station Area Planning Workshop	May 23, 2016
Metropolitan Transit Commission (MTC) Meeting	May 25, 2016
Eastway Park / Sheffield Park (Eastern Hills Baptist Church)	June 7, 2016
Matthews Leadership Workshop	June 7, 2016
Matthews Chamber of Commerce	June 8, 2016
Coventry Wood Neighborhood Board	June 11, 2016
Matthews Route Workshop	June 14, 2016
Amity Gardens Neighborhood Meeting	July 12, 2016
Matthews Transportation Advisory Committee	July 20, 2016
Amity Gardens, Eastway Sheffield Community Meeting	August 16, 2016
Matthews Board of Commissioners	August 22, 2016
"Quad" Meeting	September 7, 2016
MoRA Town Hall Meeting	September 15, 2016

APPENDIX A: PHASE ONE PUBLIC WORKSHOP RESULTS – ADDITIONAL DETAIL

Rail Trade-Off Results

Location/Date	Statement A	Very Strong		Neutral		Very Strong	Statement B
Matthews Town Hall - August 11, 2015	I want a fast rail trip, even if it means there are fewer stops along the line	18	10	7	7	11	I want to be able to get to lots of nearby destinations, even if it means a slower trip because more stops are served
	I want an efficient and reliable travel time, even if it means significant property must be acquired for a dedicated right-of-way	31	15	2	0	6	I want to minimize property impacts, even if it results in less consistent travel times due to rail transit sharing travel lanes with cars
	Rail service should focus on work trips, with frequent service during peak hours to key work locations, even if it means less service at other times	18	10	6	3	17	Rail service should provide better access to lots of different types of destinations all day long, even if it means less frequent service
	I want to drive to a rail transit station, even if it requires a larger station with more property impacts	19	9	12	6	7	I want smaller rail transit stations to minimize property impacts, even if it means I cannot drive to the station

Location/Date	Statement A	Very Strong		Neutral		Very Strong	Statement B
Uptown Charlotte Library - August 13, 2015	I want a fast rail trip, even if it means there are fewer stops along the line	6	10	3	14	12	I want to be able to get to lots of nearby destinations, even if it means a slower trip because more stops are served
	I want an efficient and reliable travel time, even if it means significant property must be acquired for a dedicated right-of-way	18	20	3	2	0	I want to minimize property impacts, even if it results in less consistent travel times due to rail transit sharing travel lanes with cars
	Rail service should focus on work trips, with frequent service during peak hours to key work locations, even if it means less service at other times	13	6	8	13	5	Rail service should provide better access to lots of different types of destinations all day long, even if it means less frequent service
	I want to drive to a rail transit station, even if it requires a larger station with more property impacts	10	11	8	12	4	I want smaller rail transit stations to minimize property impacts, even if it means I cannot drive to the station

Location/Date	Statement A	Very Strong		Neutral		Very Strong	Statement B
Midwood Center - August 11, 2015	I want a fast rail trip, even if it means there are fewer stops along the line	2	7	12	21	8	I want to be able to get to lots of nearby destinations, even if it means a slower trip because more stops are served
	I want an efficient and reliable travel time, even if it means significant property must be acquired for a dedicated right-of-way	19	9	6	9	10	I want to minimize property impacts, even if it results in less consistent travel times due to rail transit sharing travel lanes with cars
	Rail service should focus on work trips, with frequent service during peak hours to key work locations, even if it means less service at other times	6	12	8	18	7	Rail service should provide better access to lots of different types of destinations all day long, even if it means less frequent service
	I want to drive to a rail transit station, even if it requires a larger station with more property impacts	6	2	4	25	11	I want smaller rail transit stations to minimize property impacts, even if it means I cannot drive to the station

Bus Trade-Off Results

Location/Date	Statement A	Very Strong		Neutral		Very Strong	Statement B
Matthews Town Hall - August 11, 2015	I want a short walk to my bus stop, even if it means the bus would run less frequently	4	4	8	11	15	I would rather walk farther to my bus stop if it means the bus would come more often
	I want bus service that has a higher frequency during peak commuting hours, even if it means little or no service at other times	7	7	4	12	12	I want bus service at a moderate frequency all day, including nights and weekends
	If my bus service runs more frequently, I would be willing to make a transfer to another bus to reach my final destination	4	8	2	16	11	I am willing to have less frequent bus service if it means I don't have to make a transfer to reach my final destination
	If my local bus service runs more frequently, I would be willing to transfer at the nearest LYNX Station to complete my trip	17	1	3	14	10	I am willing to have less frequent bus service if it means I can ride directly to Uptown

Location/Date	Statement A	Very Strong		Neutral		Very Strong	Statement B
Uptown Charlotte Library - August 13, 2015	I want a short walk to my bus stop, even if it means the bus would run less frequently	1	2	7	17	16	I would rather walk farther to my bus stop if it means the bus would come more often
	I want bus service that has a higher frequency during peak commuting hours, even if it means little or no service at other times	9	7	5	4	9	I want bus service at a moderate frequency all day, including nights and weekends
	If my bus service runs more frequently, I would be willing to make a transfer to another bus to reach my final destination	11	10	5	10	10	I am willing to have less frequent bus service if it means I don't have to make a transfer to reach my final destination
	If my local bus service runs more frequently, I would be willing to transfer at the nearest LYNX Station to complete my trip	20	16	2	1	8	I am willing to have less frequent bus service if it means I can ride directly to Uptown

Location/Date	Statement A	Very Strong		Neutral		Very Strong	Statement B
Midwood Cultural Center - August 13, 2015	I want a short walk to my bus stop, even if it means the bus would run less frequently	2	15	10	14	3	I would rather walk farther to my bus stop if it means the bus would come more often
	I want bus service that has a higher frequency during peak commuting hours, even if it means little or no service at other times	1	6	5	17	15	I want bus service at a moderate frequency all day, including nights and weekends
	If my bus service runs more frequently, I would be willing to make a transfer to another bus to reach my final destination	2	16	9	12	4	I am willing to have less frequent bus service if it means I don't have to make a transfer to reach my final destination
	If my local bus service runs more frequently, I would be willing to transfer at the nearest LYNX Station to complete my trip	11	13	10	2	7	I am willing to have less frequent bus service if it means I can ride directly to Uptown

Mapping Activity Results by Zip Code

Comment Type	Zip Code of Comment	Comment
Constraint	28105	Protect old cemetery
Constraint		Light rail - direct to center city
Constraint		Transit stations in freeway medians are HORRIBLE
Constraint		Ind. Pointe Pkwy: Would have to shift road to the side in order to avoid requiring the train from running in this road (only this stretch)
Constraint		Downtown Matthews should have a HUGELY negative impact from running through, unfortunately. You'd have to take away a major local arterial, & homes.
Constraint	28203	To Airport Light rail
Constraint	28204	This interchange blocks so many good things.
Constraint		Transfer station light rail <-- Gold Line to W. Correr Av.
Constraint		To Airport light rail
Constraint		Light Rail
Constraint		So that multiple train cars can get uptown without turning, send rail up 7th St & terminate at 1st Ward Park...
Constraint	28205	Streetcar safety if stations/stops in the middle of the street
Constraint		Plenty of unused land and buildings that would benefit from rail station/park & ride
Constraint		Unsure no adverse impact
Constraint	28206	Short of three station blue line to I-485 -->
Constraint	28207	Consider couplet through Elizabeth
Constraint	28208	<-- Light Rail
Constraint	28211	Transit that allows going to events uptown Charlotte
Constraint		Protect Alexander Children's Home pls.
Constraint		Don't mix light rail speed with streetcar (low speed). Streetcar is not a viable long-distance commute system
Constraint	28212	See #2 Letter 1 - Way CSX Line CLT --> Monroe 2 - Duke Power HV Lines Towers 3 - Fiber optic cables in ROW 4 - Property owner on ROW 5 - NIMBY
Constraint		Business development along this part of Monroe would kill the adjoining neighborhoods.
Constraint		Protect Thompson Family Focus
Constraint		Do not use Monroe for train, use Independence. There is a graveyard on Monroe

Comment Type	Zip Code of Comment	Comment
Constraint		Let the dead rest in peace
Constraint		Do rail on Monroe or Independence. Both go all the way to Matthews. Central doesn't.
Constraint		Obviously CSX ROW will involve many residential eminent domain issues (but it's worth it)
Constraint		Graveyard
Constraint	28216	Lynx Gold Line extension to I-485

Comment Type	Zip Code of Comment	Comment
General		Commuter rail - Charlotte-Wingate along CSX
General		Park-N-Ride as far out into Union County as possible
General	28079	Charge more per ride for non-Mecklenburg County residents
General		Extend Stallings - lots of available land
General		Monroe Road is already too narrow - new services should not take away from existing
General		Add local bus service (27) out to Park-n-Ride for emergency work late or "past normal hours"
General		Light rail (along US 74)
General		Light rail along US 74 is a mistake!
General	28105	Light rail!
General		Light rail terminus near I-485 best
General		Provide for greenway access from Irving.
General		Matthews will require land for parking at the end of rail line
General		Piggy-back train ROW with state extension of Independence Pointe Pkwy
General		Light Rail!
General		Light rail directly from Matthews to downtown will help with the terrible parking in Matthews & D.T.
General		Matthews to Downtown & back - linking variety of activities
General		Needs to convert to downtown baseball and football coliseum
General	28202	Commuter Rail would need to go multi-modal on west trade
General		Provide a wonderful path for Little Sugar Creek Community through this merge
General		Need to service BB&T Park & Bank of America Stadium
General	28205	City Lynx Gold Line to Central Ave into Clement Ave to I-485 East

Comment Type	Zip Code of Comment	Comment	
General		Allow access to Briar Creek Greenway	
General		Allow under 74 & Briar Creek Rd for Edwards Branch Gwy	
General		The Lynx Gold Line to extend to I-485 Phase-4	
General		The only reasonable way from Grier Heights to uptown is to be mixed-traffic (sadly) :(
General		Monroe Rd #1	
General	28206	Light rail from Matthews could terminate at West Trade and interface with Blue Line Light (~10th St) Rail as well	
General	28208	<-- To airport (illegible) by 2023 light rail head to Wilkinson Blvd	
General	28211	Light rail!	
General		Bike along rail line	
General		Light rail - the sooner the better :)	
General		Streetcar too slow to run all the way to Monroe	
General	28212	Not transit specifically; more (illegible) market here	
General		Extend to I-485 City Lynx Gold Line Pass Eastland Mall	
General		Rail on Independence not Monroe Rd	
General		No developer would tear up a graveyard... (unless it was Native American)	
General		Connection to schools, East Meck., CPCC	
General		28216	Accommodate Irwin Creek Gwy (NCMF NCDOT)
General		28227	Bike super-highway Matthews --> Uptown
General	Maintain access for Campbell & allow access for McAlpine Greenways		
General	Allow greenway passage - future		
General	28270	Can go underground in areas?	

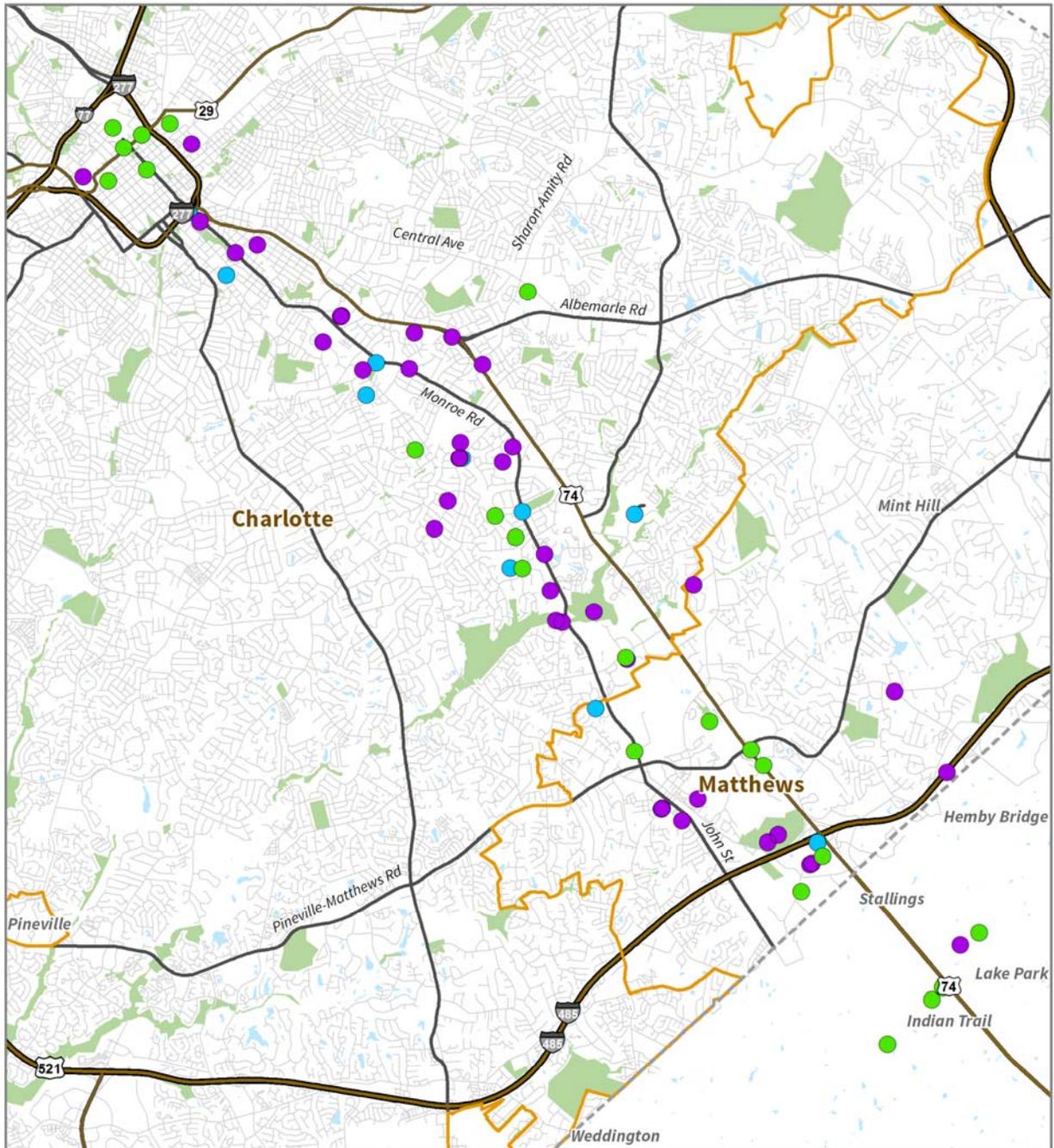
Comment Type	Zip Code of Comment	Comment
Opportunity	28079	A transit line that extends to Union County to provide opportunity to increase tax base
Opportunity	28104	Let (at least) Matthews have an ind. ROW after town boundary
Opportunity	28105	Connect McAlpine Park to Mint Hill via Greenway along creek

Comment Type	Zip Code of Comment	Comment
Opportunity		"Depot" style rail stop in center of Matthews
Opportunity		Sell 10 ride local tickets @ Matthews Town Hall along w/express 10 passes
Opportunity		Matthews downtown becomes a "destination" for restaurants, shops w/light rail
Opportunity		Idlewild Road bike lanes
Opportunity		Horrible parking for Sportsplex. Station here would be active during weekends
Opportunity		Sports Connect
Opportunity		Bring line to CPCC
Opportunity		Agree - CPCC great opportunity stop
Opportunity		Greenway under 485 connecting Shopping Center and Stevens Mill Rd
Opportunity		Good access & apparently there's land. Park & Ride?
Opportunity		Soon-to-be-former (?) Family Dollar HWQ station, vmf (?)
Opportunity		Walkable part of Matthews
Opportunity		Medical center (area) High employment center and high use
Opportunity		CPCC - major destination
Opportunity		Why not run line from one end of CPCC to the other?
Opportunity		Rail would provide less traffic & more reliable route to work. Less Hwy traffic
Opportunity		Rail stop, place of interest
Opportunity		Go along Independence Point Pkwy instead.
Opportunity		High speed rail line preferred.
Opportunity		Like to see light rail service from downtown to CPCC-Matthews
Opportunity		Need transit to Levine Campus @ CPCC
Opportunity	28202	Light rail closer to BB&T Ballpark and BofA Stadium
Opportunity		Transit should make Mem. Stat./CPCC central link to CPCC Levine
Opportunity		7th Street Street Car
Opportunity	28204	Great destination with horrible parking options
Opportunity		Monroe St to 7th St Exclusive rail ROW makes sense. Reduce vehicular travel lanes & make transit a REAL option on this corridor. Reclaim 7th St Bridge over 277/74 as more democratized & accessible than only for private vehicle owners!
Opportunity		Transit should make Coliseum/Owens events easy to get to
Opportunity	28205	Oakhurst could blossom with better transit.
Opportunity		Bless this mess!
Opportunity		This part of Independence either needs transit development or a berm.

Comment Type	Zip Code of Comment	Comment
Opportunity		Connect to Gold Line
Opportunity		Compact residential growth area, mixed-use, and trending arts & culture
Opportunity		Heavy rail come through the east corridor could improve struggling properties on Independence and boost attendance @ events @ Bojangles & Owens Aud.
Opportunity		The land around the Wendover/Eastway US-74 ramp could host a transit station with parking & potential bus connections
Opportunity		Potential station w/parking
Opportunity		More road & trail connections
Opportunity		Share Independence
Opportunity		Plaza Midwood
Opportunity		Need pedestrian connection between Briar Creek @ Central & Randolph Rd. People die crossing. * Dip at Commonwealth *Drainage issues
Opportunity		High population density
Opportunity		Mixed res/retail dev.
Opportunity		Transit node
Opportunity		Retail redevelop.
Opportunity		Take trolley down through Sharon Amity from Eastland
Opportunity		28206
Opportunity	28211	Light rail can run under power lines - done in other cities 80 years ago
Opportunity		Light rail should run next to existing rail - less neighborhood impact - right of way existing
Opportunity		Station here please
Opportunity		Rama Elem.
Opportunity		Local bus on Rama Rd to feed express lines
Opportunity		Park & Ride here?
Opportunity		Land use for rail stations?
Opportunity		Land use for rail stations? NCDOT land
Opportunity		Existing rail line and areas or ROW near line could be used for light rail? Potential station @ bus center
Opportunity		[in response to nearby Constraint] But that would allow truly "nodal" TOD. These neighborhoods already have a loud train, so LRT would just improve it
Opportunity	Possibly jump from Monroe to CSX heading south	
Opportunity	28212	Park & Ride Sharon Amity
Opportunity		McClintock Middle School
Opportunity		Station here please
Opportunity		Option for students @ EMHS

Comment Type	Zip Code of Comment	Comment
Opportunity		East Mecklenburg H.S.
Opportunity		These apartment developments NEED redevelopment
Opportunity		Trail connection
Opportunity		Take trolley from Central Ave to Eastland Mall and cross over Sharon Amity to go all the way out
Opportunity		Utilize CSX line for rail & Park & Ride stations
Opportunity		Retail redevelop.
Opportunity		Transit node
Opportunity		Meridian Pl. Urban density
Opportunity		Library
Opportunity		Access to McAlpine Park!
Opportunity		Bike super-highway Matthews --> Uptown
Opportunity		Regardless of whether streetcar or CSX ROW, it should break off into its own LRT ROW @ McAlpine Park. At least allowing Matthews speedy rail
Opportunity	28227	Take rail train down 74. Put on eastbound side not down center
Opportunity		Use existing CSX line
Opportunity		Break off from CSX @ McAlpine Creek Park = allows much more TOD thru Matthews
Opportunity		Retail redevelop TOD
Opportunity	28270	Bike along McAlpine Greenway to station near rail line & greenway
Opportunity		Connect greenway to light rail station

Mapping Activity Visualized by Event



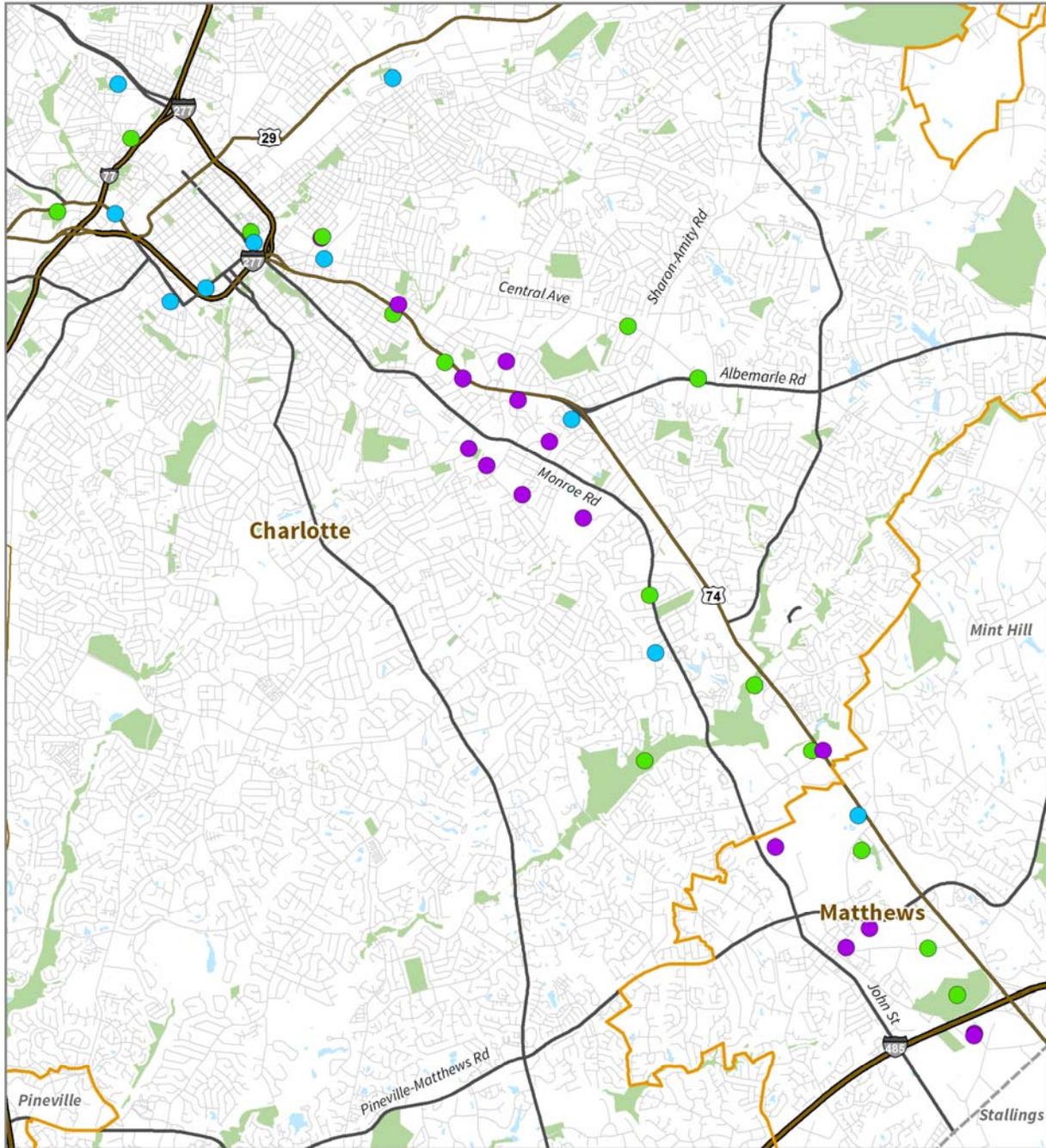
Public Meeting Comments

Date: August 11, 2015
 Location: Matthews Town Hall (Matthews, NC)

Comment Type

- General
- Opportunity
- Constraint



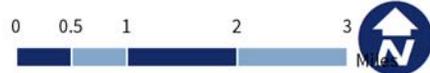


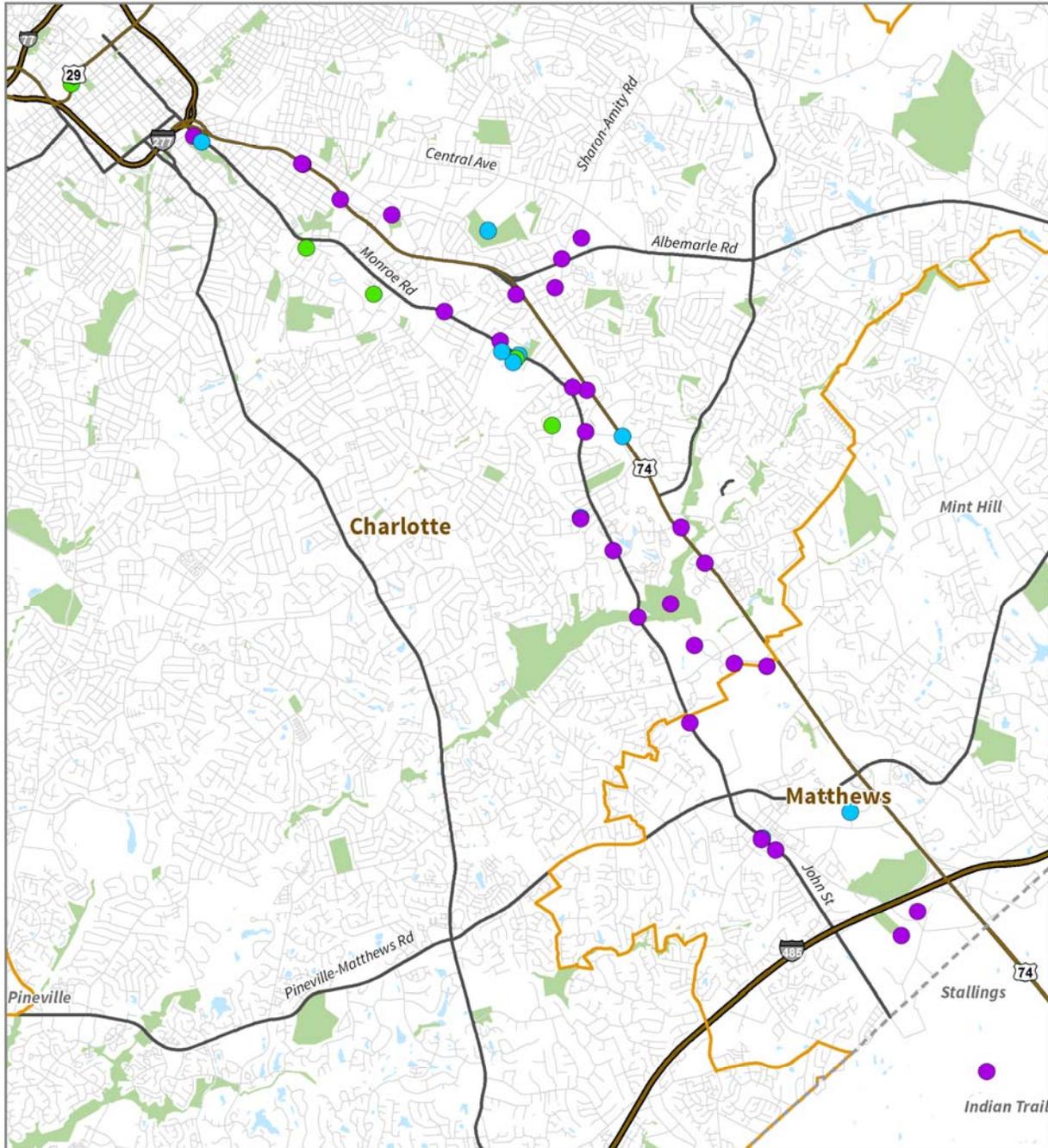
Public Meeting Comments

Date: August 13, 2015
 Location: Charlotte Mecklenburg Public Library
 (Charlotte, NC)

Comment Type

- General
- Opportunity
- Constraint





Public Meeting Comments

Date: August 13, 2015
 Location: Midwood International Cultural Center
 (Charlotte, NC)

Comment Type

- General
- Opportunity
- Constraint





APPENDIX B: PHASE ONE WEB SURVEY RESULTS – DEMOGRAPHIC AND OPEN-ENDED QUESTIONS

Q2 Código postal de su casa:

Answered: 1 Skipped: 554

#	Responses	Date
1	28277	10/15/2015 4:03 PM

Q11 En cuanto a la Línea de Plata, ¿qué obstaclos cree usted que ayan en esta Línea?

Answered: 0 Skipped: 555

#	Responses	Date
	There are no responses.	

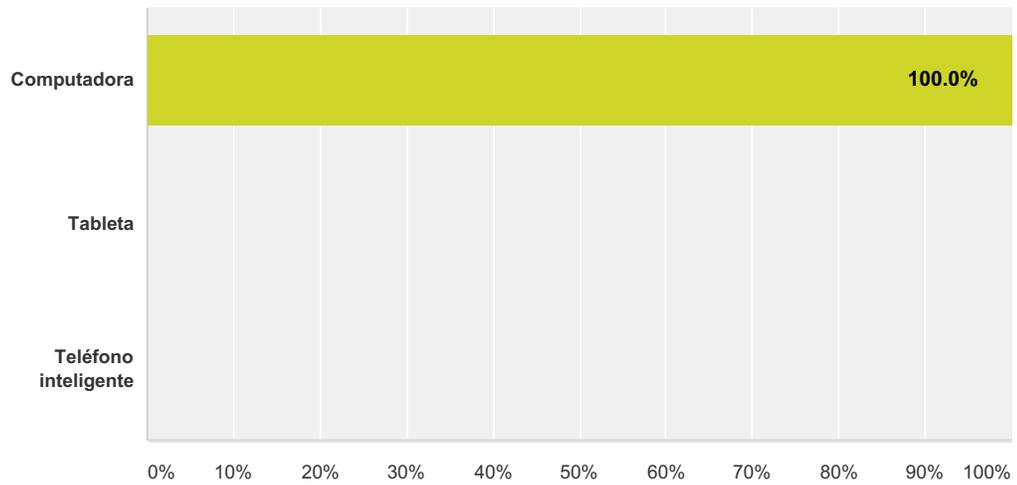
Q12 En cuanto a la Línea de Plata, ¿cual cree usted sean los oportunidad de transito?

Answered: 0 Skipped: 555

#	Responses	Date
	There are no responses.	

Q13 ¿Cómo está completando esta encuesta?

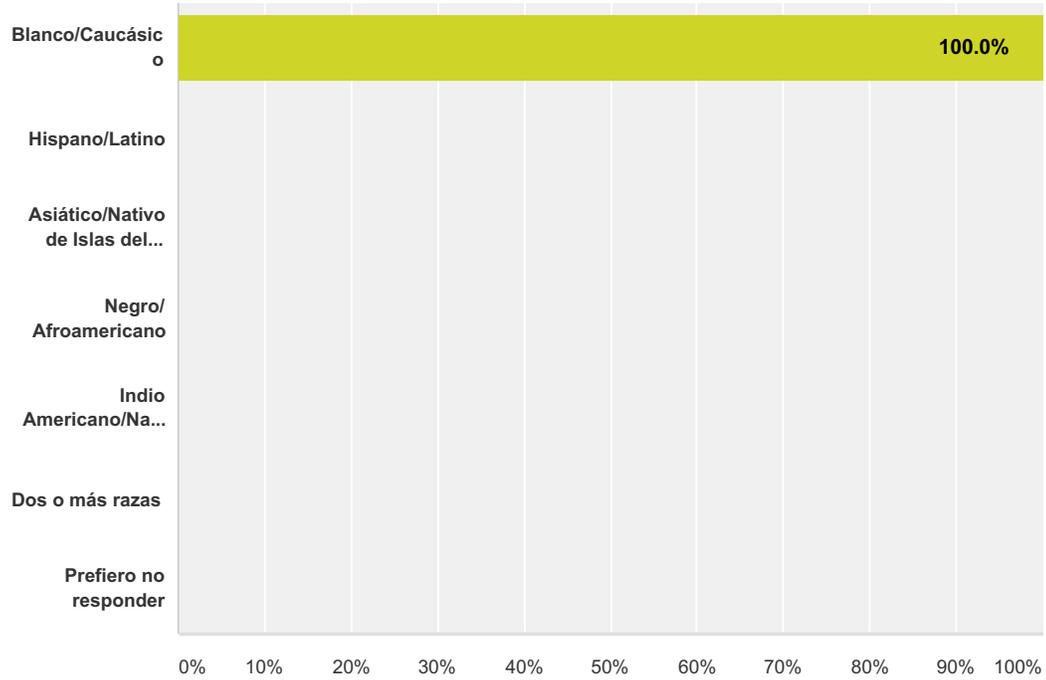
Answered: 1 Skipped: 554



Answer Choices	Responses	
Computadora	100.0%	1
Tableta	0.0%	0
Teléfono inteligente	0.0%	0
Total		1

Q14 ¿Cuál de las siguientes describe mejor su etnicidad?

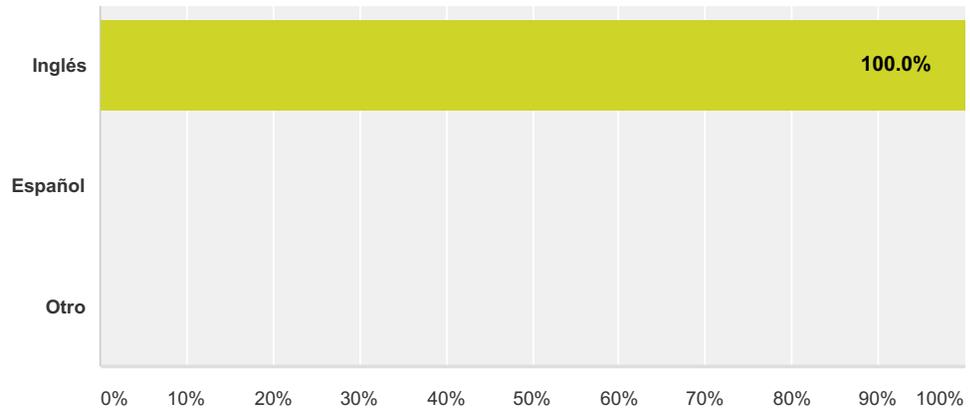
Answered: 1 Skipped: 554



Answer Choices	Responses	Count
Blanco/Caucásico	100.0%	1
Hispano/Latino	0.0%	0
Asiático/Nativo de Islas del Pacífico	0.0%	0
Negro/ Afroamericano	0.0%	0
Indio Americano/Nativo de Alaska	0.0%	0
Dos o más razas	0.0%	0
Prefiero no responder	0.0%	0
Total		1

Q15 ¿Cuál es el idioma principal que habla en casa?

Answered: 1 Skipped: 554

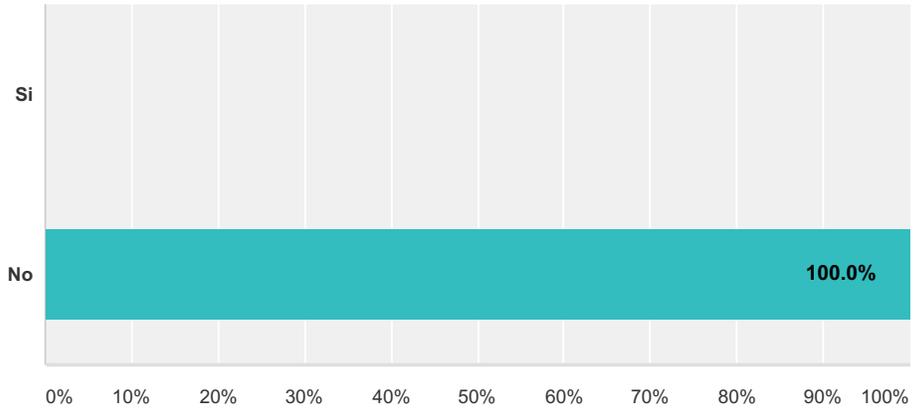


Answer Choices	Responses
Inglés	100.0% 1
Español	0.0% 0
Otro	0.0% 0
Total	1

#	Otro	Date
	There are no responses.	

Q16 ¿Inglés es su idioma nativo?

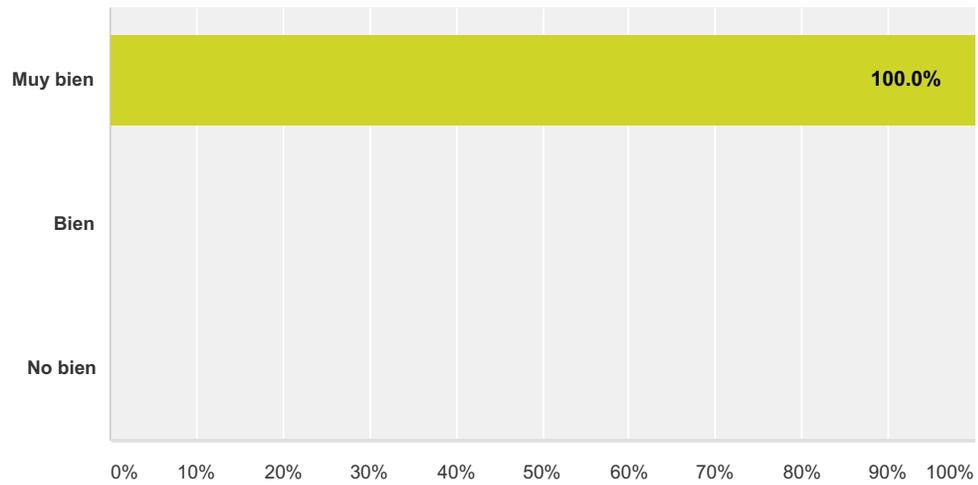
Answered: 1 Skipped: 554



Answer Choices	Responses
Si	0.0% 0
No	100.0% 1
Total	1

Q17 Si inglés no es su idioma nativo, ¿qué tan bien se comunica en inglés?

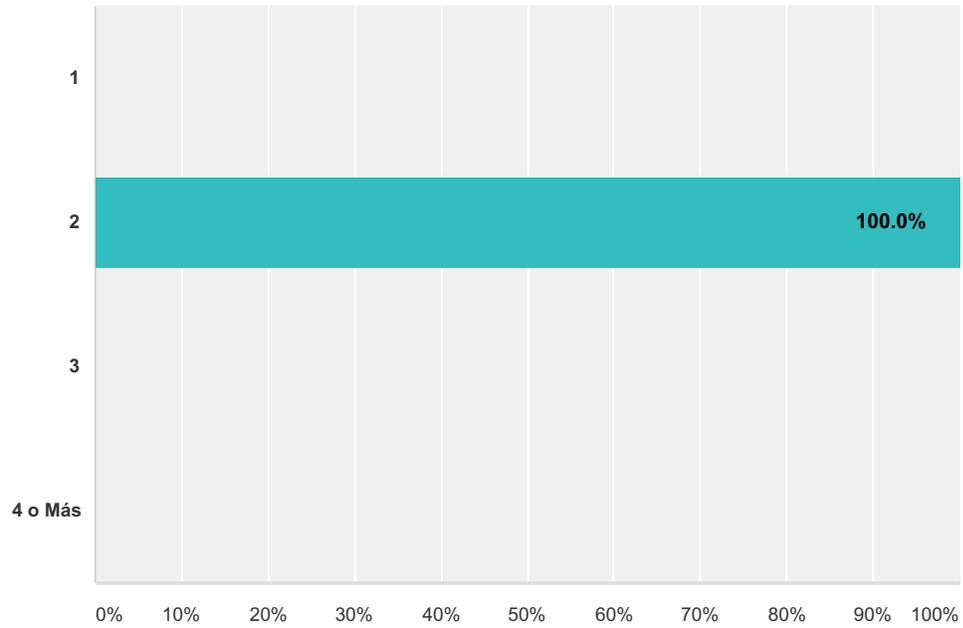
Answered: 1 Skipped: 554



Answer Choices	Responses
Muy bien	100.0% 1
Bien	0.0% 0
No bien	0.0% 0
Total	1

Q18 ¿Cuántas personas hay en su hogar?

Answered: 1 Skipped: 554



Answer Choices	Responses
1	0.0% 0
2	100.0% 1
3	0.0% 0
4 o Más	0.0% 0
Total	1

Q19 Si desea recibir futura información sobre la Línea de Plata , por favor proporcione su dirección de correo electrónico abajo.

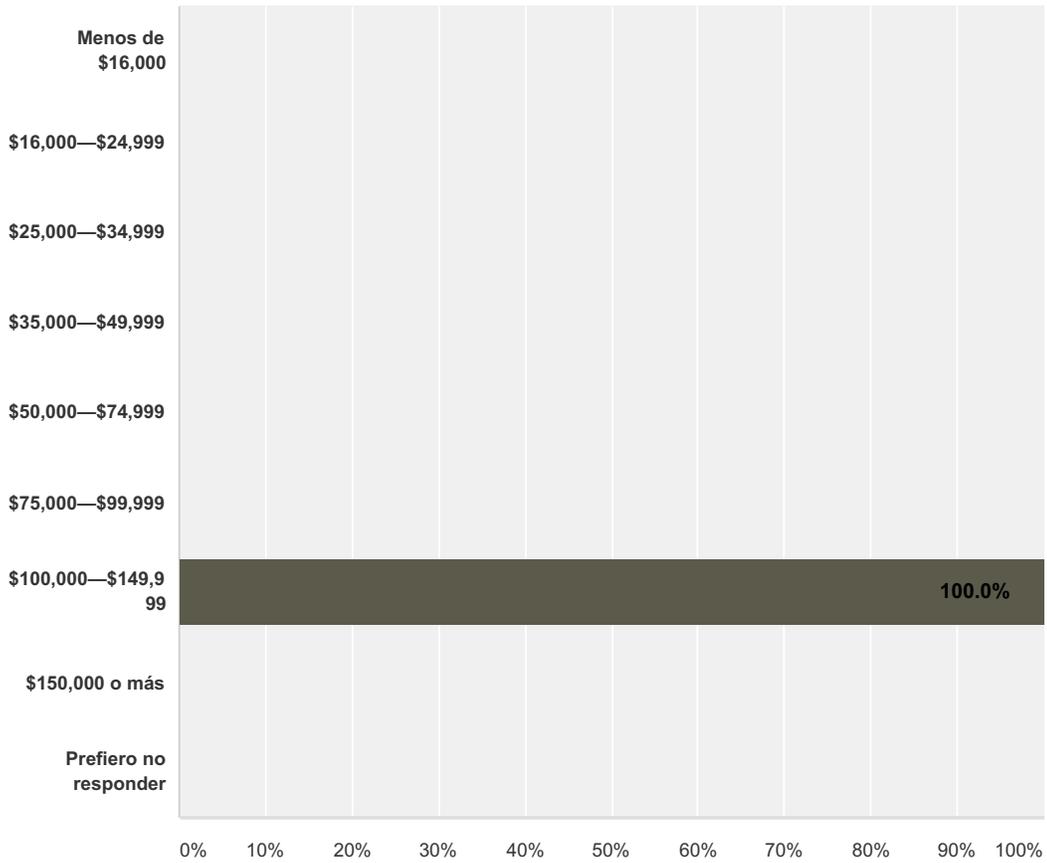
Answered: 0 Skipped: 555

Answer Choices	Responses
Name	0.0% 0
Company	0.0% 0
Address	0.0% 0
Address 2	0.0% 0
City/Town	0.0% 0
State/Province	0.0% 0
ZIP/Postal Code	0.0% 0
Country	0.0% 0
Dirección de correo electrónico	0.0% 0
Phone Number	0.0% 0

#	Name	Date
	There are no responses.	
#	Company	Date
	There are no responses.	
#	Address	Date
	There are no responses.	
#	Address 2	Date
	There are no responses.	
#	City/Town	Date
	There are no responses.	
#	State/Province	Date
	There are no responses.	
#	ZIP/Postal Code	Date
	There are no responses.	
#	Country	Date
	There are no responses.	
#	Dirección de correo electrónico	Date
	There are no responses.	
#	Phone Number	Date
	There are no responses.	

Q20 ¿Cuál es el ingreso anual de su hogar?

Answered: 1 Skipped: 554



Answer Choices	Responses	
Menos de \$16,000	0.0%	0
\$16,000—\$24,999	0.0%	0
\$25,000—\$34,999	0.0%	0
\$35,000—\$49,999	0.0%	0
\$50,000—\$74,999	0.0%	0
\$75,000—\$99,999	0.0%	0
\$100,000—\$149,999	100.0%	1
\$150,000 o más	0.0%	0
Prefiero no responder	0.0%	0
Total		1

Q21 Comentarios generales / Sugerencias

Answered: 0 Skipped: 555

#	Responses	Date
	There are no responses.	

Silver Line

Q22 Please enter your zip code:

Answered: 305 Skipped: 250

#	Responses	Date
1	28205 28205	12/1/2015 7:29 AM
2	28277 28277	11/30/2015 9:48 PM
3	28205 28205	11/30/2015 8:03 PM
4	28205 28205	11/30/2015 4:32 PM
5	28205 28205	11/30/2015 4:32 PM
6	28205 28205	11/30/2015 4:28 PM
7	28205 28205	11/30/2015 4:28 PM
8	28205 28205	11/30/2015 3:59 PM
9	28270 28270	11/30/2015 1:18 PM
10	28105 28105	11/30/2015 1:10 PM
11	28105 28105	11/30/2015 12:55 PM
12	28270 28270	11/30/2015 12:45 PM
13	28209 28209	11/30/2015 12:41 PM
14	28270 28270	11/30/2015 12:41 PM
15	29707 29707	11/30/2015 9:54 AM
16	28277 28277	11/30/2015 9:48 AM
17	28278 28278	11/30/2015 9:32 AM
18	28211 28211	11/30/2015 9:09 AM
19	28277 28277	11/30/2015 9:06 AM
20	29708 29708	11/30/2015 8:33 AM
21	28273 28273	11/30/2015 8:27 AM
22	28205 28205	11/30/2015 8:27 AM
23	28270 28270	11/30/2015 8:23 AM
24	28277 28277	11/30/2015 8:21 AM
25	28211 28211	11/30/2015 8:17 AM
26	28204 28204	11/30/2015 8:16 AM
27	28215 28215	11/30/2015 8:15 AM
28	28211 28211	11/30/2015 8:10 AM
29	28277 28277	11/30/2015 8:07 AM
30	28210 28210	11/28/2015 6:11 PM
31	78255 78255	11/28/2015 2:41 AM
32	28205 28205	11/27/2015 2:50 PM
33	28226 28226	11/27/2015 1:44 PM
34	28173 28173	11/27/2015 10:49 AM
35	28206 28206	11/25/2015 2:52 PM

Silver Line

36	28209 28209	11/25/2015 2:17 PM
37	28277 28277	11/25/2015 1:40 PM
38	28210 28210	11/25/2015 1:29 PM
39	28205 28205	11/25/2015 8:52 AM
40	28104 28104	11/25/2015 8:16 AM
41	28211 28211	11/25/2015 12:50 AM
42	28202 28202	11/23/2015 11:18 PM
43	28205 28205	11/23/2015 4:20 PM
44	28105 28105	11/23/2015 11:42 AM
45	28105 28105	11/23/2015 11:33 AM
46	28105 28105	11/22/2015 8:28 PM
47	28277 28277	11/21/2015 7:04 PM
48	28277 28273	11/20/2015 9:19 PM
49	28226 28226	11/20/2015 2:35 PM
50	28205 28205	11/20/2015 2:11 PM
51	28205 28205	11/19/2015 9:14 PM
52	28211 28211	11/19/2015 9:05 PM
53	28203 28203	11/19/2015 8:21 PM
54	28037 28037	11/19/2015 7:30 PM
55	28205 28205	11/19/2015 7:01 PM
56	28205 28205	11/19/2015 6:59 PM
57	28203 28203	11/19/2015 6:47 PM
58	28270 28270	11/19/2015 4:08 PM
59	28204 28204	11/19/2015 12:57 PM
60	28105 28105	11/19/2015 11:38 AM
61	28205 28205	11/19/2015 10:39 AM
62	28205 28205	11/19/2015 10:17 AM
63	28217 28217	11/19/2015 10:08 AM
64	28202 28202	11/19/2015 10:03 AM
65	28211 28211	11/18/2015 7:02 PM
66	28079 28079	11/16/2015 4:02 AM
67	28270 28270	11/15/2015 3:32 PM
68	28105 28105	11/15/2015 6:48 AM
69	28227 28227	11/13/2015 4:26 AM
70	28211 28211	11/12/2015 10:56 AM
71	28277 28277	11/11/2015 11:12 PM
72	28217 28212	11/11/2015 10:34 PM
73	28212 28212	11/11/2015 5:05 PM
74	28270 28270	11/10/2015 5:36 PM
75	28215 28215	11/10/2015 2:41 PM
76	28212 28212	11/10/2015 8:34 AM

Silver Line

77	28212 28212	11/9/2015 4:15 PM
78	28212 28212	11/9/2015 9:38 AM
79	28203 28203	11/8/2015 7:45 PM
80	28214 28214	11/8/2015 1:18 PM
81	28205 28205	11/8/2015 12:23 AM
82	28105 28105	11/7/2015 8:30 AM
83	28104 28104	11/6/2015 3:24 PM
84	28079 28079	11/6/2015 5:33 AM
85	28105 28105	11/6/2015 12:07 AM
86	28204 28204	11/5/2015 12:45 PM
87	28205 28205	11/5/2015 12:21 PM
88	28270 28270	11/5/2015 6:56 AM
89	28205 28205	11/5/2015 6:16 AM
90	28209 28209	11/4/2015 5:24 PM
91	28212 28212	11/4/2015 4:21 AM
92	28212 28212	11/3/2015 4:06 PM
93	28104 28104	11/2/2015 11:03 PM
94	28210 28210	11/2/2015 1:56 PM
95	28104 28104	11/2/2015 1:43 PM
96	28079 28079	11/2/2015 12:51 PM
97	28204 28204	10/30/2015 6:02 PM
98	28215 28215	10/30/2015 10:14 AM
99	28203 28203	10/29/2015 9:49 PM
100	28105 28105	10/29/2015 4:31 PM
101	28205 28205	10/29/2015 4:14 PM
102	28204 28204	10/29/2015 2:31 PM
103	28105 28105	10/29/2015 12:40 PM
104	28014 28014	10/29/2015 10:14 AM
105	28105 28105	10/29/2015 9:53 AM
106	28205 28205	10/29/2015 9:24 AM
107	28205 28205	10/29/2015 7:31 AM
108	27705 27705	10/28/2015 3:19 PM
109	28105 28105	10/28/2015 11:13 AM
110	28105 28205	10/27/2015 7:00 PM
111	28079 28079	10/26/2015 12:56 PM
112	28214 28214	10/26/2015 7:54 AM
113	28104 28104	10/24/2015 7:56 PM
114	28262 28262	10/24/2015 2:43 PM
115	28205 28205	10/23/2015 9:14 AM
116	28227 28227	10/22/2015 8:41 PM
117	28211 28211	10/22/2015 8:07 PM

Silver Line

118	28104 28104	10/22/2015 8:04 PM
119	28208 28208	10/22/2015 6:54 PM
120	28215 28215	10/22/2015 5:56 PM
121	28105 28105	10/22/2015 5:35 PM
122	28204 28204	10/22/2015 3:24 PM
123	28205 28205	10/22/2015 10:56 AM
124	28202 28202	10/22/2015 9:08 AM
125	28211 28211	10/22/2015 8:51 AM
126	28205 28205	10/22/2015 8:49 AM
127	28117 28117	10/21/2015 4:09 PM
128	28209 28209	10/21/2015 12:59 PM
129	28213 28213	10/21/2015 11:54 AM
130	28205 28208	10/20/2015 11:21 PM
131	28205 28205	10/20/2015 6:36 PM
132	28226 28226	10/20/2015 1:54 PM
133	28205 28205	10/20/2015 10:16 AM
134	28202 28202	10/20/2015 12:13 AM
135	28205 28205	10/19/2015 3:54 PM
136	28209 28209	10/19/2015 12:30 PM
137	28217 28217	10/19/2015 12:25 AM
138	28205 28205	10/19/2015 12:19 AM
139	28205 28205	10/18/2015 2:43 PM
140	28270 28270	10/18/2015 9:43 AM
141	28269 28269	10/17/2015 11:05 PM
142	28207 28207	10/17/2015 10:21 AM
143	28211 28211	10/17/2015 8:48 AM
144	28027 28027	10/16/2015 10:56 PM
145	28210 28210	10/16/2015 8:07 PM
146	28209 28209	10/16/2015 7:48 PM
147	28205 28205	10/16/2015 7:47 PM
148	28205 28205	10/16/2015 7:39 PM
149	28205 28205	10/16/2015 6:38 PM
150	28226 28226	10/16/2015 5:00 PM
151	28205 28205	10/16/2015 4:12 PM
152	28277 28227	10/16/2015 4:12 PM
153	29715 29715	10/16/2015 3:56 PM
154	28223 28223	10/16/2015 3:27 PM
155	28211 28211	10/16/2015 2:14 PM
156	28204 28204	10/16/2015 1:40 PM
157	28206 28206	10/16/2015 12:26 PM
158	28210 28210	10/16/2015 11:30 AM

Silver Line

159	28262 28262	10/16/2015 11:23 AM
160	28207 28207	10/16/2015 10:55 AM
161	28210 28210	10/16/2015 10:41 AM
162	28227 28227	10/16/2015 10:38 AM
163	28205 28205	10/16/2015 10:00 AM
164	28202 28202	10/16/2015 9:33 AM
165	28031 28031	10/16/2015 9:15 AM
166	28209 28209	10/16/2015 9:14 AM
167	28205 28205	10/16/2015 9:08 AM
168	28205 28205	10/16/2015 9:08 AM
169	28269 28269	10/16/2015 7:10 AM
170	28205 28205	10/16/2015 3:23 AM
171	28303 28303	10/16/2015 2:58 AM
172	28105 28105	10/16/2015 12:35 AM
173	28211 28211	10/15/2015 11:42 PM
174	28205 28205	10/15/2015 11:23 PM
175	28211 28211	10/15/2015 10:39 PM
176	28202 28202	10/15/2015 10:07 PM
177	28227 28227	10/15/2015 10:05 PM
178	28227 28227	10/15/2015 9:52 PM
179	28205 28205	10/15/2015 9:51 PM
180	28205 28205	10/15/2015 9:46 PM
181	28205 28205	10/15/2015 9:46 PM
182	28227 28227	10/15/2015 9:34 PM
183	28211 28211	10/15/2015 9:31 PM
184	28270 28270	10/15/2015 9:29 PM
185	28205 28205	10/15/2015 9:25 PM
186	28270 28270	10/15/2015 9:22 PM
187	28205 28205	10/15/2015 9:21 PM
188	28269 28269	10/15/2015 9:18 PM
189	28211 28211	10/15/2015 8:57 PM
190	28270 28270	10/15/2015 8:53 PM
191	23703 23703	10/15/2015 8:33 PM
192	28205 28205	10/15/2015 8:30 PM
193	28270 28270	10/15/2015 8:28 PM
194	28205 28205	10/15/2015 8:09 PM
195	28211 28211	10/15/2015 7:50 PM
196	28203 28203	10/15/2015 7:38 PM
197	28205 28205	10/15/2015 7:37 PM
198	28226 28226	10/15/2015 7:27 PM
199	28121 28121	10/15/2015 7:25 PM

Silver Line

200	28211 28211	10/15/2015 7:25 PM
201	28205 28205	10/15/2015 7:11 PM
202	28277 28227	10/15/2015 6:34 PM
203	28075 28075	10/15/2015 6:27 PM
204	28025 28025	10/15/2015 6:22 PM
205	28205 28205	10/15/2015 6:14 PM
206	28205 28205	10/15/2015 6:03 PM
207	23236 23236	10/15/2015 5:41 PM
208	28204 28204	10/15/2015 5:33 PM
209	28210 28210	10/15/2015 5:27 PM
210	28210 28202	10/15/2015 5:26 PM
211	28205 28205	10/15/2015 5:10 PM
212	28205 28205	10/15/2015 5:06 PM
213	28104 28104	10/15/2015 5:01 PM
214	28205 28205	10/15/2015 4:59 PM
215	28205 28205	10/15/2015 4:58 PM
216	28202 28202	10/15/2015 4:28 PM
217	28277 28277	10/15/2015 4:24 PM
218	28205 28205	10/15/2015 4:13 PM
219	28205 28205	10/15/2015 3:51 PM
220	28205 28205	10/15/2015 3:47 PM
221	28205 28205	10/15/2015 3:45 PM
222	28206 28206	10/15/2015 3:44 PM
223	28205 28205	10/15/2015 3:41 PM
224	28215 28215	10/15/2015 3:40 PM
225	28205 28205	10/15/2015 3:38 PM
226	28204 28204	10/15/2015 3:23 PM
227	28205 28205	10/15/2015 3:22 PM
228	28212 28212	10/15/2015 3:17 PM
229	28205 28202	10/15/2015 3:02 PM
230	28205 28205	10/15/2015 3:01 PM
231	28104 28104	10/15/2015 2:59 PM
232	28227 28227	10/15/2015 2:46 PM
233	28208 28208	10/15/2015 2:40 PM
234	28205 28205	10/15/2015 2:37 PM
235	28104 28104	10/15/2015 2:20 PM
236	28205 28205	10/15/2015 1:52 PM
237	28226 28226	10/15/2015 1:47 PM
238	28205 28205	10/15/2015 1:44 PM
239	28211 28211	10/15/2015 1:43 PM
240	28216 28216	10/15/2015 1:32 PM

Silver Line

241	28104 28104	10/15/2015 1:29 PM
242	28202 28202	10/15/2015 1:27 PM
243	28105 28105	10/15/2015 1:25 PM
244	28216 28216	10/15/2015 1:20 PM
245	28270 28270	10/15/2015 1:15 PM
246	28207 28207	10/15/2015 1:13 PM
247	28209 28209	10/15/2015 1:08 PM
248	28205 28205	10/15/2015 1:02 PM
249	28205 28205	10/15/2015 1:01 PM
250	28214 28214	10/15/2015 1:01 PM
251	28205 28205	10/15/2015 1:01 PM
252	28203 28203	10/15/2015 1:00 PM
253	28212 28212	10/15/2015 12:56 PM
254	28205 28205	10/15/2015 12:56 PM
255	28216 28216	10/15/2015 12:54 PM
256	28255 28255	10/15/2015 12:53 PM
257	28205 28205	10/15/2015 12:41 PM
258	28208 28208	10/15/2015 12:40 PM
259	28211 28211	10/15/2015 12:35 PM
260	28226 28226	10/15/2015 12:34 PM
261	28202 28202	10/15/2015 12:30 PM
262	28205 28205	10/15/2015 12:29 PM
263	28205 28205	10/15/2015 12:29 PM
264	28202 28202	10/15/2015 12:28 PM
265	28215 28215	10/15/2015 12:28 PM
266	28205 28205	10/15/2015 12:27 PM
267	28205 28205	10/15/2015 12:25 PM
268	28203 28203	10/15/2015 12:25 PM
269	28211 28211	10/15/2015 12:16 PM
270	28205 28205	10/15/2015 12:12 PM
271	28203 28203	10/15/2015 12:12 PM
272	28203 28203	10/15/2015 12:12 PM
273	28212 28212	10/15/2015 12:10 PM
274	28203 28203	10/15/2015 12:05 PM
275	28205 28205	10/15/2015 12:02 PM
276	28203 28203	10/15/2015 12:00 PM
277	28210 28210	10/15/2015 12:00 PM
278	28212 28212	10/15/2015 11:59 AM
279	28205 28205	10/15/2015 11:55 AM
280	28216 28216	10/15/2015 11:52 AM
281	28211 28211	10/15/2015 11:51 AM

Silver Line

282	28269 28269	10/15/2015 11:49 AM
283	28078 28078	10/15/2015 11:44 AM
284	28027 28027	10/15/2015 11:41 AM
285	28226 28226	10/15/2015 11:37 AM
286	28205 28205	10/15/2015 11:32 AM
287	28205 28205	10/15/2015 11:30 AM
288	28105 28105	10/15/2015 11:28 AM
289	28226 28226	10/15/2015 11:26 AM
290	28202 28202	10/15/2015 11:25 AM
291	28205 28205	10/15/2015 11:23 AM
292	28209 28209	10/15/2015 11:22 AM
293	28105 28105	10/15/2015 11:22 AM
294	28212 28212	10/15/2015 11:21 AM
295	28205 28205	10/15/2015 11:20 AM
296	28105 28105	10/15/2015 11:11 AM
297	28211 28211	10/15/2015 11:06 AM
298	28209 28209	10/15/2015 11:06 AM
299	29707 29707	10/15/2015 11:04 AM
300	28227 28227	10/13/2015 2:25 PM
301	28014 28104	10/13/2015 1:33 PM
302	28205 28205	10/13/2015 11:00 AM
303	28079 28079	10/12/2015 4:41 PM
304	28105 28105	10/12/2015 11:10 AM
305	28025 28025	10/10/2015 4:40 PM

Q31 What do you believe the transit challenges are in the corridor?

Answered: 305 Skipped: 250

#	Responses	Date
1	land acquisition and rail development	12/1/2015 7:29 AM
2	Constant traffic stops.	11/30/2015 9:48 PM
3	Stop closing down roads. Keep our buses running.	11/30/2015 8:03 PM
4	Length of time to complete a 1way trip	11/30/2015 4:32 PM
5	Ideas not limited to those with best impact with minimal investment and disruption.	11/30/2015 4:32 PM
6	Developing sustainable retail; sustaining/growing home values in surrounding areas.	11/30/2015 4:28 PM
7	Independence congestion.	11/30/2015 4:28 PM
8	Rapid Mass Transit for 7 along the Corridors, not thru Neighborhoods.	11/30/2015 3:59 PM
9	Inconvenient stops	11/30/2015 1:18 PM
10	Growth	11/30/2015 1:10 PM
11	Getting people to pay each time ride the LYNX.	11/30/2015 12:55 PM
12	Chamber not interested in development.	11/30/2015 12:45 PM
13	Overcoming the stigma of using transit instead of our own vehicles.	11/30/2015 12:41 PM
14	Political will to invest in infrastructure.	11/30/2015 12:41 PM
15	Available real estate for development	11/30/2015 9:54 AM
16	Rush hour traffic, parking for public transportation	11/30/2015 9:48 AM
17	Government funding.	11/30/2015 9:32 AM
18	costs and project timeliness	11/30/2015 9:09 AM
19	Funding	11/30/2015 9:06 AM
20	Lack of desire to visit it unless you live there.	11/30/2015 8:33 AM
21	Construction delays, negative impacts on existing traffic, cost of public funds/taxes	11/30/2015 8:27 AM
22	costs	11/30/2015 8:27 AM
23	Connecting corridor to all the feeder neighborhoods efficiently	11/30/2015 8:23 AM
24	N/a	11/30/2015 8:21 AM
25	Finding room for new stations and putting the routes where the most riders can use them.	11/30/2015 8:17 AM
26	Getting people out of their cars. Sharing right of way with congested traffic in this corridor.	11/30/2015 8:16 AM
27	making sure there are enough trees that the walk ways and sitting areas are completely shaded and pedestrian friendly in the summer when its almost too sunny and hot to walk down Independence because of the lack of shade	11/30/2015 8:15 AM
28	Costs and timeliness	11/30/2015 8:10 AM
29	Don't know	11/30/2015 8:07 AM
30	Funding	11/28/2015 6:11 PM
31	Getting people out of their cars and into transit, the attitudes.	11/28/2015 2:41 AM
32	Traffic. Many bus lines already come through Southeast Charlotte	11/27/2015 2:50 PM
33	Cost, property acquisition, aesthetics.	11/27/2015 1:44 PM
34	Satisfying property owners vs. convenience to riders	11/27/2015 10:49 AM

Silver Line

35	Traffic and construction hassles. There is alot going on right now as far as independence is concerned.	11/25/2015 2:52 PM
36	Too many entrance and exits to businesses off independence. Needs to be a freeway with a frontage road and bridges.	11/25/2015 2:17 PM
37	Number of stops	11/25/2015 1:40 PM
38	Traffic is an issue, so I believe bus routes will be ineffective, as they will still sit in traffic. Property impacts is a challenge with building any sort of rail.	11/25/2015 1:29 PM
39	Conflicting needs of different socio-economic classes. Unreliable bus transit. High traffic. Under-developed in areas.	11/25/2015 8:52 AM
40	The Silver Line should be included in the widening project of Hwy 74. Building stations in the middle of hwy. The line needs to stop near the Levine Campus.	11/25/2015 8:16 AM
41	Overlapping the light rail project with highway projects on Independence.	11/25/2015 12:50 AM
42	Funding	11/23/2015 11:18 PM
43	Spending money somewhere besides south Charlotte	11/23/2015 4:20 PM
44	The challenge in my view is a lack of pedestrian or mass transit options in the area. Access to the few existing mass transit options is often difficult and their reliability is wanting. These issues guarantee a continued reliance on vehicular transportation unless addressed.	11/23/2015 11:42 AM
45	The ability to provide a commute time that is equitable or shorter than it would take someone to commute by car from door to door.	11/23/2015 11:33 AM
46	Independence Boulevard has become gridlocked during rush hour. Mass rail transportation is a must to continue economic growth (more jobs and increased tax base) in southeast mecklenburg and union counties.	11/22/2015 8:28 PM
47	Getting from Matthews to locations in & between Uptown	11/21/2015 7:04 PM
48	building stations in the middle of independence hwy.	11/20/2015 9:19 PM
49	To convince that it is better to ride rail than personal vehicle.	11/20/2015 2:35 PM
50	Keep the route OUT of the residential neighborhoods.	11/20/2015 2:11 PM
51	Funding, Independence Blvd, and narrow roads elsewhere.	11/19/2015 9:14 PM
52	Existing traffic flow blocking development of new lines	11/19/2015 9:05 PM
53	How to make stations accessible to pedestrians near residences	11/19/2015 8:21 PM
54	NA	11/19/2015 7:30 PM
55	Unknown	11/19/2015 7:01 PM
56	Minimal property impact through midtown neighborhoods like Elizabeth and Chantilly	11/19/2015 6:59 PM
57	Money	11/19/2015 6:47 PM
58	A lot of old / deteriorating areas that need new life/investment	11/19/2015 4:08 PM
59	Current design is built around the idea of an interstate so neighborhoods and businesses aren't arranged for easy access to public transit.	11/19/2015 12:57 PM
60	None	11/19/2015 11:38 AM
61	In a lot of places, the pedestrian environment stinks.You'd need to invest in a lot of ped/bike improvements to make it easier for people to walk or bike to the stations, like SCIP or NECI.	11/19/2015 10:39 AM
62	obtaining right of way	11/19/2015 10:17 AM
63	Obtaining the land to make light rail happen for the silver line.	11/19/2015 10:08 AM
64	The lack of crossing bus lines. The 51 route is very infrequent and the rest of the lines run parallel with Independence, which makes it difficult to get to some key destinations via bus or the proposed Silver Line.	11/19/2015 10:03 AM
65	None.	11/18/2015 7:02 PM
66	Penetrating I277. No matter how many lanes and overpasses are added to 74, it is maxed out at 277. An alternative to roadway is necessary	11/16/2015 4:02 AM
67	a	11/15/2015 3:32 PM
68	Having a quick, reliable way to get into Uptown	11/15/2015 6:48 AM

Silver Line

69	The city believing in investing in East Charlotte. We have been ignored and public housing has developed all over because we are an inclusive community. We deserve light rail. Busses are no good when they only run from 7 to 9 and 3 to 6.	11/13/2015 4:26 AM
70	Too many single passenger cars and not enough bus stops. There is a dedicated busway running from Albemarle Road into uptown with ZERO platforms along it nor a stop at the Albemarle end. Indep carries traffic both into and diverted around Uptown...its a bottleneck.	11/12/2015 10:56 AM
71	The nature of Independence Blvd being converted into a freeway without stop-lights means that a line on Independence with frequent stops wouldn't make sense.	11/11/2015 11:12 PM
72	Lot of property	11/11/2015 10:34 PM
73	Property impact.	11/11/2015 5:05 PM
74	existing congestion along independence; expense of purchasing land to construct rail line	11/10/2015 5:36 PM
75	getting the land for it	11/10/2015 2:41 PM
76	Environmentalists and politicians.	11/10/2015 8:34 AM
77	acquiring property for light rail	11/9/2015 4:15 PM
78	Obtaining the right of ways. I believe (after living in major cities) that the light rail is the right answer. Use Rapid Buses at first until funding can be approved to switch to rail.	11/9/2015 9:38 AM
79	No good infrastructure for siting stations, no support form suburban governments. No will beyond the bounds of Mecklenburg county.	11/8/2015 7:45 PM
80	the traffic is pretty fouled up	11/8/2015 1:18 PM
81	Going ahead and making 74 the Freeway it is going to become with little Business directing onto 74 from any Neighborhoods with exceptions of entering from interchanges/ramps.	11/8/2015 12:23 AM
82	Disruption of neighborhoods.	11/7/2015 8:30 AM
83	planning	11/6/2015 3:24 PM
84	Obtaining property, funding	11/6/2015 5:33 AM
85	Identifying where the rail line will run, where will the projected stations exist. Will the town of Matthews and Mint Hill join collaboratively to include stations in Matthews and Mint Hill with either bus or light rail service to make the commute easier for Matthews and Mint Hill residents.	11/6/2015 12:07 AM
86	Most residences in the region are suburban one family residences it would behoove the City of Charlotte and Mecklenburg County to change zoning codes to allow for denser development.	11/5/2015 12:45 PM
87	There hasn't been many issues, certainly not what you encountered in the South. This entire project was sold to the voter is 1998 when council and later the MTC knew that due to special interest organizations, developers had heavy investments in the south corridor. This South line was bought and paid for by special interest group. Independence Blvd. always had the greatest ridership and could have curtailed the cost this city is incurring if the DEIS and FEIS studies had been followed. Council was informed to forgo the south corridor or they could lease a mid-size vehicle for every rider annual for less money. Visit this URL for entire history of Transit in Charlotte http://www.publicpurpose.com/charlotte.htm	11/5/2015 12:21 PM
88	Property and an unwillingness to accept change by older citizens who have been here longest.	11/5/2015 6:56 AM
89	The location of the line.	11/5/2015 6:16 AM
90	The ability to build without disrupting current properties. The properties along this rout (Highway 74) are fairly useless on foot, so having less stops and areas to park and ride make more sense. People are not going to use this to travel to outside of uptown to walk around, so the focus should be on parking and getting more people to ride into the city.	11/4/2015 5:24 PM
91	building around busy I-74	11/4/2015 4:21 AM
92	Not much space to add a rail line. Construction would congest this region even further.	11/3/2015 4:06 PM
93	Getting the rail over the county line to your commuter population in Union County	11/2/2015 11:03 PM
94	opposition from property owners	11/2/2015 1:56 PM
95	Existing commercial and residential properties	11/2/2015 1:43 PM
96	Awareness, cost, lengthy implementation timeline. Roadwork along the Independence corridor is commonly congested making commuting to/from uptown difficult.	11/2/2015 12:51 PM

Silver Line

97	Impacts to existing property uses. Providing ways to access public transportation without requiring an automobile.	10/30/2015 6:02 PM
98	Putting tracks in the right lane of traffic or the median in between traffic lanes for the streetcar. Would definitely want streetcar instead of buses. For less pollution and stability of service so businesses can become permanent on the service line.	10/30/2015 10:14 AM
99	Significant impact on neighboring property. Securing funding.	10/29/2015 9:49 PM
100	minimizing the right-of-way disturbances: -not tearing up existing retail/commercial spaces -not clogging existing roads and railroads with all the new Silver Line crossings	10/29/2015 4:31 PM
101	Republicans in Raleigh and South Charlotte. And balancing the needs of the PEOPLE it will serve, rather than kowtowing to the vocal minority (businesses).	10/29/2015 4:14 PM
102	The corridor is heavily travelled, especially at morning and evening rush hours. This creates significant commuting issues in both the time it takes to community the corridor and the safety of drivers with the current heavy traffic flow.	10/29/2015 2:31 PM
103	Making the train line convenient to the population that would use it, this part of town has sections of high real estate value. The challenge will be to resist the temptation to place the line adjacent to 74, or north of 74. Monroe Road would be a better choice for access and park/ride stations.	10/29/2015 12:40 PM
104	the population growth in the Charlotte area has created traffic congestion and it's challenging to get anywhere in the metro Charlotte area without getting stuck in grinding traffic. Changing folks mindsets (especially in the 'burbs) to encourage ride-share and public transportation is huge. The cost of living in the streetcar neighborhoods is not always affordable for folks who work uptown.	10/29/2015 10:14 AM
105	As with any location, already established businesses could be at risk of relocation. I would think it best if this could be minimized or avoided.	10/29/2015 9:53 AM
106	Getting people out of their cars on Independence	10/29/2015 9:24 AM
107	Streetcars should not be on central avenue. It's already too congested and getting worse. Streetcars will create a huge mess. Absurd plan.	10/29/2015 7:31 AM
108	Riding the light rail train uptown and south boulevard/interstate 485.	10/28/2015 3:19 PM
109	Finding land to build a light rail line	10/28/2015 11:13 AM
110	There are no interesting businesses to stop at along before it changes into 7th street	10/27/2015 7:00 PM
111	Connecting those who live in union city to the jobs they work in charlotte, using the 74 corridor	10/26/2015 12:56 PM
112	Independence traffic	10/26/2015 7:54 AM
113	Deciding how to balance spending.	10/24/2015 7:56 PM
114	Poor walkability, so development patterns will have to change as transit is introduced. New zoning codes and overlays should be pursued in tandem with the silver line.	10/24/2015 2:43 PM
115	Discussion of commuter rail on CSX line is a moot point. CSX owns the single-track line and will likely see increasing freight train frequencies and would likely resist shared-track agreements for passenger rail. As a former MARC Camden Line commuter (D.C.-Baltimore area), this line shared track with CSX and there were frequent service delays due to passenger train deference to freight trains. The MARC Penn Line (all electric, with dedicated R.O.W., hourly headways all day long) was much more effective for transportation. If someone in Matthews wants to get to Uptown Charlotte quickly, they should use BRT or HOT lanes on Independence Blvd. For in-town residents like me (Eastway Park/Sheffield Park), frequent bus service would provide much more meaningful transit service than costly commuter rail (other side of Indy Blvd. from me), and commuter rail generally has stations further spaced apart and peak-hour service. The general public really needs better education on differentiating light-rail vs. commuter rail - they're different animals.	10/23/2015 9:14 AM
116	consistency, teaching elders and non English speakers how to ride CATS, actual number of riders as compared to those who say they will ride	10/22/2015 8:41 PM
117	connectivity	10/22/2015 8:07 PM
118	Place to run it.	10/22/2015 8:04 PM
119	Construction will have a big impact on traffic that already exist.	10/22/2015 6:54 PM
120	Road closures and detours	10/22/2015 5:56 PM
121	Impact to property and cost of construction.	10/22/2015 5:35 PM
122	In what sense? Construction? Funding? Public Support? If the line is just a slingshot into downtown Charlotte from Matthews it's of little use, but then there's little currently on that corridor worth traveling too.	10/22/2015 3:24 PM

Silver Line

123	Development (or lackthereof) on Independence corridor, lack of pedestrian access on that corridor	10/22/2015 10:56 AM
124	Low population density	10/22/2015 9:08 AM
125	overcrowded roads	10/22/2015 8:51 AM
126	Disruption to property value and causing extreme development along rain line.	10/22/2015 8:49 AM
127	Too many people dependent upon cars to get from home to their final destination and too many neighborhoods and shopping centers designed to discourage pedestrian traffic by building expansively empty parking lots and hiding their entrances from the street.	10/21/2015 4:09 PM
128	There is limited right-of-way space to install a transit system, meaning significant costs/property impacts	10/21/2015 12:59 PM
129	room for future development around transit locations	10/21/2015 11:54 AM
130	We would like to see new modern Articulated bus equipment to accommodate heavier loads for rush hour commuters, from local to local limited BRT service.	10/20/2015 11:21 PM
131	Providing enough frequent service to attract people who aren't accustomed to using public transportation and people who will not use it because they find it in convenient. There also needs to be a focus on bike friendly and pedestrian communities where people can walk to what is hopefully the light rail stop on the Silver Line. This also means we need focus on building up instead of building out.	10/20/2015 6:36 PM
132	There is a large number of people in the corridor that would require either large stations, or many small stations to accommodate	10/20/2015 1:54 PM
133	Costs	10/20/2015 10:16 AM
134	getting people to ride light rail vs driving	10/20/2015 12:13 AM
135	cost	10/19/2015 3:54 PM
136	Money	10/19/2015 12:30 PM
137	Trying to convince people who live in the corridor in the more affluent areas to bring in transportation whether light rail or bus.	10/19/2015 12:25 AM
138	Location of the rail lines.	10/19/2015 12:19 AM
139	Property acquisition	10/18/2015 2:43 PM
140	I believe two most challenges are securing property and funding	10/18/2015 9:43 AM
141	None	10/17/2015 11:05 PM
142	It is unfortunate that you allowed the transit planning for this corridor to languish for years and that you are practically starting over. Because of lack of commitment to a reasonable plan, the community will have missed out on matching funds, which will no longer exist in the upcoming political environment. Any significant project will be untenable and the transportation needs of the SE will remain unaddressed. I understand that CATS could not fund construction of two corridors at once, but there is absolutely no excuse for not having a plan.	10/17/2015 10:21 AM
143	Access to service	10/17/2015 8:48 AM
144	None	10/16/2015 10:56 PM
145	Not sure, honestly. I've only lived in Charlotte for a year.	10/16/2015 8:07 PM
146	Actually building it.	10/16/2015 7:48 PM
147	I dont use the bus because i dont know how to! Sounds dumb but true...and have a car. I would consider if i didnt have to sit in traffic	10/16/2015 7:47 PM
148	*	10/16/2015 7:39 PM
149	Not sure	10/16/2015 6:38 PM
150	Rush hour on park rd is bad, usually leading to delayed schedules.	10/16/2015 5:00 PM
151	accessibility to businesses along Independence - disruption to these as the area is reconfigured	10/16/2015 4:12 PM
152	A	10/16/2015 4:12 PM
153	Residents of the area wanting to get to uptown quickly	10/16/2015 3:56 PM
154	Receiving funding for LRT. I believe that the LRT option would have the highest ridership, fastest travel time, and secure the most future development.	10/16/2015 3:27 PM

Silver Line

155	Adequate parking near Lynx stations.	10/16/2015 2:14 PM
156	Do not try and service suburbs - need to fix transit in the city/neighborhoods close to uptown.	10/16/2015 1:40 PM
157	I	10/16/2015 12:26 PM
158	The impact on traffic.	10/16/2015 11:30 AM
159	Making sure that you have a transit cop more visible and available.	10/16/2015 11:23 AM
160	It is more than unfortunate that CATS has decided to completely start over. You've allowed so many matching dollars to vanish by letting the preliminary planning for this corridor languish. I find it very unlikely in the current political climate that any transportation alternatives will ever be built.	10/16/2015 10:55 AM
161	Land rights, making the traffic flow work with the train during and after train introduction, maintaining pedestrian & rider safety to get to and from the stations.	10/16/2015 10:41 AM
162	Construction and space	10/16/2015 10:38 AM
163	NA	10/16/2015 10:00 AM
164	Independence divides the neighborhood in 2 instead of uniting both sides. A Rail Corridor will unite the 2 sides while BRT will do nothing.	10/16/2015 9:33 AM
165	Na	10/16/2015 9:15 AM
166	Creating reliable light rail service in a less densely populated area.	10/16/2015 9:14 AM
167	not sure, but assume the cost would be a challenge as well as the temporary burden of doing construction along such a busy corridor.	10/16/2015 9:08 AM
168	Independence corridor and suburban car focused development	10/16/2015 9:08 AM
169	Construction without killing all businesses in the area.	10/16/2015 7:10 AM
170	Disrupting traffic/neighborhoods while it's being built	10/16/2015 3:23 AM
171	Same as the blue line. Make sure it works and runs on time and buy kiosks that don't break every day.	10/16/2015 2:58 AM
172	state capitol limiting funding	10/16/2015 12:35 AM
173	n/a	10/15/2015 11:42 PM
174	No light rail	10/15/2015 11:23 PM
175	The contractions might take long and take properties.	10/15/2015 10:39 PM
176	BRT is the easy and more cost effective solution for this corridor; however, light or heavy rail transit is the best choice here. Rail transit is much more environmentally friendly and will be far more successful as proven by the result of the blue line. If rail is selected for this corridor I think the biggest challenge will be establishing the best right-of-way.	10/15/2015 10:07 PM
177	Construction that is making it more difficult to access Independence Blvd.	10/15/2015 10:05 PM
178	The biggest challenge is determining the proper rail alignment for this corridor. Using US 74 would have been the least expensive, but that option is off the table.	10/15/2015 9:52 PM
179	Cars	10/15/2015 9:51 PM
180	Disruption to current traffic patterns	10/15/2015 9:46 PM
181	Gg	10/15/2015 9:46 PM
182	n/a	10/15/2015 9:34 PM
183	Acquiring funding for rail transit and to prevent cutting up existing neighborhoods.	10/15/2015 9:31 PM
184	property values	10/15/2015 9:29 PM
185	Limited sidewalks in area to walk to transit	10/15/2015 9:25 PM
186	Changing the course for a toll road as well as BRT.	10/15/2015 9:22 PM
187	Property impact along independence blvd	10/15/2015 9:21 PM
188	Cost	10/15/2015 9:18 PM
189	Conjestion during rush hours	10/15/2015 8:57 PM
190	Getting rid of the designated bus lane and changing the path toward toll lanes.	10/15/2015 8:53 PM

Silver Line

191	N/A, I am a visitor to Charlotte	10/15/2015 8:33 PM
192	Traffic during the construction portion	10/15/2015 8:30 PM
193	Cost	10/15/2015 8:28 PM
194	Mandating proper, high quality, mixed use TOD development.	10/15/2015 8:09 PM
195	Managing costs is always challenging. Also, how to prepare for all the the traffic it will create? How do you inform the public so they are prepared for the impact? There's a diverse community in the area. Will the information also be in other languages, i.e., Spanish, Chinese, etc.	10/15/2015 7:50 PM
196	A growing population and not enough public transit.	10/15/2015 7:38 PM
197	Creating a system all will feel served by.	10/15/2015 7:37 PM
198	Neighborhood construction and road closures for contrixtion	10/15/2015 7:27 PM
199	Pedestrian friendliness.	10/15/2015 7:25 PM
200	Project profitability	10/15/2015 7:25 PM
201	UNK	10/15/2015 7:11 PM
202	Too many cars.	10/15/2015 6:34 PM
203	People issues	10/15/2015 6:27 PM
204	The challenges will be frequent bus and silver rail service.	10/15/2015 6:22 PM
205	The State of North Carolina and the rabid, rural right who will try to block the liberal metro areas at any turn.	10/15/2015 6:14 PM
206	The difficulty in using the CSX railroad line. The development of this makes the most long term sense, but it will cost much more than anything else in the short term.	10/15/2015 6:03 PM
207	The Silver Line's route through I-277. I feel the best option will be to tunnel within the I-277 loop.	10/15/2015 5:41 PM
208	Creating efficient and fast transit while not impacting neighborhoods.	10/15/2015 5:33 PM
209	Speed, and enough parking for travelers	10/15/2015 5:27 PM
210	Constrained rights-of-way for exclusive-running rail	10/15/2015 5:26 PM
211	Property owners	10/15/2015 5:10 PM
212	traffic	10/15/2015 5:06 PM
213	Funding, obtaining property	10/15/2015 5:01 PM
214	Independence Blvd being changed to expressway is not conducive to neighborhood access to transit	10/15/2015 4:59 PM
215	Community buy-in.	10/15/2015 4:58 PM
216	Republicans.	10/15/2015 4:28 PM
217	Stop design and frequency. Private property acquisition. Car and pedi/cycle access.	10/15/2015 4:24 PM
218	getting right of way for fast travel times while making the stops accesable to the surrounding neighborhoods	10/15/2015 4:13 PM
219	Shouldn't you be telling me this?	10/15/2015 3:51 PM
220	Connecting everything	10/15/2015 3:47 PM
221	Na	10/15/2015 3:45 PM
222	N/a	10/15/2015 3:44 PM
223	FINANCING :)	10/15/2015 3:41 PM
224	ROW	10/15/2015 3:40 PM
225	Working with CSX for ROW from Grier Heights to McAlpine Station. (That is, not considering the state's 500k funding cap)	10/15/2015 3:38 PM
226	There is a lot of housing already in this area. I think some residents may be concerned of the rails' effect on property value	10/15/2015 3:23 PM
227	Not dividing East Charlotte from everything on then other side of Independence.	10/15/2015 3:22 PM

Silver Line

228	Neighborhoods are spread-out	10/15/2015 3:17 PM
229	...	10/15/2015 3:02 PM
230	"the last mile" challenge of getting from inside the neighborhood to a thorough fare with bus/train service. Bike lanes , sidewalks and streetlights all help.	10/15/2015 3:01 PM
231	Connectivity, cost, time for it to be built	10/15/2015 2:59 PM
232	Funding for the project. This project, along with other rail projects in Charlotte, need to get done.	10/15/2015 2:46 PM
233	n/a	10/15/2015 2:40 PM
234	Property alignment for fast rail	10/15/2015 2:37 PM
235	rail alignment, property aquisition	10/15/2015 2:20 PM
236	No direct rail access to the airport. It's insane that there isn't a light rail connecting uptown to the airport.	10/15/2015 1:52 PM
237	Property acquisition could potentially be a back-breaker. How do you handle Farm Pond Ln (similar to Hidden Valley on the BLE).	10/15/2015 1:47 PM
238	The area is not pedestrian friendly AT ALL currently. Stops should be walkable.	10/15/2015 1:44 PM
239	To establish bus service in an area where there is none. In 28211, we have to drive/ride to Monroe Road or into Cotswold to access public transportation.	10/15/2015 1:43 PM
240	Matthews	10/15/2015 1:32 PM
241	.	10/15/2015 1:29 PM
242	Cost, reliable connection to whatever mode is going in on Independence, crosstown connections between Independence and the Blue Line.	10/15/2015 1:27 PM
243	Yyyyy u <	10/15/2015 1:25 PM
244	Choice of alignment	10/15/2015 1:20 PM
245	challenges in the corridor will be the suburban sprawl and the NCDOT's continued effort to convert US-74 to an expressway with limited crossings for pedestrians and vehicles.	10/15/2015 1:15 PM
246	Space, congestion, property, CSX right of way	10/15/2015 1:13 PM
247	Funding	10/15/2015 1:08 PM
248	People wouldn't necessarily ride. I tend to live closer to uptown, and would not see a reason to travel out to 485/southeast, unless I lived out there. I live in Plaza Midwood now, so the Silver Line coming down Central is awesome. But I wouldn't ride around Charlotte just to get back home. It would be train in/bus out or vice versa.	10/15/2015 1:02 PM
249	money	10/15/2015 1:01 PM
250	Unknown.	10/15/2015 1:01 PM
251	making it so it is easy access for high usership	10/15/2015 1:01 PM
252	Safety and location of stops will require cars.	10/15/2015 1:00 PM
253	To get it done quickly and efficiently	10/15/2015 12:56 PM
254	xxxxxxxxxx	10/15/2015 12:56 PM
255	That the government is doing the work.	10/15/2015 12:54 PM
256	rush hour traffic is terrible down this corridor.	10/15/2015 12:53 PM
257	competing with traffic from all these new apartments and the influx of new residents	10/15/2015 12:41 PM
258	Heavy traffic during peak times. Not a walking friendly corridor... Perfect for train.	10/15/2015 12:40 PM
259	Established neighborhoods	10/15/2015 12:35 PM
260	Reducing dependency on the automobile.	10/15/2015 12:34 PM
261	Lack of development near stations and poor pedestrian access	10/15/2015 12:30 PM
262	Bus service needs to be expanded. Streetcar is a waste of time and money. It is slow and noisy, plus the construction is a huge inconvenience and a business killer.	10/15/2015 12:29 PM

Silver Line

263	Traffic on Independence: lots of local traffic and regional traffic. I commute across town and have to use this main road. Access to commercial develop on Indy and maintaining commercial viability at nodes like Monroe/Sharon Amity, Monroe/Idlewild. Access to Ovens Aud/Bojangles Col. is vital. Also cross town connections - Indy is a barrier like a river and divides communities. We need cross Indy access for peds and bikes.	10/15/2015 12:29 PM
264	Time it will take for construction to be completed	10/15/2015 12:28 PM
265	Minimal available property for rail, especially given that substantial property was already obtained to convert 74 to a freeway, and fewer bus access points to 74 as a result. Also, that commuters from Union County who use the corridor but do not live within the corridor having too heavy a voice in decisions that will impact the residents more than them.	10/15/2015 12:28 PM
266	City built a wasteland highway	10/15/2015 12:27 PM
267	The impact of major multi-family development in the area and what that means for transit. There is nowhere for these people to park. We MUST invest more in mass transit to keep this neighborhood thriving. Also, investing to re-pave a road that will just be converted into rail or parklets at some point seems like a waste to me. We need some more decisions to be made and acted upon, even if it means upsetting some people. I think you could easily run rail down 7th, or central, and run it through the center of the road like a trolley, and folks would go crazy, but easily adapt to it.	10/15/2015 12:25 PM
268	Lane crossings.	10/15/2015 12:25 PM
269	Finding space all along the corridor	10/15/2015 12:16 PM
270	The infrastructure must be logical and planned according to greatest need. A line to the airport is a no-brainer. Public opinion is a challenge to overcome, but building practical infrastructure over frivolous (Blue line vs. Gold line for instance) will enhance public opinion	10/15/2015 12:12 PM
271	Balancing connectivity and utility	10/15/2015 12:12 PM
272	Time to complete project	10/15/2015 12:12 PM
273	I think there are some areas that have high traffic or needs for transit service but is consistently underserved. Also, in some areas the bus service timing is very inconsistent. You will get a bus on time one day & the next, it is all out of whack.	10/15/2015 12:10 PM
274	Finding a smart and efficient route.	10/15/2015 12:05 PM
275	n/a	10/15/2015 12:02 PM
276	Speed of service (particularly in the section nearest uptown) but a need to create plenty of access for east side residents.	10/15/2015 12:00 PM
277	Changing bus lanes to rail lanes	10/15/2015 12:00 PM
278	\$\$\$\$	10/15/2015 11:59 AM
279	The already existing sprawl (especially east of Sharon Amity Rd) that is oriented towards automobile use. Lack of safe, walkable sidewalks and street-accessible retail.	10/15/2015 11:55 AM
280	Don't know yet have not traveled this far yet.	10/15/2015 11:52 AM
281	Independence blvd	10/15/2015 11:51 AM
282	N/a	10/15/2015 11:49 AM
283	The corridor itself is a mess. The traffic is typically terrible. Independence Blvd. is an eyesore.	10/15/2015 11:44 AM
284	need something done about eastland. (international marketplace or mall)	10/15/2015 11:41 AM
285	Getting people TO the stops	10/15/2015 11:37 AM
286	People need to be willing to accept less traffic on Monroe.	10/15/2015 11:32 AM
287	finding room for it without disturbing too much of current development	10/15/2015 11:30 AM
288	Convenience to get to Uptown	10/15/2015 11:28 AM
289	Public support in the corridor	10/15/2015 11:26 AM
290	Frequency and hours. Wish it would run later on Friday & Saturday nights.	10/15/2015 11:25 AM
291	NA	10/15/2015 11:23 AM
292	Funding and the North Carolina General Assembly	10/15/2015 11:22 AM
293	Cost	10/15/2015 11:22 AM

Silver Line

294	Just getting used to the change.	10/15/2015 11:21 AM
295	Making the connection from bus to train to destination closer	10/15/2015 11:20 AM
296	people in Charlotte generally do not understand the intangible benefits of public transportation	10/15/2015 11:11 AM
297	Convincing people that the money is with it	10/15/2015 11:06 AM
298	Finding money to build a reliable rail line	10/15/2015 11:06 AM
299	People don't like rail stations near their neighborhoods because they think it devalues the property and makes the area more dangerous	10/15/2015 11:04 AM
300	Acquiring the property for the Lynx right of way and building the Silver line without creating major disruptions to vehicle travel.	10/13/2015 2:25 PM
301	Property Impacts	10/13/2015 1:33 PM
302	location of stops and how to cross/avoid Independence and the CSX railroad	10/13/2015 11:00 AM
303	Union County has abundant land ready for development and additional commuters. 74 cannot widen anymore at 277 and we need an alternative method into uptown Charlotte to support the growth.	10/12/2015 4:41 PM
304	Making a mass transit option that is faster than the drive time from Matthews to Uptown.	10/12/2015 11:10 AM
305	run-down neighborhoods	10/10/2015 4:40 PM

Silver Line

Q32 What do you believe the transit opportunities are in the corridor?

Answered: 305 Skipped: 250

#	Responses	Date
1	Redevelopment, economic growth for the east side and connectivity to Uptown	12/1/2015 7:29 AM
2	More stops so more people would be likely to take the train.	11/30/2015 9:48 PM
3	Yes	11/30/2015 8:03 PM
4	More bus ridership	11/30/2015 4:32 PM
5	To stop adding to highways by diverting funds to rail - you must make driving less convenient and rail more convenient, carrot and stick.	11/30/2015 4:32 PM
6	Reinvigorating the east side of Charlotte; easing traffic from downtown to Matthews.	11/30/2015 4:28 PM
7	It will be used.	11/30/2015 4:28 PM
8	LYNX along 74/Independence to Monroe different type of Transit other than Bus along Central Avenue & Monroe to Town.	11/30/2015 3:59 PM
9	Ability to reduce congestion on roads	11/30/2015 1:18 PM
10	Growth	11/30/2015 1:10 PM
11	I have no comments.	11/30/2015 12:55 PM
12	I don't know	11/30/2015 12:45 PM
13	Less pollution and less parking issues.	11/30/2015 12:41 PM
14	Limitless.	11/30/2015 12:41 PM
15	Plenty of businesses to service	11/30/2015 9:54 AM
16	Light rail	11/30/2015 9:48 AM
17	24 hour service	11/30/2015 9:32 AM
18	duplicate the success of the Lynx Blue Line in giving SE corridor another commuting option.	11/30/2015 9:09 AM
19	Reduce congestion and increase infrastructure	11/30/2015 9:06 AM
20	Removal of car congestion. Increased business/residential activity.	11/30/2015 8:33 AM
21	Rapid bus service is more practical, the costs of a light rail service might be hard to justify	11/30/2015 8:27 AM
22	vacant property and space along the 74 corridor	11/30/2015 8:27 AM
23	Lots of commuters who just want a direct route downtownish	11/30/2015 8:23 AM
24	N/a	11/30/2015 8:21 AM
25	Taking a lot of cars off a very crowded road.	11/30/2015 8:17 AM
26	Dedicated right of way solution so that transit can operate efficiently despite those who choose to create congestion and traffic.	11/30/2015 8:16 AM
27	making independence blv a nice walk-able and more pedestrian friendly area. with lots of trees and over pass pedestrian bridges.	11/30/2015 8:15 AM
28	Opportunity to duplicate the success of the Lynx blue line in giving suburban driver another transportation option.	11/30/2015 8:10 AM
29	Faster commute	11/30/2015 8:07 AM
30	mass transit versus traditional modes of transporttion	11/28/2015 6:11 PM
31	Improved air quality, less stress, etc.	11/28/2015 2:41 AM
32	A chance to bring back businesses to Independence, Central and Albemarle.	11/27/2015 2:50 PM

Silver Line

33	Economic spurs around line stops, increased property values, capex for further transportation development.	11/27/2015 1:44 PM
34	Create urban development and growth along the line and at stops. Great opportunity for economic development along this corridor.	11/27/2015 10:49 AM
35	Rail and bus.	11/25/2015 2:52 PM
36	HOV and Bus Rapid Transit lanes.	11/25/2015 2:17 PM
37	More connections	11/25/2015 1:40 PM
38	High speed rail would provide not only fast transportation and reduced traffic, but also serve as a tool for economic development in the corridor. There's a lot of opportunity for this.	11/25/2015 1:29 PM
39	Lots of different transit options. Quickly growing area. Diverse.	11/25/2015 8:52 AM
40	Sharon Amity area is dying and this should help that area. Plus bring people back to the arena,	11/25/2015 8:16 AM
41	Ideally the funding towards the current road projects on Independence would be more beneficial to residents and rebuilding the economy along Independence by only maintaining the existing road and then developing a light rail and/or commuter rail system. With a 2030 light rail plan in place being proactive provides an opportunity to complete this future project at a lower cost based on current dollars while integrating it with the current highway projects on 74. I would think starting this project sooner than later would provide many residents in an area deeply impacted by job loss and closing small businesses an opportunity to pursue employment in a much broader area, which should bring money to the 74 corridor and assist with positive growth of the previously defunct small businesses closed due to 74's long term highway project.	11/25/2015 12:50 AM
42	Revitalizing East Charlotte - plugging into center city - development along a fixed rail infrastructure	11/23/2015 11:18 PM
43	Lighter load in 74 and would help this part of town	11/23/2015 4:20 PM
44	The demand is growing, with an increasingly environmentally conscious commuter. As vehicular traffic continues to increase, with no reciprocal increase in infrastructure, traffic congestion will lead more and more commuters to opt for predictable and reliable mass transit.	11/23/2015 11:42 AM
45	To create a reliable alternate transportation that will reduce pollution and congestion. This will also allow more mobility for growing aging population in the years to come, that will allow them (us) to visit friends and family that live further away. This also makes the Charlotte metropolitan area more attractive to visitors.	11/23/2015 11:33 AM
46	The CSX rail line provides a perfect placement for mass rail transit. Property is available next to the rail line by the Matthews Sportsplex for a large park and ride station.	11/22/2015 8:28 PM
47	Provide future-saving options that allow for healthier choices - walking, relaxing instead of road rage, etc	11/21/2015 7:04 PM
48	transit oriented development	11/20/2015 9:19 PM
49	To make it more convenient than car transportation.	11/20/2015 2:35 PM
50	Reach the younger demographic who wants to get to Uptown and back quickly.	11/20/2015 2:11 PM
51	Property development and appreciation, serving a non-car-owning part of our population. Pollution reduction	11/19/2015 9:14 PM
52	A direct line from the Matthews area could greatly improve flow to uptown and decongest auto transit along Independence	11/19/2015 9:05 PM
53	There are a lot of commuters who would be willing to do mass transit for a great distance (very similar to the existing Blue line)	11/19/2015 8:21 PM
54	NA	11/19/2015 7:30 PM
55	Unknown	11/19/2015 7:01 PM
56	Growing the East Side of the city- the most diverse part of Charlotte	11/19/2015 6:59 PM
57	Everything.	11/19/2015 6:47 PM
58	The main opportunity is to actually get a light rail line put in this corridor instead of BRT or Toll Lanes	11/19/2015 4:08 PM
59	There is a lot of residential tax opportunity. A majority of that area is residential and value will increase with the introduction of rail.	11/19/2015 12:57 PM
60	Fixing the independence blvd nightmare	11/19/2015 11:38 AM
61	Getting people to choose to ride transit instead of driving their own cars. CATS needs to do a MUCH better job marketing their services, especially buses.	11/19/2015 10:39 AM

Silver Line

62	Relief for Independence Blvd. + access for workforce and non-driving elderly.	11/19/2015 10:17 AM
63	Increased development, investment, accessibility and function. Having rail in every direction from Uptown is critical to the city growing sustainably.	11/19/2015 10:08 AM
64	Connection to East Charlotte, the Independence corridor, Matthews, and Union County. It would open so many opportunities to commuters from Matthews and Union County, similar to how the Blue Line has for those in South Charlotte, along I-77, Steele Creek, and South Carolina.	11/19/2015 10:03 AM
65	It would help the area along 74 boom and develop.	11/18/2015 7:02 PM
66	Rail. If a silver line is added and there is a shuttle with park and ride running along 51, then most of the 485, 77, and 74 traffic would be eliminated. Also, millennials prefer rail commute to driving.	11/16/2015 4:02 AM
67	a	11/15/2015 3:32 PM
68	A easy and convinient light rail service that will bring in development, whilst providing a reliable service from Matthews to Uptown without having to drive to Providence to get on the Blur Line	11/15/2015 6:48 AM
69	Light rail to Monroe. That way you can take light rail to work, visit family, shop. It can be a reliable way of transportation.	11/13/2015 4:26 AM
70	Indep could be a model for a BRT system done right. Build 3 nice, elevated stops, with parking, near Ovens/Bojangles arena, Pecan Ave, and near the Wal-Mart and you'll see vastly increased ridership in/out of Uptown. Extend the BRT down to Conference Drive, with parking at the abandoned retail stores, and you'll see people ditch their cars for the BRT.	11/12/2015 10:56 AM
71	The demand for such a light rail line in the Matthews area is high. By Monroe road, there are existing railroad tracks that stretch from Uptown to Matthews.	11/11/2015 11:12 PM
72	Untapped potential	11/11/2015 10:34 PM
73	Less congestion on area roadways. Savings for workers paying parking costs uptown.	11/11/2015 5:05 PM
74	more public transportation usage; development along rail; revitalization of neighborhoods along rail; less traffic on independence	11/10/2015 5:36 PM
75	business growth	11/10/2015 2:41 PM
76	Easing congestion and drawing in more dollars to Charlotte.	11/10/2015 8:34 AM
77	relieving congestion	11/9/2015 4:15 PM
78	Estimated ridership seems unexpectedly low. There is a great benefit to putting another light rail in Charlotte along the Independence corridor all the way to CPCC. Additionally, CATS should consider extending the blue line south to Fort Mill. I know there are a lot of individuals that ride in from SC.	11/9/2015 9:38 AM
79	Independence (US-74) is a corridor of ugliness and misery. There is appropriate density along the route to support regular, frequent service.	11/8/2015 7:45 PM
80	a more direct bus/LYNX service in the southeast	11/8/2015 1:18 PM
81	Creating more opportunities to quick travel into & and out of Center City by High Speed Transit instead of large quantities of vehicular traffic. Also, would lead to more economic growth along Monroe are. & Central Ave. for Businesses, Retail, Offices, etc.	11/8/2015 12:23 AM
82	Huge opportunity to allow transit from Matthews and Union County to Uptown without additional auto traffic.	11/7/2015 8:30 AM
83	easier transportation	11/6/2015 3:24 PM
84	Growth along rail and southeast	11/6/2015 5:33 AM
85	Opportunities to provide future PUD land use for Matthews/Charlotte/Mint Hill in the area of Margaret Wallace Rd. there is a lot of potential development in that area, and if more apartments, attractive shopping is brought by developers, the area will begin to attractive more metro friendly residents	11/6/2015 12:07 AM
86	Connection to the future Gateway station, and allow for a more comprehensive regional transit system	11/5/2015 12:45 PM
87	unlimited with proper land planning without TOD development and low income housing every quarter mile. Citizens are moving out of Mecklenburg County to Weddington, Matthews, Mint Hill and other areas east of Charlotte due to low tax and honest representation from their elected officials. Build transit development where it is and will be needed by 2030	11/5/2015 12:21 PM
88	The lightrail would be a fast, Eco-friendly option that could connect the entire metro area.	11/5/2015 6:56 AM

Silver Line

89	To provide a more sustainable and efficient option for travel into the city.	11/5/2015 6:16 AM
90	While the businesses are not necessarily attractive for people to move out here. If they have a quick and easy way into work, more people would likely move out here, thus improving other business opportunities, maybe not along the rail line, but in the surrounding neighborhoods.	11/4/2015 5:24 PM
91	less traffic on I-74	11/4/2015 4:21 AM
92	It would clear up so many traffic problems on Independence.	11/3/2015 4:06 PM
93	Getting Union County commuters to embrace mass transit. Park and ride at CPCC Levine Campus	11/2/2015 11:03 PM
94	reduces congestion, travel time, improved quality of life, lower commuting cost	11/2/2015 1:56 PM
95	Untapped ridership. If done right, this could be even bigger than the Blue Line	11/2/2015 1:43 PM
96	Public transportation options that avoids automobile traffic along the Independence corridor cannot get here soon enough.	11/2/2015 12:51 PM
97	Enabling residents in the corridor to reduce the # of vehicles per household. For close in communities (such as Elizabeth) the pressures of automotive transportation, including parking and congestion, are high. Reliable public transportation to Uptown, retail and commercial destination would help mitigate those pressures.	10/30/2015 6:02 PM
98	Links major neighborhood and then ending in Uptown/downtown. Much larger a network of businesses would be touched.	10/30/2015 10:14 AM
99	Increased travel to uptown from outer regions without need of a car.	10/29/2015 9:49 PM
100	Reduce rush hour car/bus traffic on arteries like Independence Blvd, Monroe Rd, Randolph Rd, Providence Rd, and more.	10/29/2015 4:31 PM
101	CATS has an opportunity to undo some serious wrongs suffered by the east side residents over the last few decades. The 74 corridor should be an INTERSTATE. Those businesses along the road should be bought out for their depressed values and leveraged for future development by identifying GREENWAY paths, parks and other CIP opportunities by other departments. A well-planned project could be transformative in a positive manner for decades to come. Rely less on public input and more on VISIONARY LEADERSHIP. Community wants are important, but sheer numbers do not a quality project make!	10/29/2015 4:14 PM
102	I believe the biggest opportunity for this corridor is to establish a rail system to help alleviate the current vehicle congestion. Rail transit can accommodate a large number of commuters and is usually much safer as it operates in a separate right-of-way from other traffic.	10/29/2015 2:31 PM
103	To enhance communities near the stops (similar to development seen near the Blue Line in South End). Extension through Downtown Matthews out Old Monroe Road (with quick access to 485) could drive development in the area and reduce congestion on 16 and 74.	10/29/2015 12:40 PM
104	So many of the "Transplants" are from urban northern cities, and are accustomed to leveraging public transportation. If a reliable system were available, it could relieve congestion on routes like Independence and 485 at peak rush hour times. It also could bring more folks from South Charlotte/Union County into the city more frequently for cultural events if it were reliable & reasonable convenient.	10/29/2015 10:14 AM
105	I believe it could decrease the traffic issues that occur during the commuting hours on Highway 74, as well as its secondary roads.	10/29/2015 9:53 AM
106	Congestion relief	10/29/2015 9:24 AM
107	Invest in better, more comfortable busses that can adapt to changing needs	10/29/2015 7:31 AM
108	Riding the buses to go places.	10/28/2015 3:19 PM
109	Increase development of area	10/28/2015 11:13 AM
110	The old homes along Monroe road that can easily be converted into coffee shops, restaurants and specialty retail -- keeping the quaint part of Oakhurst that other neighborhoods have demolished in lieu of the same looking condos with retail below. Having a rail would bring much needed restaurants and retail to Oakhurst. All that live here have to rely on other neighborhoods to get groceries and dinner.	10/27/2015 7:00 PM
111	Connect southeast to airport	10/26/2015 12:56 PM
112	More density added to the eastern portion of Charlotte with potential newer future lines.	10/26/2015 7:54 AM
113	Huge economic gains and new contraction like south end	10/24/2015 7:56 PM
114	Ripe for redevelopment, lots of good parcels, buildings, and land close to uptown, south Charlotte, Plaza Midwood. Opportunity to make Charlotte more sustainable fiscally, environmentally, and physically.	10/24/2015 2:43 PM

Silver Line

115	Our existing streets and highways have physical/spatil lane capacity for bus-only lanes - allocating that space isn't as much a technical decision as a political one. What do we value - moving people/goods? Or simply moving "vehicles"? Dedicated bus/taxi/freight lanes are the quickest, most cost-effective solution for improving mobility in our area. As for TOD, that should be a secondary focus after providing a meaningful TRANSPORTATION options for people. On a related note, the area will see development with/without transit as people are priced-out of Uptown, Plaza-Midwood and even Commonwealth Park - Eastway Dr. is the current diving line between \$\$ and less \$\$ from a real estate/demographics standpoint.	10/23/2015 9:14 AM
116	less traffic and individual cars on the roads, people meeting one another, more access to businesses for all riders	10/22/2015 8:41 PM
117	reduce dependency of independence blvd for commuters	10/22/2015 8:07 PM
118	This should not require an answer to complete the survey. I have none.	10/22/2015 8:04 PM
119	Growth for the whole Charlotte region, an increase property value.	10/22/2015 6:54 PM
120	Better service that will impact traffic woes	10/22/2015 5:56 PM
121	Increased public transit ridership and significant reductions in automobile congestion.	10/22/2015 5:35 PM
122	Rail could help revitalize the 74 corridor as the South Boulevard corridor was. Places of interest along the line are needed. You need incentives for entertainment and ding, not just shopping. How about a museum? Endpoint to endpoint service isn't enough to justify the project. I'd like to see a loop that takes 74-E to 27-E then Lawyers Road to 51 then back to 74. Also build a west side loop for a big figure-8 that includes the airport.	10/22/2015 3:24 PM
123	TONS! Better access to Independence/Silver Line/any transit for those of us who live there and don't want to drive. Plus more young people moving to this area who would rather take alternative transportation. Would love to see it revive Independence retail as well.	10/22/2015 10:56 AM
124	Massive redevelopment opportunities	10/22/2015 9:08 AM
125	more reliable public transit will cut down on commuters	10/22/2015 8:51 AM
126	Get cars off of the road.	10/22/2015 8:49 AM
127	Lots of people trying to get from Matthews and beyond into uptown with little stress and great speed. A chance to get drivers off the road with park-and-ride lots. An opportunity to build walkable neighborhoods for millennials and young professionals on all the empty land and over the ugly parking lots.	10/21/2015 4:09 PM
128	There is a large traffic load on Independence Blvd during rush hour, and increased transit options (especially rail) will reduce car trips along the corridor. This would be especially marked if there were park & ride stops further from town, similar to the blue line	10/21/2015 12:59 PM
129	improve traffic conditions on Indy	10/21/2015 11:54 AM
130	High density of people in an area , more transit in those places	10/20/2015 11:21 PM
131	A rapid transit line will make the Independence Boulevard corridor attractive to developers again. There is plenty of space for retail and residential high rises along Independence boulevard starting at the Briar Creek exit all the way down to Sardis Road North. A rapid transit line will also be attractive to Union County commuters.	10/20/2015 6:36 PM
132	The large number of people in the corridor that would ride transit would reduce overall traffic congestion in the area.	10/20/2015 1:54 PM
133	Convenience, Development, Community Connections, Upward Social Mobility	10/20/2015 10:16 AM
134	To connect the airport to Uptown, letting people with long layovers go visit uptown for the day	10/20/2015 12:13 AM
135	access for Noda and Plaza midwood areas to uptown. This could help to improve the areas in between the larger neighborhoods and uptown.	10/19/2015 3:54 PM
136	Less traffic on the road, less pollution, more jobs created.	10/19/2015 12:30 PM
137	Bringing adequate transportation to the areas S.E. of Charlotte and bringing in more opportunities for businesses to invest more in an area that is slowly dying away.	10/19/2015 12:25 AM
138	Hi speed service &ridership on par with the Blue Line.	10/19/2015 12:19 AM
139	Serving varied naighborhoods	10/18/2015 2:43 PM
140	More business growth which should help city with more revenue. Increase property value and ease of traffic in south east	10/18/2015 9:43 AM
141	None	10/17/2015 11:05 PM

Silver Line

142	The CSX right of way, the right of way next to independence. Although a street car down Monroe Road would be preferable, the cost and disruption would make it untenable. I think utilizing one of the existing right of ways in some fashion would be the best option.	10/17/2015 10:21 AM
143	Reduced car dependence	10/17/2015 8:48 AM
144	Commuter Rail	10/16/2015 10:56 PM
145	Not sure, honestly.	10/16/2015 8:07 PM
146	Revitalizing a corridor Charlotte before it falls apart.	10/16/2015 7:48 PM
147	? Survey uptown businesses. When i worked uptown a rein in would have been super appealing because the cost to park every day was ridiculous. If tgere were direct trains to matthews that could sell by advertising TIME GAINED during the day. Sitting in traffic two hours a day=thinbs down. Reading on a train for 30 minutes or preordering groceries on your phone to be picked up on the way home from the train station-HUGE.	10/16/2015 7:47 PM
148	*	10/16/2015 7:39 PM
149	enough stations	10/16/2015 6:38 PM
150	Revitalize the surrounding area as well as bring more employment opportunities.	10/16/2015 5:00 PM
151	more pockets of MUDD - such as the Meridian project at Idlewild, Conference, and Monroe	10/16/2015 4:12 PM
152	B	10/16/2015 4:12 PM
153	Fewer people using 485.	10/16/2015 3:56 PM
154	The Blue Line LRT currently runs North/South, it would be great to have a LRT that ran East/West.	10/16/2015 3:27 PM
155	reduced traffic resulting from public transit	10/16/2015 2:14 PM
156	Endless - need to stop relying on cars with population growth	10/16/2015 1:40 PM
157	I	10/16/2015 12:26 PM
158	Linking the suburbs to the city.	10/16/2015 11:30 AM
159	Hopefully less traffic and congestion thereafter everything is completed.	10/16/2015 11:23 AM
160	The existing right of way of independence. Although a street car along monroe road would be preferably, the construction displacement and cost would make this alternative untenable.	10/16/2015 10:55 AM
161	Retail, housing and hotel businesses. Easier access for Union County / East Charlotte residents to live by a train for commute to or from the Uptown & Elizabeth / Plaza Midwood area.	10/16/2015 10:41 AM
162	More commuters on public transportation, better traffic flow on Independence inbound.	10/16/2015 10:38 AM
163	NA	10/16/2015 10:00 AM
164	Light Rail will unite the neighborhood much like LYNX has done to South End. BRT does nothing as mentioned before.	10/16/2015 9:33 AM
165	Na	10/16/2015 9:15 AM
166	Provide light rail service to a large community that has never had this service previously.	10/16/2015 9:14 AM
167	A rail line along 74 would really improve the corridor by reaching a diverse group of people and encouraging new development like we have seen on south blvd.	10/16/2015 9:08 AM
168	Rail along monroe or independence	10/16/2015 9:08 AM
169	New life to the area.	10/16/2015 7:10 AM
170	The neighborhoods along the corridor are growing and many people want to be more environmentally-conscious so many people will take advantage of the Silver Line	10/16/2015 3:23 AM
171	Bring local businesses more opportunities.	10/16/2015 2:58 AM
172	increasing presence in city	10/16/2015 12:35 AM
173	n/a	10/15/2015 11:42 PM
174	Light rail	10/15/2015 11:23 PM
175	Yes, I believe tat this will help less traffic on Independence Blvd and people needs transportation.	10/15/2015 10:39 PM

Silver Line

176	Charlotte is currently growing at a rate that it has never seen before and is considered one of the fastest growing cities in America. In my opinion the rail should be build with the future in mind. This means ensuring the project has the ability to expand--increased capacity, increased frequencies, and the means to continue to expand outward as far as Monroe.	10/15/2015 10:07 PM
177	Easier access to transit. Well designed stations with art, etc.	10/15/2015 10:05 PM
178	The biggest opportunity I see is high ridership along this corridor.	10/15/2015 9:52 PM
179	Less cars	10/15/2015 9:51 PM
180	increase transit usage and decrease number of cars and congestion	10/15/2015 9:46 PM
181	Hh	10/15/2015 9:46 PM
182	boosting the east side	10/15/2015 9:34 PM
183	A large amount of ridership in a dense inter-city neighborhood. Potential for a car free life.	10/15/2015 9:31 PM
184	increased ease of travel to downtown	10/15/2015 9:29 PM
185	Less congestion. Planning for future growth	10/15/2015 9:25 PM
186	Taking over the Bus Rapid Transit lane and using it for a rail. Economic development along Independence between Briar creek and idlewild rd.	10/15/2015 9:22 PM
187	Light rail is appropriate opportunity	10/15/2015 9:21 PM
188	Reduce pollution, opportunity to get people to work who rely on public transportation, reduce car accidents and hopefully lower car insurance	10/15/2015 9:18 PM
189	Bus routes could be redesigned to intersect with silver line and serve more neighborhoods instead of focusing on entering uptown.	10/15/2015 8:57 PM
190	Developing a light rail. I would use the light rail at least three times per week. I've used the bus once in the last three years.	10/15/2015 8:53 PM
191	Connecting the Charlotte area as much as possible.	10/15/2015 8:33 PM
192	A silver line running through independence would benefit south east Charlotte greatly much like the blue line did to south end. It would allow for much more growth. I would also like to see a bike trail along the silver line just like the blue line as I cycle to work uptown along central which is very unsafe due to lack of bike lanes.	10/15/2015 8:30 PM
193	Have a large ridership	10/15/2015 8:28 PM
194	Same as above	10/15/2015 8:09 PM
195	I think the it would help create more work, live, play communities. Charlotte continues to grow in population and this corridor is no exception. It would be a joy to be able to walk or ride my bike to the light rail and ride it all the way Uptown.	10/15/2015 7:50 PM
196	More buses, the opportunity to grow a good transit system.	10/15/2015 7:38 PM
197	Established transit infrastructure (US74)	10/15/2015 7:37 PM
198	Makes is so much easier to get into town. Another option for thousands living near the corridor. Another step to matching our public transit growth to the growth of our city	10/15/2015 7:27 PM
199	More apartments and businesses along independence Blvd and the surrounding neighborhoods. The east side desperately needs this and the expansion of the yellow line to eastland.	10/15/2015 7:25 PM
200	Construction of less auto-dependent homes / buisnesses	10/15/2015 7:25 PM
201	UNK	10/15/2015 7:11 PM
202	Eliminate the cars.	10/15/2015 6:34 PM
203	Development	10/15/2015 6:27 PM
204	The opportunities will be reduction on emissions from automobiles. Reduction of the number of automobiles on the road reducing the number of auto accidents from tired and distracted drivers. The possibility of increased employers creating new business along the corridor.	10/15/2015 6:22 PM
205	Monroe Road... A corridor ready to EXPLODE with well planned capital investment.	10/15/2015 6:14 PM

Silver Line

206	I think the linking of Matthews and uptown is wonderful. I think the future links between the Gold Line via Sharon Amity and Eastway, and possibly South to Southpark would really increase the transit development of the inner part of the East side.	10/15/2015 6:03 PM
207	An effective I-485 park and ride station.	10/15/2015 5:41 PM
208	This corridor easily lends itself to express busses as opposed to a fixed rail.	10/15/2015 5:33 PM
209	Could greatly ease congestion on 74	10/15/2015 5:27 PM
210	Highest density of origins in all of Charlotte	10/15/2015 5:26 PM
211	Restaurants	10/15/2015 5:10 PM
212	linking further areas together	10/15/2015 5:06 PM
213	Reduced congestion, increased development demand near rail corridor	10/15/2015 5:01 PM
214	Opportunity to change Monroe and Central. Both have established neighborhoods with great housing stock and would benefit from development brought by well thought out transit (RAIL!)	10/15/2015 4:59 PM
215	Decrease the number of cars on the roads.	10/15/2015 4:58 PM
216	I believe that the city should settle for nothing less than light rail. BRT isn't an alternative to rail, it's a bad compromise to appease anti-transit, anti-progress voters/politicians.	10/15/2015 4:28 PM
217	Reduce car traffic on US 74.	10/15/2015 4:24 PM
218	It could greatly reduce or alleviate the growth of traffic on central/74/monroe while helping develop a lot of neighborhood in east charlotte and Matthews.	10/15/2015 4:13 PM
219	Less car traffic!	10/15/2015 3:51 PM
220	Light Rail Trail please.	10/15/2015 3:47 PM
221	Na	10/15/2015 3:45 PM
222	N/a	10/15/2015 3:44 PM
223	reduced auto traffic, reduced pollution, perceived redevelopment opportunity and consequential development of the corridor	10/15/2015 3:41 PM
224	Economic development. More retail and safer communities.	10/15/2015 3:40 PM
225	The opportunity to actually have a dedicated ROW transit in somewhere other than North-South. It would be short sighted to only give that to one axis of the city.	10/15/2015 3:38 PM
226	The area around plaza midwood is becoming more dense and I feel people will be more likely to utilize public transit.	10/15/2015 3:23 PM
227	Lots of space for businesses along the route. There is also a huge population all the ways out the Silver Line.	10/15/2015 3:22 PM
228	It is a high-volume corridor already.	10/15/2015 3:17 PM
229	...	10/15/2015 3:02 PM
230	Provide a SE bicycle corridor that will run along a bus or rail line and link to the cross city trail.	10/15/2015 3:01 PM
231	Fast reliable service to uptown and surrounding areas such as elizabeth or plaza midwood, revitalization of the corridor.	10/15/2015 2:59 PM
232	Relieving traffic congestion along 74 would be the biggest benefit. A development boom similar to what has happened in Southend and beginning to happen in Northend. An express line from the airport to the transit center in Uptown would be a priority as would be a line to the North and even a potential line heading down/near providence road corridor.	10/15/2015 2:46 PM
233	n/a	10/15/2015 2:40 PM
234	New growth and revitalization of neighborhoods.	10/15/2015 2:37 PM
235	it would create a crucial connection between uptown and matthews and possibly monroe in the future. Alleviate congestion on 74 and monroe rd	10/15/2015 2:20 PM
236	With the forcing of multi family and hundreds of units apartments, might as well build a rail line to ward off terrible traffic	10/15/2015 1:52 PM
237	If we can utilize or widen the CSX line, this could be transformative for 7th street.	10/15/2015 1:47 PM
238	Car traffic is abhorrent. I avoid the area as much as possible.	10/15/2015 1:44 PM

Silver Line

239	To increase ridership and patronage of business without increasing car and gas usage. Win win.	10/15/2015 1:43 PM
240	Lessening 74 traffic	10/15/2015 1:32 PM
241	.	10/15/2015 1:29 PM
242	Reaching a whole new market, enhancements to the bus lines along the corridor (9, 15, 17, 27, 29, 39), enhancing/renovating the express commuter bus service to the south and east.	10/15/2015 1:27 PM
243	Yyyuuuhhu	10/15/2015 1:25 PM
244	Big under-utilized parcels, Downtown Matthews connection, 7th st.-Coliseum corridor potential	10/15/2015 1:20 PM
245	Opportunity to give people transit mobility with fixed transit that is both reliable and not dependent on sitting in traffic.	10/15/2015 1:15 PM
246	Light rail, commuter rail, connecting buses, congestion free commute, development.	10/15/2015 1:13 PM
247	Revitalization	10/15/2015 1:08 PM
248	Less traffic.	10/15/2015 1:02 PM
249	redevelop independence blvd	10/15/2015 1:01 PM
250	A stop at/near the Bojangles Colosseum would be very convenient and very useful. This would be able to generate quite a bit of revenue.	10/15/2015 1:01 PM
251	revitalize neglected areas of central and independence aves.	10/15/2015 1:01 PM
252	Fewer cars on the road. More access.	10/15/2015 1:00 PM
253	It will cut down on traffic congestion and emissions/pollution a great deal.	10/15/2015 12:56 PM
254	xxxxxxxxxxxxxxxx	10/15/2015 12:56 PM
255	Business	10/15/2015 12:54 PM
256	Fix rush hour.	10/15/2015 12:53 PM
257	cheaper than uber/lyft or a DUI	10/15/2015 12:41 PM
258	Train service to limit car traffic during peak commute hours	10/15/2015 12:40 PM
259	Property in need of renewal along 74	10/15/2015 12:35 PM
260	Concurrent addition of better bicycle and pedestrian access along the silver line.	10/15/2015 12:34 PM
261	More development partnerships with retail, create true neighborhoods near stations. Less crappy 5 story wooden apartment buildings.	10/15/2015 12:30 PM
262	To expand the bus routes through neighborhoods.	10/15/2015 12:29 PM
263	Existing paths with Monroe/7th St and Indy. Underutilized commercial real estate. The lots along Monore are small and not deep enough for mega-development. Would need to package those properties together.	10/15/2015 12:29 PM
264	To have all Charlotte's neighborhoods connect with Uptown	10/15/2015 12:28 PM
265	Many, many middle- to low-income families in the corridor that would benefit from a less car-dependent infrastructure; better connection of RESIDENTS along the highlighted corridor to Uptown; less congestion and fewer accidents along the corridor.	10/15/2015 12:28 PM
266	city already screwed it up. Just drop the rail lines in	10/15/2015 12:27 PM
267	A crumbling infrastructure that is ripe for some good ideas and easy redevelopment.	10/15/2015 12:25 PM
268	Light rail down 74.	10/15/2015 12:25 PM
269	Will improve traffic on independence. Will encourage local shops and restaurants along the corridor. Revitalizing Monroe Rd. Will increase property value adjacent to the corridor. Will encourage walking/biking to stations.	10/15/2015 12:16 PM
270	Opening up the city's walkability is a huge opportunity. The blue line Light Rail pathway that follows the infrastructure adds a tremendous amount of value by allowing people to walk or ride, depending on their carrying load, level of fatigue, and comfort with their surroundings.	10/15/2015 12:12 PM
271	Development and revitalization along the same lines as the Blue line and South Blvd	10/15/2015 12:12 PM
272	Development on the east side of town	10/15/2015 12:12 PM

Silver Line

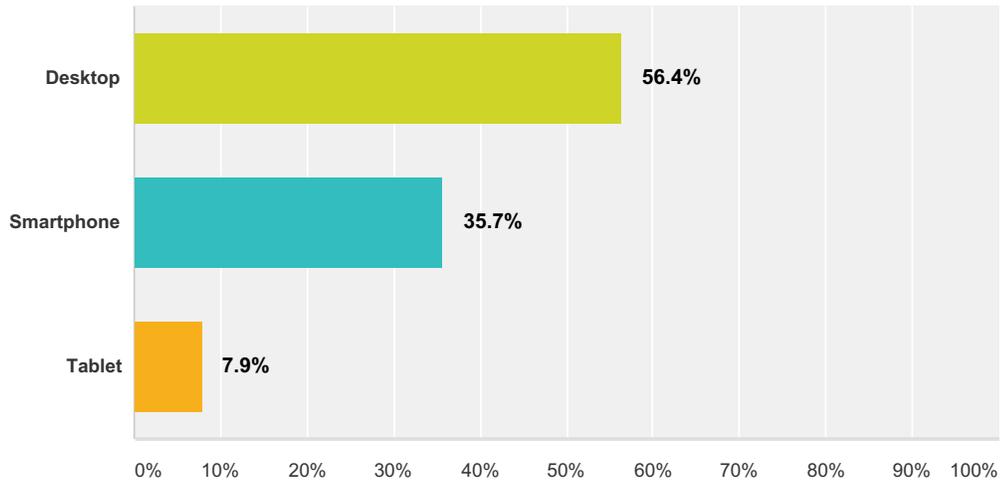
273	Heavily trafficked areas like the Scaleybark area & David Taylor/University area could benefit from more buses. There are a lot of people that work & live in those areas that rely on buses & can't enjoy going out or get to & from work due to the severely limited bus service	10/15/2015 12:10 PM
274	Access to Plaza Midwood would be PHENOMENAL. As a young professional in Charlotte, quick and easy access to South End, Plaza Midwood, and NoDa is the ideal situation. As it is, I barely use my car. This would make car ownership unnecessary.	10/15/2015 12:05 PM
275	n/a	10/15/2015 12:02 PM
276	Corridor is in desperate need of frequent rail transit to uptown. Tons of opportunities for TOD.	10/15/2015 12:00 PM
277	Making trips from the Matthews and Monroe areas easier with less congestion	10/15/2015 12:00 PM
278	^	10/15/2015 11:59 AM
279	To spur growth and revitalization on the East Side by taking advantage of the opportunity to create high demand walkable, public transit oriented neighborhoods. The East Side already has neighborhoods with a high level of pedestrian and bicycle activity and high public transit use. A strong rail and streetcar system would play to its existing strengths with a surer certainty of public use and revenue generation. This growth is already happening organically as evidenced by rapidly rising property values. It would be smart to take advantage of this momentum to better the city as a whole.	10/15/2015 11:55 AM
280	Don't know	10/15/2015 11:52 AM
281	Connect charlotte's vibrant southeast communities with uptown, providing reliable transportation between communities	10/15/2015 11:51 AM
282	N/a	10/15/2015 11:49 AM
283	The rail project could breathe new life into the area by making businesses more accessible and reducing vehicle traffic. But the rail has to be appealing to commuters in terms of time/money savings.	10/15/2015 11:44 AM
284	light rail or street car down central, then sharon amilty to mopnroe rd downt to mathews ! with a international mall at eastland property.	10/15/2015 11:41 AM
285	74 is heavily traveled and very suburban. Connecting families to uptown would be huge.	10/15/2015 11:37 AM
286	Either light rail down Independence or streetcar down Central and Monroe.	10/15/2015 11:32 AM
287	being able to spur (good) development around the future line	10/15/2015 11:30 AM
288	I think that the Silver Light Rail would bring a lot of investment to the corridor like the Blue Line has done.	10/15/2015 11:28 AM
289	People are fed up with commute on Independence	10/15/2015 11:26 AM
290	Reduce traffic on roads, solves for lack on affordable parking	10/15/2015 11:25 AM
291	NA	10/15/2015 11:23 AM
292	Using existing rail lines to connect to the airport, Red Line, and York County/Fort Mill/Rock Hill.	10/15/2015 11:22 AM
293	Connect the city, not just uptown and Matthews, but also Central Ave and Plaza-Midwood areas to Matthews.	10/15/2015 11:22 AM
294	Easier access to uptown.	10/15/2015 11:21 AM
295	more neighbor buses for people who live in the area and need to go shopping to places close to where they live	10/15/2015 11:20 AM
296	overall traffic reduction, pollution reduction, increased convenience, positive economic impact	10/15/2015 11:11 AM
297	More economical and environmentally friendly way to commute	10/15/2015 11:06 AM
298	Continue Charlotte's growth in a sustainable, less car-reliant manner	10/15/2015 11:06 AM
299	Rail service to the coliseum could make that area easier to develop and improve	10/15/2015 11:04 AM
300	Connecting low-income Eastside/Mint Hill/Matthews residents to uptown, reducing congestion on Independence Blvd, and increasing CATS revenue by increasing the viability of Union County residents using mass transit to commute Uptown.	10/13/2015 2:25 PM
301	The Silverline Lynx if completed will significantly increase the economic growth of the greater charlotte area. Traffic has increased tremendously along the Independence due to lot of new communities coming up in and south of Matthews and Monroe. These communities will be greatly benefited through a reliable train line.	10/13/2015 1:33 PM
302	reduced commuter traffic on Independence and 7th street	10/13/2015 11:00 AM
303	Rail that connects to the Blue Line or Gold Line are the best options as they would add value to the existing projects.	10/12/2015 4:41 PM

Silver Line

304	When US-74 becomes less accessible in the next decade, mass transit can be available to fill the niche.	10/12/2015 11:10 AM
305	redevelopment	10/10/2015 4:40 PM

Q33 How are you completing this survey?

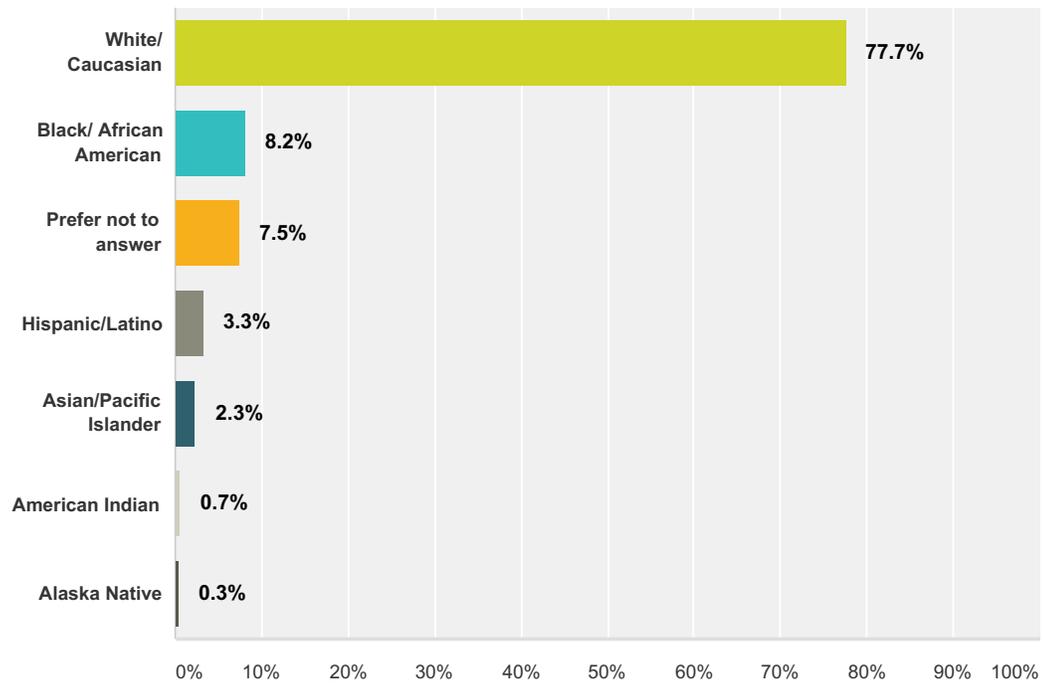
Answered: 305 Skipped: 250



Answer Choices	Responses	
Desktop	56.4%	172
Smartphone	35.7%	109
Tablet	7.9%	24
Total		305

Q34 Which one of the following best describes your ethnicity?

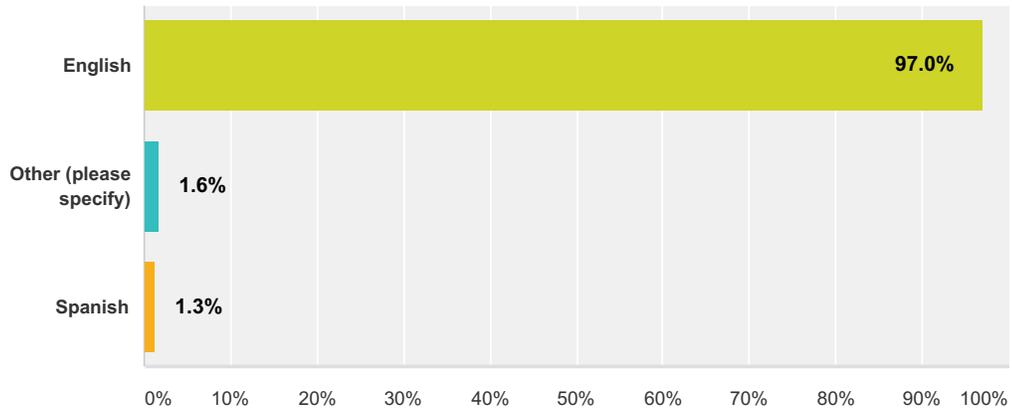
Answered: 305 Skipped: 250



Answer Choices	Responses	
White/ Caucasian	77.7%	237
Black/ African American	8.2%	25
Prefer not to answer	7.5%	23
Hispanic/Latino	3.3%	10
Asian/Pacific Islander	2.3%	7
American Indian	0.7%	2
Alaska Native	0.3%	1
Total		305

Q35 What is your primary language spoken at home?

Answered: 305 Skipped: 250

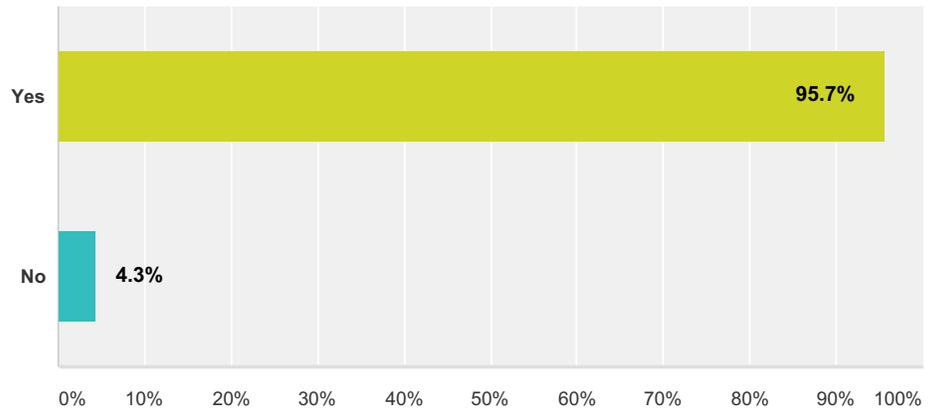


Answer Choices	Responses	
English	97.0%	296
Other (please specify)	1.6%	5
Spanish	1.3%	4
Total		305

#	Other (please specify)	Date
1	Russian	11/20/2015 2:35 PM
2	German	10/28/2015 3:19 PM
3	Bilingual in both Spanish and English	10/19/2015 12:25 AM
4	Zokam	10/15/2015 10:39 PM
5	Italian	10/15/2015 6:03 PM

Q36 Is English your native language?

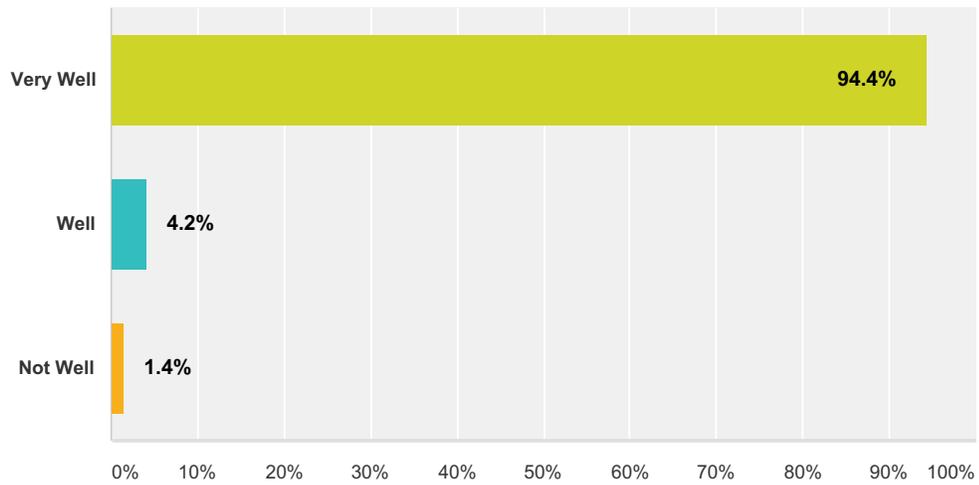
Answered: 300 Skipped: 255



Answer Choices	Responses	
Yes	95.7%	287
No	4.3%	13
Total		300

Q37 If English is not your native language, how well do you communicate in English?

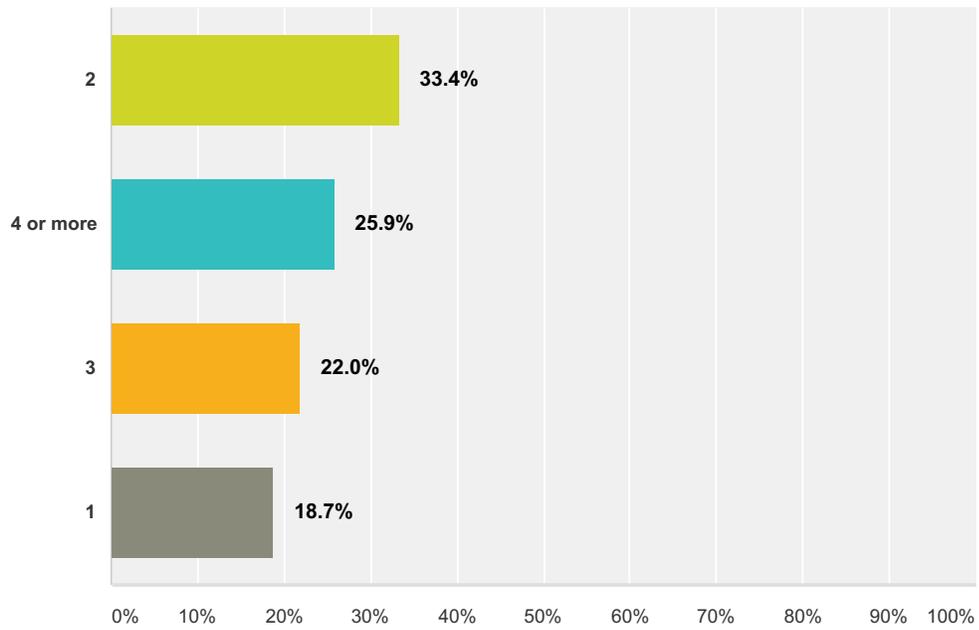
Answered: 72 Skipped: 483



Answer Choices	Responses
Very Well	94.4% 68
Well	4.2% 3
Not Well	1.4% 1
Total	72

Q38 How many people are in your household?

Answered: 305 Skipped: 250



Answer Choices	Responses	
2	33.4%	102
4 or more	25.9%	79
3	22.0%	67
1	18.7%	57
Total		305

Q39 If you'd like to receive future information about the Silver Line, please provide your email address below.

Answered: 124 Skipped: 431

Answer Choices	Responses
Name	0.0% 0
Company	0.0% 0
Address	0.0% 0
Address 2	0.0% 0
City/Town	0.0% 0
State/Province	0.0% 0
ZIP/Postal Code	0.0% 0
Country	0.0% 0
Email Address	100.0% 124
Phone Number	0.0% 0

#	Name	Date
	There are no responses.	
#	Company	Date
	There are no responses.	
#	Address	Date
	There are no responses.	
#	Address 2	Date
	There are no responses.	
#	City/Town	Date
	There are no responses.	
#	State/Province	Date
	There are no responses.	
#	ZIP/Postal Code	Date
	There are no responses.	
#	Country	Date
	There are no responses.	
#	Email Address	Date
1	b.dahmer@att.net	12/1/2015 7:29 AM
2	joe.consler@gmail.com	11/30/2015 9:48 PM
3	jpg0678@att.net	11/30/2015 4:32 PM
4	davelathrop@carolina.rr.com	11/30/2015 4:32 PM
5	austen.dipalma@gmail.com	11/30/2015 4:28 PM

Silver Line

6	cmillen75@gmail.com	11/30/2015 3:59 PM
7	jrjramirez@gmail.com	11/30/2015 1:10 PM
8	gac5070@gmail.com	11/30/2015 9:48 AM
9	thouser28@hotmail.com	11/30/2015 9:32 AM
10	jwaller_023@jwdotc.com	11/30/2015 9:09 AM
11	bobbrandon@gmail.com	11/30/2015 8:17 AM
12	benton.pt@gmail.com	11/30/2015 8:16 AM
13	andrewwinke@gmail.com	11/30/2015 8:15 AM
14	jwaller_023@jwdotc.com	11/30/2015 8:10 AM
15	csolomou45@gmail.com	11/28/2015 6:11 PM
16	tscooper1@gmail.com	11/27/2015 2:50 PM
17	prentiss28@hotmail.com	11/25/2015 2:52 PM
18	wvanheyningen@aol.com	11/25/2015 8:16 AM
19	teddy.ouimet@gmail.com	11/23/2015 4:20 PM
20	mranthonyroberts@yahoo.com	11/23/2015 11:33 AM
21	k_legrow@att.net	11/22/2015 8:28 PM
22	adrianbowens@yahoo.com	11/20/2015 9:19 PM
23	sherry@ittybittycitykitty.com	11/19/2015 9:14 PM
24	pearlpd1@gmail.com	11/19/2015 6:59 PM
25	prsanford@gmail.com	11/19/2015 10:03 AM
26	lwwj2001@gmail.com	11/15/2015 6:48 AM
27	yankeecarolina@yahoo.com	11/13/2015 4:26 AM
28	bankser@gmail.com	11/12/2015 10:56 AM
29	davecal_ms@msn.com	11/8/2015 7:45 PM
30	thiron92@yahoo.com	11/8/2015 1:18 PM
31	cmillen75@gmail.com	11/8/2015 12:23 AM
32	drgraef@msn.com	11/6/2015 5:33 AM
33	ronald.marshjr@gmail.com	11/6/2015 12:07 AM
34	philip.manzi@gmail.com	11/5/2015 12:45 PM
35	cltjim23@gmail.com	11/5/2015 12:21 PM
36	jjd4323@gmail.com	11/5/2015 6:16 AM
37	sethervin@gmail.com	11/3/2015 4:06 PM
38	ericadavis0123@yahoo.com	10/30/2015 6:02 PM
39	Janet5524@msn.com	10/30/2015 10:14 AM
40	echohillscharlotte@gmail.com	10/29/2015 4:14 PM
41	ultimatecello@yahoo.com	10/29/2015 2:31 PM
42	kristen.shejen@gmail.com	10/29/2015 10:14 AM
43	cac483@gmail.com	10/29/2015 9:53 AM
44	le46069@yahoo.com	10/29/2015 9:24 AM
45	davoegele@yahoo.com	10/28/2015 3:19 PM
46	k4maz@yahoo.com	10/27/2015 7:00 PM

Silver Line

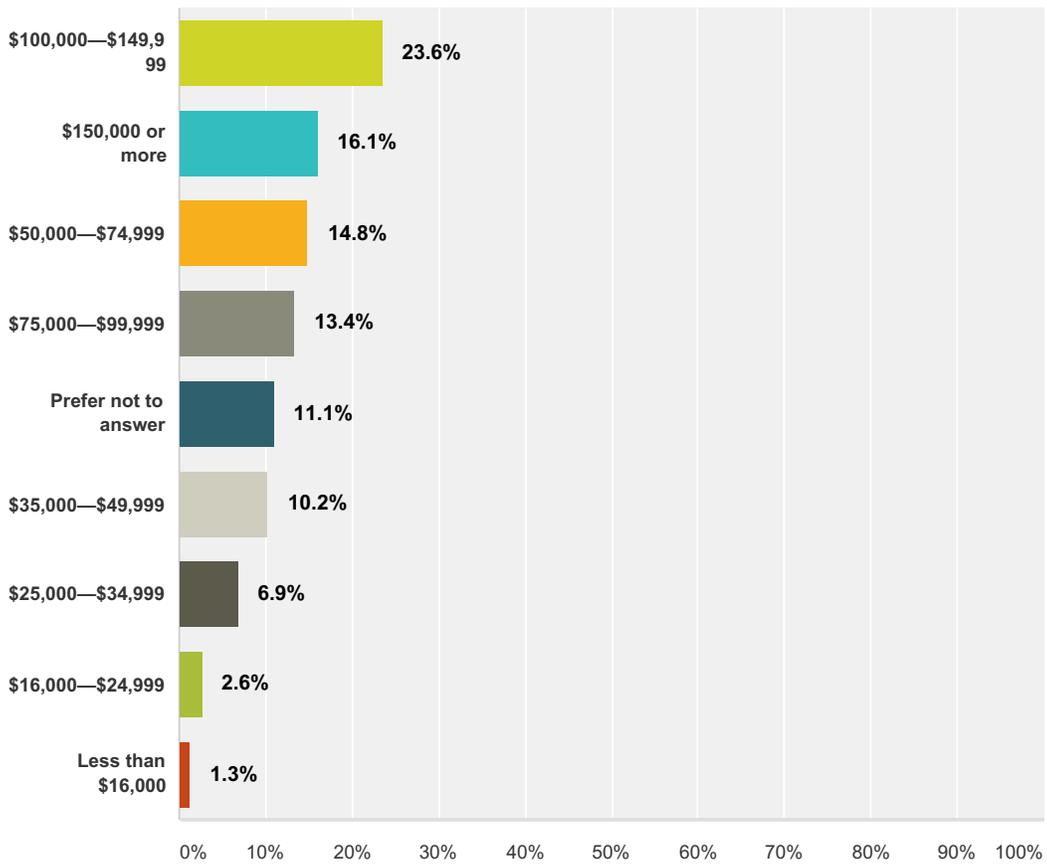
47	Rodneyrichardson86@yahoo.com	10/26/2015 7:54 AM
48	dwhitt10@uncc.edu	10/24/2015 7:56 PM
49	russell.scott.adams@gmail.com	10/23/2015 9:14 AM
50	cbigger14@gmail.com	10/22/2015 6:54 PM
51	schimidg@yahoo.com	10/22/2015 5:35 PM
52	m.erin.adams@gmail.com	10/22/2015 10:56 AM
53	beeker423@yahoo.com	10/22/2015 8:51 AM
54	jfbrien@uncc.edu	10/22/2015 8:49 AM
55	sam+silver@yodas.ws	10/21/2015 4:09 PM
56	bhdilks@aol.com	10/21/2015 11:54 AM
57	lebron3003@gmail.com	10/20/2015 11:21 PM
58	mathieunc@yahoo.com	10/20/2015 6:36 PM
59	duane.gregg@gmail.com	10/20/2015 10:16 AM
60	missyab11@gmail.com	10/19/2015 12:30 PM
61	slayer.death_91@hotmail.com	10/19/2015 12:25 AM
62	joshutk@gmail.com	10/18/2015 2:43 PM
63	jkpunc@gmail.com	10/18/2015 9:43 AM
64	george_adams_99@yahoo.com	10/17/2015 10:21 AM
65	caglejoseph@gmail.com	10/16/2015 8:07 PM
66	jasonrstevens@gmail.com	10/16/2015 7:39 PM
67	barriga.jean@gmail.com	10/16/2015 5:00 PM
68	pgkolb@gmail.com	10/16/2015 4:12 PM
69	mttyd03@gmail.com	10/16/2015 2:14 PM
70	antegrier@yahoo.com	10/16/2015 11:23 AM
71	george_adams_99@yahoo.com	10/16/2015 10:55 AM
72	marckesten@live.com	10/16/2015 9:15 AM
73	renee_alta@hotmail.com	10/16/2015 9:08 AM
74	chrismean30@gmail.com	10/16/2015 7:10 AM
75	hmarshall_11@yahoo.com	10/16/2015 3:23 AM
76	joespinellij@yahoo.com	10/15/2015 11:23 PM
77	mtrussell8@gmail.com	10/15/2015 10:07 PM
78	carlydchilds@yahoo.com	10/15/2015 10:05 PM
79	rebelsterling@gmail.com	10/15/2015 9:52 PM
80	daveconlin@mac.com	10/15/2015 9:46 PM
81	jl.schaperjohn@gmail.com	10/15/2015 9:34 PM
82	zach@bugbbq.com	10/15/2015 9:29 PM
83	andyagecic@gmail.com	10/15/2015 9:22 PM
84	jason.m.cooksey@gmail.com	10/15/2015 9:21 PM
85	lisaswistak@yahoo.com	10/15/2015 9:18 PM
86	andyagecic@gmail.com	10/15/2015 8:53 PM
87	jamieboobattle@gmail.com	10/15/2015 8:33 PM

Silver Line

88	johndolacjr@gmail.com	10/15/2015 8:30 PM
89	aristidesrodriguez08@gmail.com	10/15/2015 7:50 PM
90	chryslercat@twc.com	10/15/2015 7:38 PM
91	masonw4@aol.com	10/15/2015 7:25 PM
92	sheilar.broomfield@outlook.com	10/15/2015 6:22 PM
93	kbrown_4@hotmail.com	10/15/2015 5:10 PM
94	kaityscruggs@hngirlscouts	10/15/2015 4:59 PM
95	nasholy@gmail.com	10/15/2015 4:28 PM
96	nw.mandela@gmail.com	10/15/2015 4:13 PM
97	mark.lynych44@gmail.com	10/15/2015 3:38 PM
98	michaelc@knowclassic.com	10/15/2015 3:23 PM
99	bboylit@gmail.com	10/15/2015 3:17 PM
100	jesscochran@mac.com	10/15/2015 3:01 PM
101	lou_andre62@yahoo.com	10/15/2015 1:47 PM
102	judielise@yahoo.com	10/15/2015 1:43 PM
103	prsanford@gmail.com	10/15/2015 1:27 PM
104	ehartman1987@gmail.com	10/15/2015 1:25 PM
105	mr.mills704@gmail.com	10/15/2015 1:20 PM
106	ajfunder@gmail.com	10/15/2015 1:13 PM
107	jordandclark@gmail.com	10/15/2015 12:34 PM
108	thomas.brill@mecklenburgcountync.gov	10/15/2015 12:29 PM
109	jhleonard@gmail.com	10/15/2015 12:29 PM
110	jenfagan33@yahoo.com	10/15/2015 12:16 PM
111	wesleyhbasinger@gmail.com	10/15/2015 12:12 PM
112	leelee76708@yahoo.com	10/15/2015 12:10 PM
113	jenwasp@gmail.com	10/15/2015 11:55 AM
114	lauren@rmsadvance.com	10/15/2015 11:51 AM
115	briandcarri@netzero.com	10/15/2015 11:41 AM
116	kankner@hotmail.com	10/15/2015 11:32 AM
117	lwwj2001@gmail.com	10/15/2015 11:28 AM
118	brian.roach@me.com	10/15/2015 11:25 AM
119	cnjmcclough09@hotmail.com	10/15/2015 11:21 AM
120	columbusathanasia@yahoo.com	10/15/2015 11:20 AM
121	genelazo@gmail.com	10/15/2015 11:11 AM
122	tom.kerr88@yahoo.com	10/13/2015 2:25 PM
123	tjwolti@gmail.com	10/12/2015 4:41 PM
124	benndodson@me.com	10/12/2015 11:10 AM
#	Phone Number	Date
	There are no responses.	

Q40 What is your yearly household income?

Answered: 305 Skipped: 250



Answer Choices	Responses	
\$100,000—\$149,999	23.6%	72
\$150,000 or more	16.1%	49
\$50,000—\$74,999	14.8%	45
\$75,000—\$99,999	13.4%	41
Prefer not to answer	11.1%	34
\$35,000—\$49,999	10.2%	31
\$25,000—\$34,999	6.9%	21
\$16,000—\$24,999	2.6%	8
Less than \$16,000	1.3%	4
Total		305

Silver Line

Q41 Comments or Suggestions

Answered: 65 Skipped: 490

#	Responses	Date
1	Your questions imply binary responses only - life is not so binary. Be more realistic.	11/30/2015 4:32 PM
2	Please connect all the way to Eastland Mall to promote and encourage business development.	11/30/2015 4:28 PM
3	I believe 24 hour service is the one part of public transportation that is missing. 1am to 6am is needed to support all job opportunities.	11/30/2015 9:32 AM
4	Don't need trolleys in this area connect downtown to uncc and airport one day	11/30/2015 8:23 AM
5	plant more trees! charlotte is a city of tall oak trees, all of our best neighborhoods have nice tree canopies and Independence is going to need to start that soon	11/30/2015 8:15 AM
6	I would prefer the stations to have turnstiles to swipe CATS cards, not proof of payment. You cannot use a 10 ride local on the light rail system. It is very inconvenient to have to buy two separate passes.	11/27/2015 2:50 PM
7	Trains take too long and are too expensive. Build BRT instead and NO toll roads.	11/25/2015 2:17 PM
8	This surgery needs more publicity. I heard about it through Twitter, not any formal notice of its existence	11/19/2015 8:21 PM
9	The red line please	11/19/2015 7:01 PM
10	I'm not sure what you hope to gather from this survey. Some of the options present false choices. I think you need to do a LOT more outreach and collect a LOT more community input.	11/19/2015 10:39 AM
11	Rail would improve the desirability of this town to others	11/16/2015 4:02 AM
12	I would like to see a reliable method, preferably light rail, to get to Uptown from Matthews that will help jump-start development throughout the south east corridor	11/15/2015 6:48 AM
13	I am fully behind light rail. Drive times are terrible at 1.25 hrs each way to drive to work. Independence is a parking lot. Please do not take Monroe Rd away. I am worried about being able to get to Mathews from Mint Hill-will I be able to cross Indep Blvd? I may need to move away if transportation does not get better--rapid bus has made it WORSE, not better.	11/13/2015 4:26 AM
14	If the LYNX Silver Line is completed, can you have Route 27 changed to a LYNX feeder to the Silver Line? That'll be great for the ridership on the Silver Line.	11/8/2015 1:18 PM
15	Totally against any plan hat would unclude any type of pedestrian/bicycle bridge connecting Neighborhood to Coliseum Shopping Center. I believe current & future plans for Pierson Dr. from Eastway/Sheffield to Monroe Rd. If designed including wide sidewalks nicely landscaped & lighted along with bicycle lanes would create a much better plan that would benefit many more in a safer & friendlier connection to Stores, School, Restaurants, etc. much better value serving many more & keeping connectivity between Neighborhoods/Communities.	11/8/2015 12:23 AM
16	Look at Minneapolis light rail. Its in the median. Dont assume this space has to be for future cars. Would also like to see a stop in Union County, eg Indian Trail. PLEASE contact me, would love to discuss ideas. Have used light rail in dozens of US cities as a frequent traveler.	11/6/2015 5:33 AM
17	bring the silver line quick!	11/6/2015 12:07 AM
18	Bring on the Silver Line!!!	11/5/2015 6:16 AM
19	Light rail on the SE corridor is needed. This can be bigger than the Lynx Blue line. No buses or HOV lanes, we need rail!	11/2/2015 11:03 PM
20	No HOV or Bus only lane on Independence. Make it a light rail line!	11/2/2015 1:43 PM
21	Can you use any railroad lines already in the ground?	10/30/2015 10:14 AM
22	Light rail is vital to the future of our city. Pay a lot for it now, or pay more for it later... it MUST be done.	10/29/2015 4:14 PM
23	Resist the temptation to service this area with a bus line. This is a short term solution that has nowhere near the appeal of a light rail.	10/29/2015 12:40 PM
24	Add a line to West Charlotte and Gaston county	10/26/2015 7:54 AM
25	Rail over BRT. Mathews and Independence deserve a line just like South Park and University city.	10/24/2015 7:56 PM

Silver Line

26	Why is the rail only in an in/out direction? Why not around the edge of Charlotte, like 485 goes? There aren't enough lanes on 485 as it is (trust me, it takes me 50 minutes to get to work, and 20 of that is between just 2 exits.) If there was light rail that went around the edge of the city, from Matthews to Steele Creek, I would ride it. Anything to avoid the problem of only 2 lanes on 485 by Providence road. That's a freaking nightmare.	10/22/2015 8:04 PM
27	Make laws to keep rampant developers out of the city.	10/22/2015 8:49 AM
28	Fewer stops for faster through service to attract commuters needs to be your primary goal. You can later add more local service by either rail or bus to expand the growth and fill-in walkable neighborhoods between the express stops.	10/21/2015 4:09 PM
29	Buy New Flyer Articulated bus equipment for heavier loads	10/20/2015 11:21 PM
30	Most people that ride the bus or rail can't drive or don't own a car which means if you cut bus services we can't get to the rail, like no bus on Sunday. If the bus comes every 20 mins (which really means coming 25 to 30 mins) it is just not worth the wait in the heat or extreme cold. I would rather have a taxi or Uber pick me up. Every 15 mins should be the max to wait for a bus and it should run everyday and on time.	10/19/2015 12:30 PM
31	If i can suggest one idea is for the CATS people to look at possibly bringing in light rail to the corridor as a faster and more reliable way to travel to Uptown.	10/19/2015 12:25 AM
32	I understand that there is a great deal of public ignorance and politics would it comes to transit planning. Even in these headwinds, CATS needs to do a better job explaining the costs and benefits of improving public transit. No better example is the 2010 TIGER grant for the Lynx's ninth street extension. Talking heads like Mike Collins and the Charlotte Observer explained that the two block extension cost \$250 Million per mile. Although that is technically true, the average cost of the line was much lower and depended on the amount of infrastructure needed in any particular area. No one explained this. It was likely saying that 485 cost one billion dollars per mile based on the cost of the interchange of 485 and 85. You need to fix this.	10/17/2015 10:21 AM
33	Make it quick!	10/16/2015 10:56 PM
34	Pleasd have better transportation near the carmel/park rd area.	10/16/2015 5:00 PM
35	Would love to see the blue line extended to near the state line around Old Lancaster Hwy	10/16/2015 3:56 PM
36	I fully support the construction of the silver line.	10/16/2015 2:14 PM
37	Although there is significant headwinds to building transportation alternatives to roads due to politics and public ignorance in general, CATS needs to better at explaining the benefits and costs of public transit. No better example exists that the 2010 Tiger Grant for the lynx ninth street extension (which was not funded). Mike Collins and other talking heads were reporting to the public that the lynx's extension costs \$200 million per mile. That's was technically true in that for section because of the infrastructure needed for urban density and pedestrians, but not for each mile throughout the project. That's like comparing the cost of the i-85 & i-485 interchange and reporting and overstating the estimated cost per road construction mile. I wish you'd revisit this and set the record straight.	10/16/2015 10:55 AM
38	I live on Central Avenue and I am so excited about the Silver Line!!	10/16/2015 3:23 AM
39	Ok. Fix what you have now with the blue line. Accurate pick up times is a must. Fire whomever created the lynx app for the smartphone. That thing is completely useless. And again. Ticket kiosks cannot continue to be this lowest bidder crap. They either just take your money with no ticket, broken down all the time or they work for a few days. Plus what kind of security do you have in place for credit card transactions ?	10/16/2015 2:58 AM
40	I am a huge supporter of rail transit. Rail systems have become a integral part of every major city in the United States. Now it is Charlotte's turn. With the red line essentially tabled, the silver line needs to be the next step in CATS rail system.	10/15/2015 10:07 PM
41	The best option for rail would be along the CSX railroad. The rail line would run parallel with the railroad for most of the way. I spurring off the line from the CSX once it reaches North Sardis, and then along Independence Pointe Parkway like in the original 2006 plan, would help maximize ridership. The other option is rail along Monroe Road, but only if the rail has its own right of way. A streetcar would not do this corridor justice, with an exception of doing so along 7th street, since road expansion isn't really a viable option.	10/15/2015 9:52 PM
42	Grade separated Light-rail is needed in this corridor, no other option is worth the expense and energy for this city to consider. Also, this Line should be expanded to the airport in the future.	10/15/2015 9:31 PM
43	No toll road!!	10/15/2015 9:22 PM
44	Develop the light rail. Axe the toll roads and BRT.	10/15/2015 8:53 PM
45	Make this silver line happen for south east Charlotte!	10/15/2015 8:30 PM
46	Investing in light rail is investing in our future!	10/15/2015 6:14 PM

Silver Line

47	Charlotte should consider promoting the formation of a regional authority for transportation. Commuter Rail and its future integration with CATS will be key.	10/15/2015 5:41 PM
48	Consider side-running along Independence Blvd to avoid property impacts along Monroe Rd	10/15/2015 5:26 PM
49	Please build the silver line light rail.	10/15/2015 5:01 PM
50	Strongly prefer rail line to additional/increased bus service	10/15/2015 4:59 PM
51	invest in light rail or rapid transit. give up on the street car - its too slow.	10/15/2015 4:13 PM
52	Finish the gold line :)	10/15/2015 3:41 PM
53	Uptown-to-Grier Heights: Streetcar Grier Heights-to-McAlpine Station: CSX ROW McAlpine Station-to-Matthews: Cross Monroe Rd, through the park, cut through the quarry toward Independence Pointe Parkway, to Matthews ENT district.	10/15/2015 3:38 PM
54	Monorail straight down independence!!!	10/15/2015 3:17 PM
55	I wouldn't necessarily mind it going in the median of independence, but I just don't want a streetcar	10/15/2015 2:59 PM
56	I grew up in Mint Hill - it would be a major loss for the town to not be included in the Silver Line plans. Is there a long term plan for transit down 24/27?	10/15/2015 1:47 PM
57	Although most likely the most expensive option, light rail would provide more reliable travel times than streetcar and better frequency than commuter rail. These benefits are worth the extra cost.	10/15/2015 1:13 PM
58	A message board to provide for public conversation on this topic would be appreciated, rather than having a private survey.	10/15/2015 12:12 PM
59	Give the rail workers raises with tax revenue from a small fare raise. (\$.10 would be perfectly fine)	10/15/2015 12:00 PM
60	why - for the southeast corridor study would the last bus question (CONNECT TO LYNX BLUE LINE OR DIRECT BUS SERVICE?) even be a thought? Why go across town just to connect people to the train to ride into uptown when that's what buses already do? The Blue line is great, though it is for the south/southwest side of town - the message that riding LYNX Blue into uptown is somehow *better* than a bus is a terrible misconception that should be fought, not supported by way of these kinds of questions. Transit is more than a train.	10/15/2015 11:30 AM
61	I think the possibility of a Light Rail Line would add character to neighborhoods in which it passes through and would bring more investment to the corridor than a bus line would	10/15/2015 11:28 AM
62	I live in Oakhurst neighborhood. I would like to see a neighborhood bus that will take you shopping to Sardis Road North, to Goodwill, Walmart, Dollar Tree Etc. This would increase economic growth in the area.	10/15/2015 11:20 AM
63	Push for a luxury vehicle property tax surcharge to pay for Silver line construction.	10/13/2015 2:25 PM
64	The east side of charlotte desperately needs an alternative to 74.	10/12/2015 4:41 PM
65	hopefully the silver line will be a rail corridor	10/10/2015 4:40 PM



APPENDIX C: PHASE TWO PUBLIC WORKSHOPS SUPPORT MATERIAL

Boards

Overview



Define a **rail fixed guideway alignment** (not in the median of Independence Blvd.).



Provide an interim **bus transit strategy** that utilizes the future express lanes.



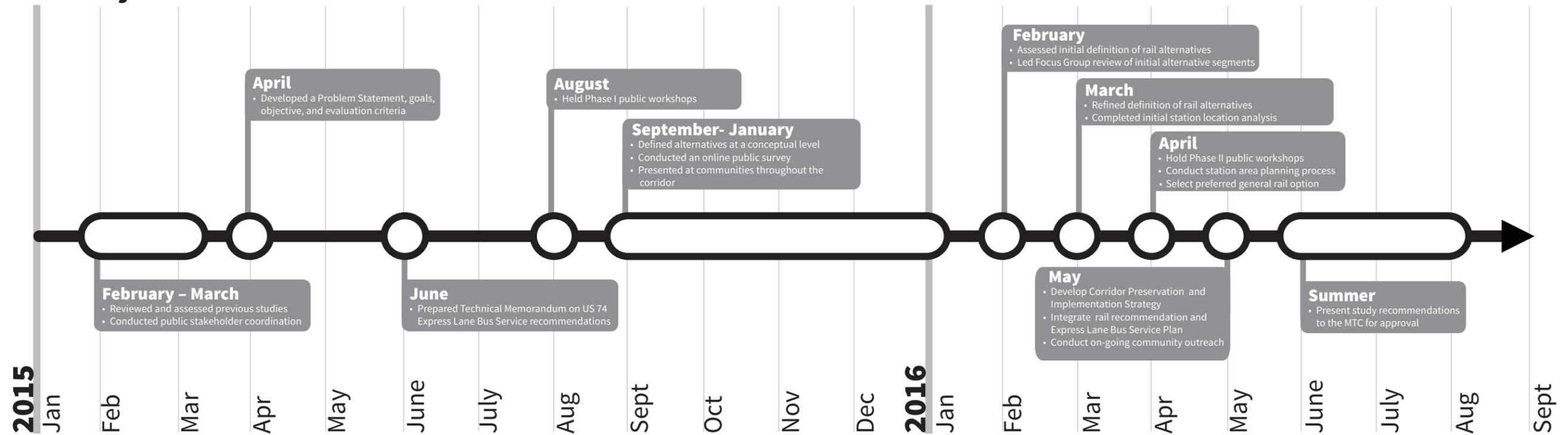
Develop strategies to **protect and preserve** the rail alignment.

Defined opportunities

Crafted the vision

Identified initial design options

Project Timeline



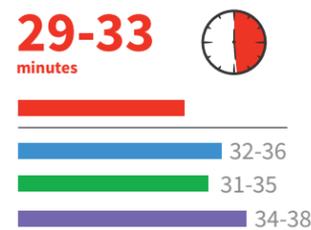
Option A - Along the side of Independence Boulevard



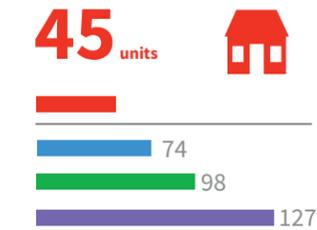
Summary

- Light rail would operate in an exclusive guideway with adjacent multi-use path along the side of Independence Boulevard between Charlottetowne Avenue and Sam Newell Road.
- East of Sam Newell Road, the route would operate in its own lanes along Independence Pointe Parkway in a widened and extended roadway.
- Sam Newell design option creates a closer connection to Downtown Matthews and Novant Health.

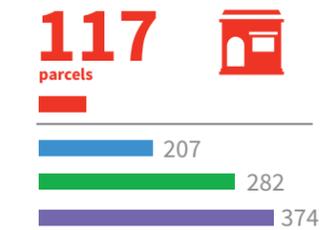
Travel Time along Corridor



Buildings Impacted*



Parcels Impacted*

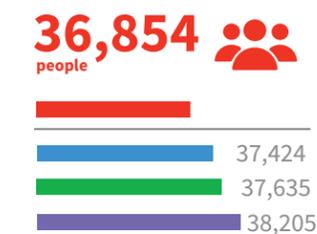


Key

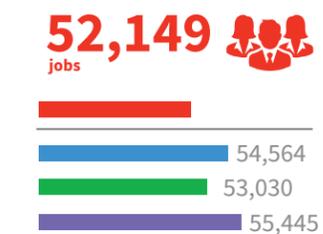
Metric Option A

- Option B
- Option C
- Option D

Population within 1/2 mile*



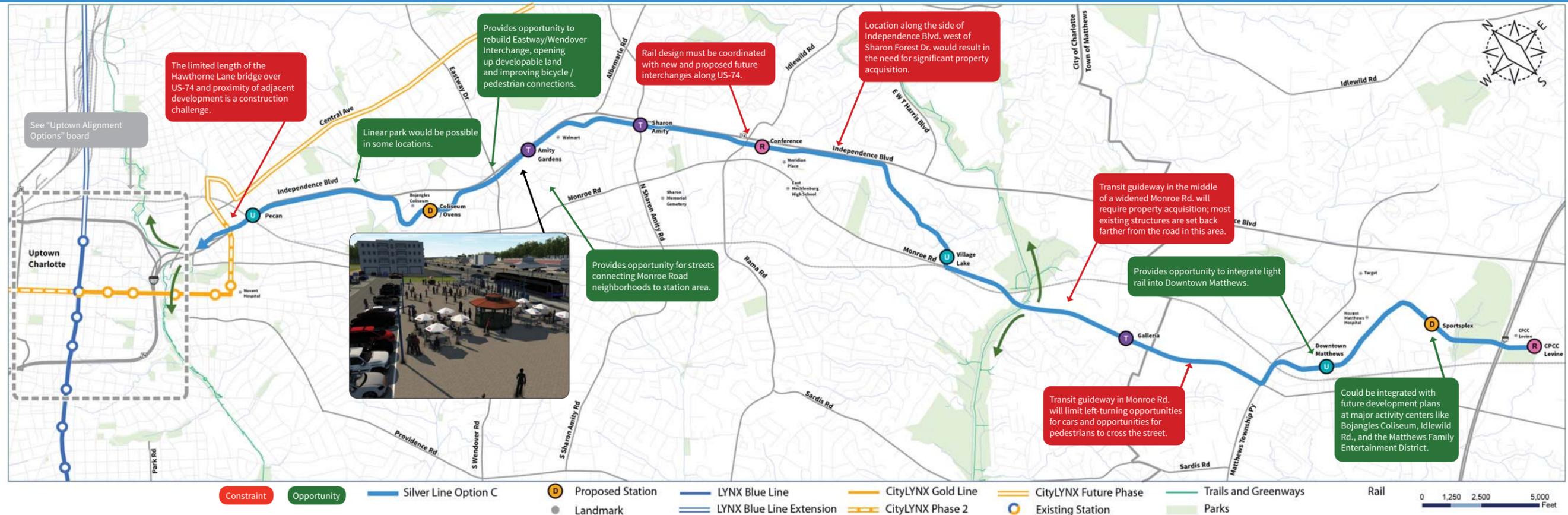
Jobs within 1/2 mile*



*numbers do not include Uptown portion of project

*with Sam Newell design option:
 • 30-34 minutes
 • 48 units
 • 125 parcels
 • 36,800 people
 • 53,382 jobs

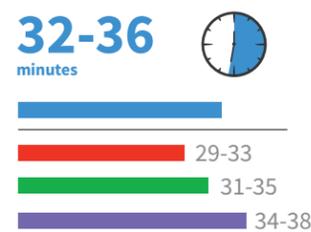
Option B - Along the side of Independence Boulevard to Widened Monroe Road



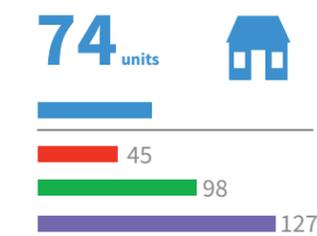
Summary

- Light rail would operate in an exclusive guideway with adjacent multi-use path along the side of Independence Boulevard between Charlottetowne Avenue and Sharon Forest Drive.
- East of Sharon Forest Drive, the route would follow a new alignment through undeveloped property to Village Lake Drive.
- East of Village Lake Drive, the route would operate in its own lanes in the middle of a widened Monroe Road.
- The route includes a short section through Downtown Matthews where rail vehicles would share a lane with cars; the route then runs along the side of Matthews-Mint Hill Road in its own guideway.
- Creates direct connection to Downtown Matthews.

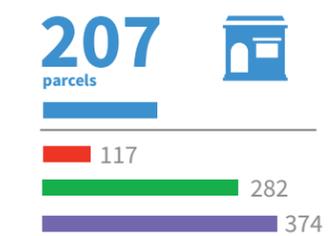
Travel Time along Corridor



Buildings Impacted*



Parcels Impacted*

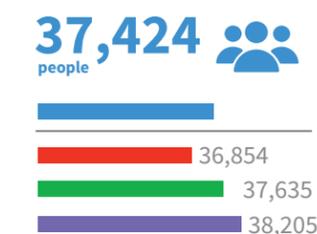


Key

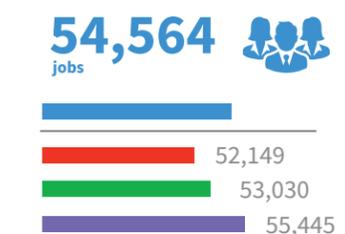
Metric Option B

- Option A (Red)
- Option B (Blue)
- Option C (Green)
- Option D (Purple)

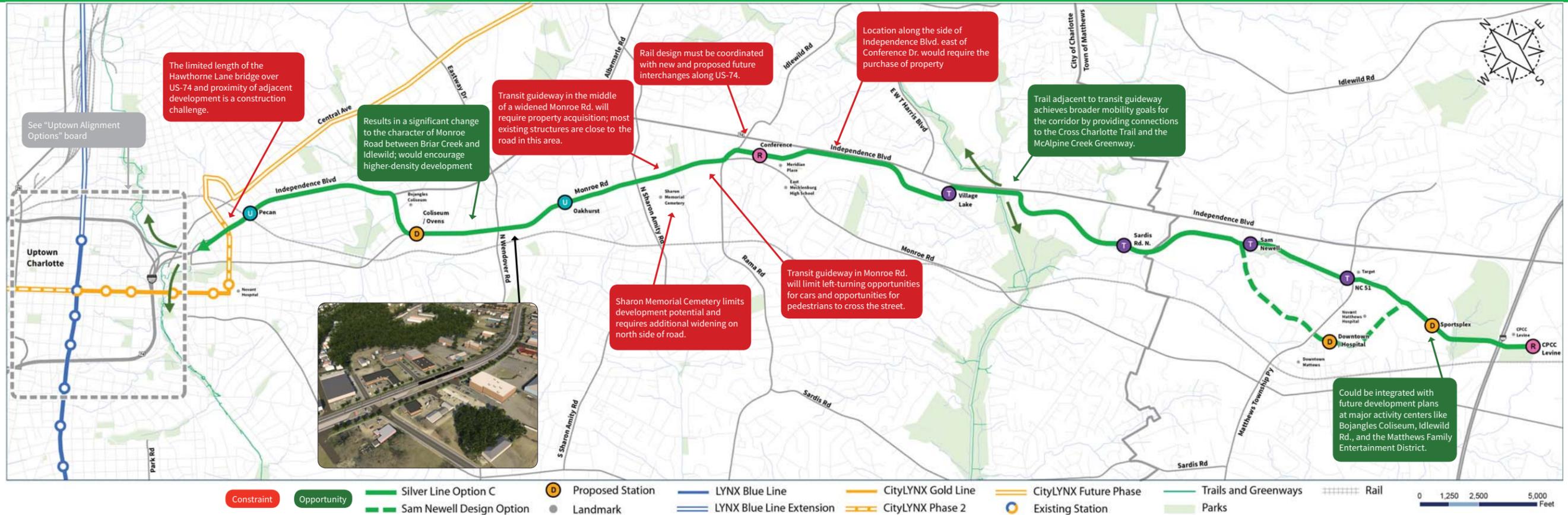
Population within 1/2 mile*



Jobs within 1/2 mile*



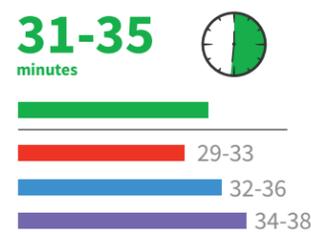
Option C - Widened Monroe Road to along the side of Independence Boulevard



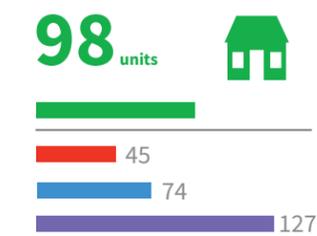
Summary

- Light rail would operate in an exclusive guideway with adjacent multi-use path along the side of Independence Boulevard between Charlottetowne Avenue and Briar Creek Road.
- East of Briar Creek Road, the route would operate in its own lanes in the middle of a widened Monroe Road.
- East of Conference Drive, the route would operate in an exclusive guideway with adjacent multi-use path along the side of Independence Boulevard.
- East of Sam Newell Road, the route would operate in its own lanes along Independence Pointe Parkway in a widened and extended roadway.
- Sam Newell design option creates a closer connection to Downtown Matthews and Novant Health.

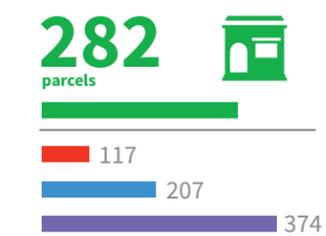
Travel Time along Corridor



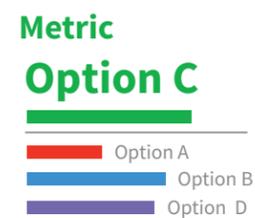
Buildings Impacted*



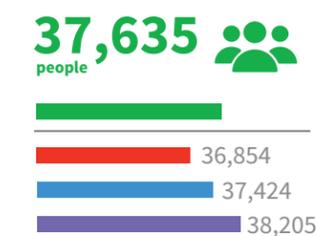
Parcels Impacted*



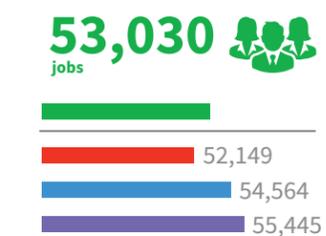
Key



Population within 1/2 mile*



Jobs within 1/2 mile*



*numbers do not include Uptown portion of project

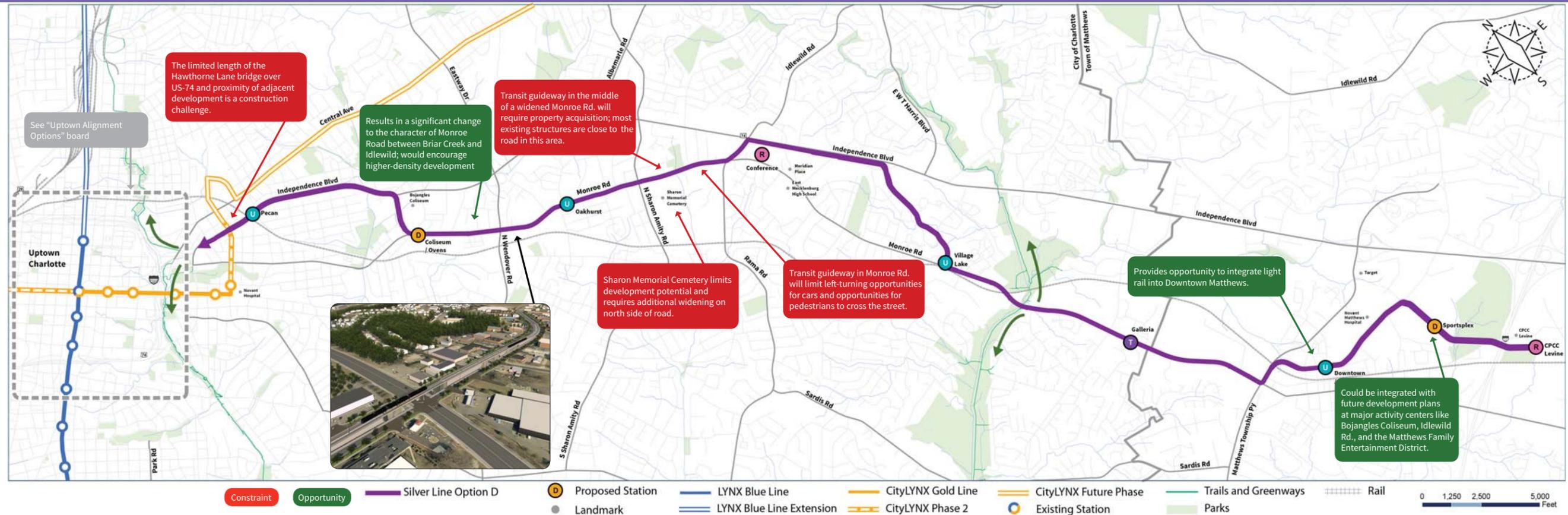
*with Sam Newell design option:
 • 32-36 minutes
 • 101 units
 • 290 parcels
 • 37,581 people
 • 54,263 jobs



Silver Line Southeast Corridor



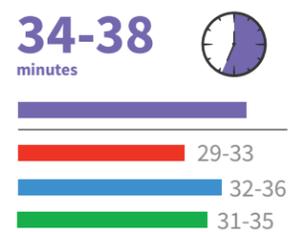
Option D - Widened Monroe Road



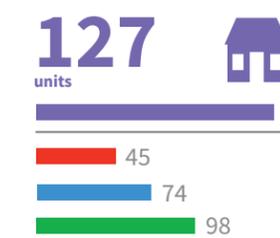
Summary

- Light rail would operate in an exclusive guideway with adjacent multi-use path along the side of Independence Boulevard between Charlottetowne Avenue and Briar Creek Road.
- East of Briar Creek Road, the route would operate in its own lanes in the middle of a widened Monroe Road.
- East of Conference Drive, the route would operate in an exclusive guideway with adjacent multi-use path along the side of Independence Boulevard.
- East of Sharon Forest Drive, the route would follow a new alignment through undeveloped property to Village Lake Drive.
- East of Village Lake Drive, the route would operate in its own lanes in the middle of a widened Monroe Road.
- The route includes a short section through Downtown Matthews where rail vehicles would share a lane with cars; the route then runs along the side of Matthews-Mint Hill Road in its own guideway.

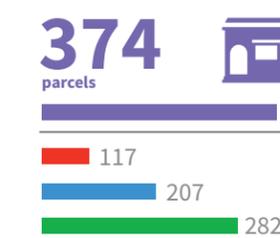
Travel Time along Corridor



Buildings Impacted*



Parcels Impacted*

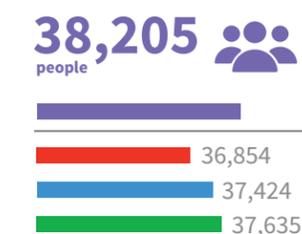


Key

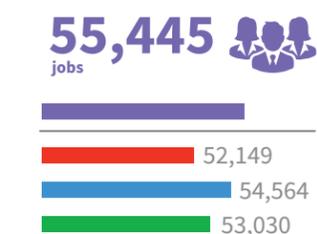
Metric Option D

- Option A (Red bar)
- Option B (Blue bar)
- Option C (Green bar)

Population within 1/2 mile*



Jobs within 1/2 mile*



Uptown Alignment Options

Routing Considerations

- Extending west to the airport to create an east-west rail corridor.
- Using the CityLYNX Gold Line to maximize use of existing rail infrastructure.
- Using the LYNX Blue Line to provide additional service in the Uptown core.
- Connecting with the future Charlotte Gateway Station.
- Creating multimodal hubs along the corridor to strengthen local bus connections with surrounding neighborhoods.
- The preferred Uptown route will be determined as part of a future study in coordination with the identification of other future transit connections such as the West Corridor.

Option ① - 12th to Gateway Station

- Direct connection to Gateway Station and LYNX Blue Line.
- Supports development and connectivity efforts at Gateway Station area.
- Access to LYNX Blue Line would be through a transfer.
- Does not go through the heart of Uptown.
- Potential to extend to the west.

Place sticker here to indicate your preferred option

Option ② - 12th to Blue Line Extension

- Direct connection to the LYNX Blue Line.
- Connection to the Charlotte Transportation Center via Blue Line.
- Does not access Gateway Station.
- Potential to extend to the west.

Place sticker here to indicate your preferred option

Option ③ - Trade (Interline with Gold Line)

- Direct connection to the Charlotte Transportation Center and heart of Uptown Charlotte.
- Mixed traffic decreases reliability; transit priority would maintain desired efficiency.
- Could extend to Gateway Station and beyond to the west.

Place sticker here to indicate your preferred option

Option ④ - Stonewall to Gateway

- Direct connection to attractions in Second Ward and Third Ward.
- Provides connection to Gateway Station.
- Mixed traffic decreases reliability.
- Special events may impact reliability.
- Potential to support planned development along Stonewall Street.
- Potential to extend to the west.

Place sticker here to indicate your preferred option

Option ⑤ - Stonewall to Carson

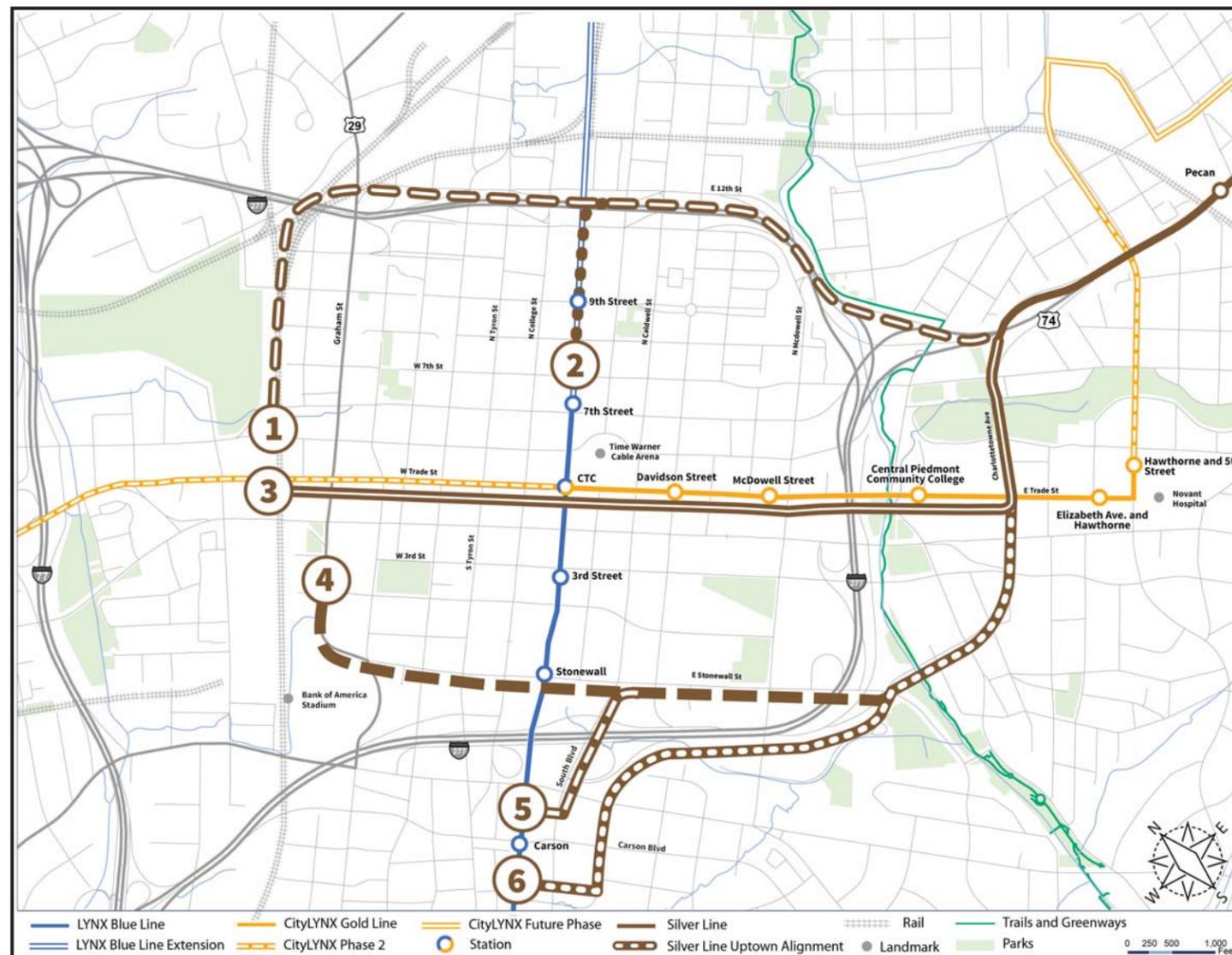
- Direct connection to attractions in Second Ward and South End.
- Does not connect to Gateway Station.
- Mixed traffic decreases reliability.
- Potential to support planned development along Stonewall Street.
- Potential to extend to the west.

Place sticker here to indicate your preferred option

Option ⑥ - I-277 to Carson

- Connects to Metropolitan and South End.
- Avoids crossing I-277.
- Provide service to the Little Sugar Creek Greenway.
- Provides service to Central Piedmont Community College and Novant Hospital.
- Bypasses Stonewall Street.
- Potential to extend to the west.

Place sticker here to indicate your preferred option



Before and After Images

Independence Boulevard near The Plaza

BEFORE



AFTER



Options **A**, **B**, **C**, **D**

Independence Boulevard east of Wendover Road



Options **A**, **B**

Monroe Road east of Wendover Road



Options **C**, **D**

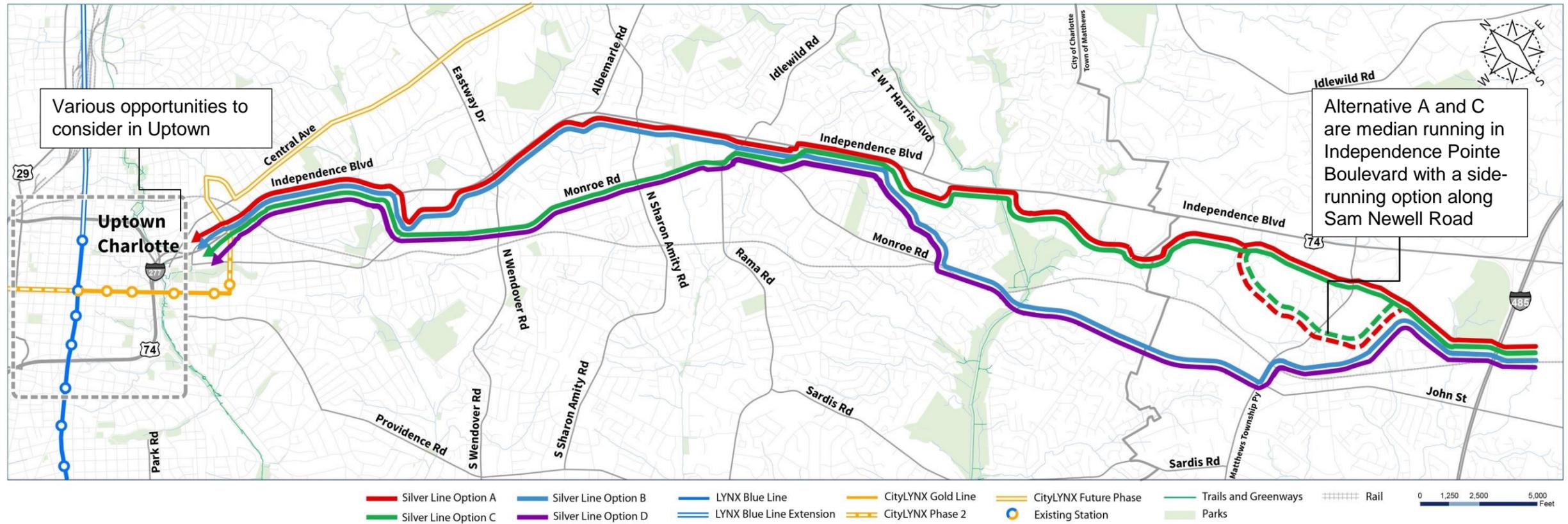


Handout

LYNX SILVER LINE SOUTHEAST CORRIDOR ALIGNMENT OPTIONS

OVERALL CORRIDOR NOTES:

- All alignment options from Charlottetowne Avenue to Matthews are **exclusive guideway**; meaning rail would operate in its own lane either in the median or along the side of the roadway.
- Alignments along the side of Independence Boulevard will include an adjacent multi-use path.



A. ALONG THE SIDE OF INDEPENDENCE BLVD

- Operates next to Independence Boulevard in an exclusive rail guideway between Charlottetowne Avenue and Sam Newell Road with an adjacent multi-use path.
- East of Sam Newell Road, operates in its own lanes along Independence Pointe Parkway in a widened and extended roadway.
- Sam Newell design option creates a closer connection to Downtown Matthews and Novant Health.

B. ALONG THE SIDE OF INDEPENDENCE BLVD TO WIDENED MONROE

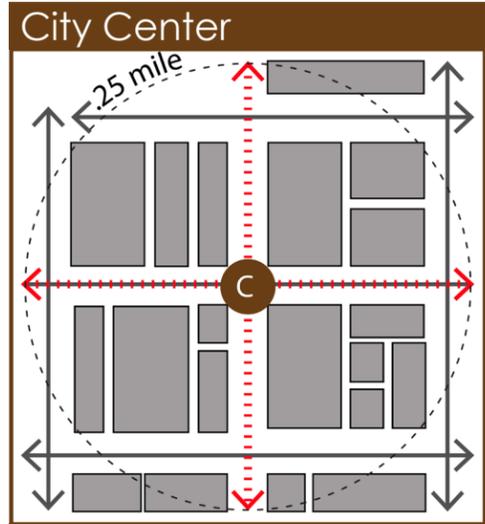
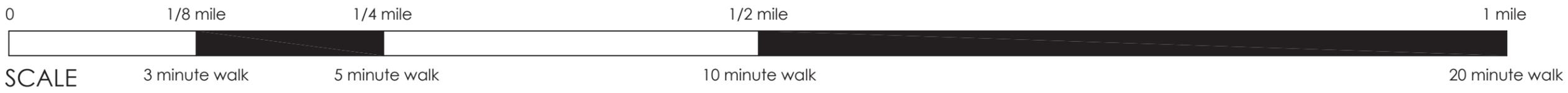
- Operates next to Independence Boulevard in an exclusive rail guideway between Charlottetowne Avenue and Sharon Forest Drive with an adjacent multi-use path.
- The transit guideway would be located in the middle of Monroe Road; limits left turns for cars and limits pedestrian crossing.
- Monroe Road footprint will expand from 60 feet wide to between 140 feet to 175 feet.
- Route includes short section in Downtown Matthews where rail vehicles would share a lane with cars.

C. WIDENED MONROE ROAD TO ALONG THE SIDE OF INDEPENDENCE BLVD

- Operates next to Independence Boulevard in an exclusive rail guideway between Charlottetowne Avenue and Briar Creek Road with an adjacent multi-use path.
- Transit guideway located in the middle of Monroe Road from Briar Creek Road to Idlewild Road; limits left turns for cars and limits pedestrian crossing.
- Monroe Road footprint will expand from 60 feet wide to between 140 feet to 175 feet.
- East of Sam Newell Road operates in its own lanes along Independence Pointe Parkway in a widened and extended roadway.
- Sam Newell design option creates a closer connection to Downtown Matthews and Novant Health.

D. WIDENED MONROE ROAD

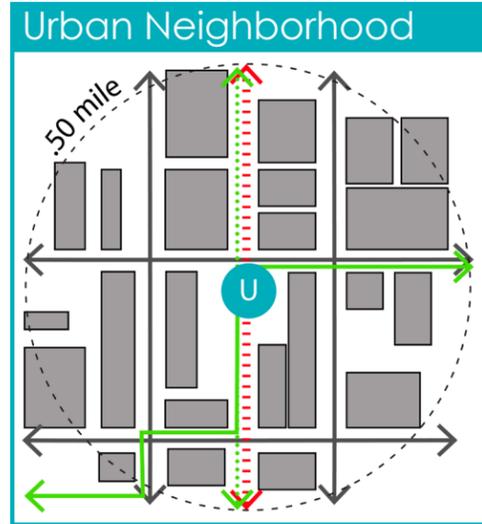
- Light rail would operate next to Independence Boulevard in an exclusive rail guideway between Charlottetowne Avenue and Sharon Forest Drive with an adjacent multi-use path.
- Transit guideway located in the middle of Monroe Road; limits left turns for cars and limits pedestrian crossing.
- Monroe Road footprint will expand from 60 feet wide to between 140 feet to 175 feet.
- Route includes short section in Downtown Matthews where rail vehicles would share a lane with cars.



Charlotte, NC



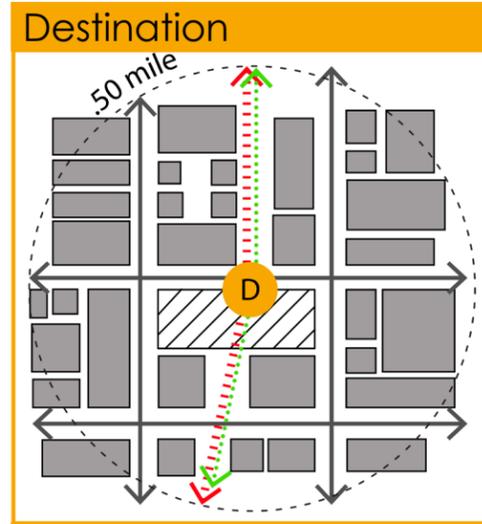
Parking		
Surface	Deck	
none	none	
Station Access		
Walk	Bike	Drive
5 min. (1/4 mile)	2-5 min. (1/4 mile)	n/a
Station Spacing		
1/4 mile		



Charlotte, NC



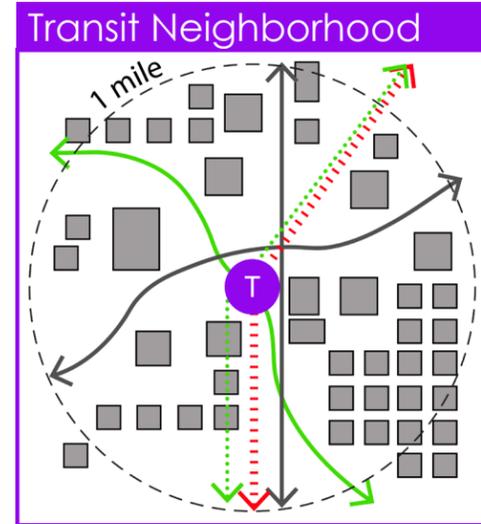
Parking		
Surface	Deck	
none	none	
Station Access		
Walk	Bike	Drive
5-10 min. (1/4 - 1/2 mile)	3-7 min. (1/4 - 1/2 mile)	n/a
Station Spacing		
1/4 - 1/2 mile		



Denver, CO



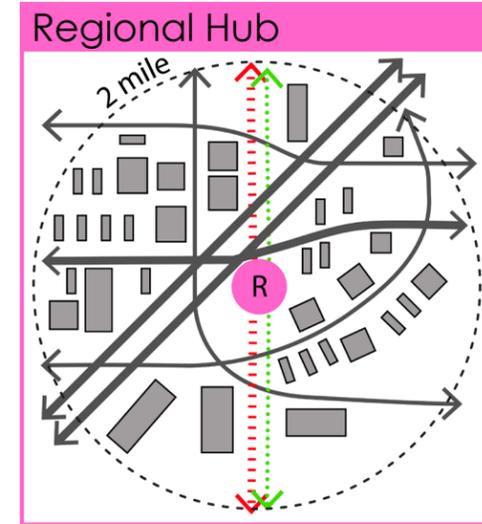
Parking		
Surface	Deck	
500 spaces	1000 spaces	
Station Access		
Walk	Bike	Drive
Varies	Varies	Varies
Station Spacing		
Varies		



Charlotte, NC



Parking		
Surface	Deck	
500 spaces	none	
Station Access		
Walk	Bike	Drive
25-35 min. (1-2 miles)	8-15 min. (1-2 miles)	5 min. (1-2 miles)
Station Spacing		
1 - 2 miles		



Charlotte, NC



Parking		
Surface	Deck	
none	2000 spaces	
Station Access		
Walk	Bike	Drive
Varies	Varies	10-30 min. (Varies)
Station Spacing		
Varies		

Key

- Station (represented by a colored circle)
- Building (represented by a grey rectangle)
- Radius (represented by a dashed circle)
- Proposed Rail Alignment (represented by a red dashed line with arrows)
- Proposed Multi-use Path (represented by a green dashed line with arrows)
- Existing Greenway (represented by a solid green line with arrows)
- Road / Street (represented by a double-headed arrow)
- Highway (represented by a double-headed arrow with a central line)
- Interstate (represented by a double-headed arrow with a central line and a vertical bar)



Silver Line Southeast Corridor



APPENDIX D: MEDIA COVERAGE

(links are provided to articles as compiled on the study ProjectSolve site)

Media Outlet	Article Title	Medium	Date of Publication
The Charlotte Observer	<u>CATS envisions a Monroe Road streetcar in addition to streetcar line uptown</u>	Print	July 8, 2015
The Charlotte Observer	<u>Plans for a rail route in south Charlotte</u>	Print	July 8, 2015
The Charlotte Observer	<u>Monroe Road area hopes redevelopment sparks something more: Identity</u>	Print	July 25, 2015
The Charlotte Observer	<u>CATS envisions larger, longer, faster trains on streetcar rails</u>	Print	July 30, 2015
WSOC-TV	<u>Charlotte studies possibility of new rail lines</u>	TV	July 30, 2015
The Charlotte Agenda	<u>Independence Boulevard looks like a war zone. Does anybody care?</u>	Web	July 31, 2015
The Charlotte Observer	<u>CATS to hold southeast corridor rail meetings next week</u>	Print	August 3, 2015
WCNC	<u>CATS looking to expand light rail to Matthews</u>	TV	August 5, 2015
The Charlotte Business Journal	<u>Light rail to Matthews? CATS begins eastward push with transit study</u>	Print	August 5, 2015
WSOC-TV	<u>Transit officials discuss rail line from uptown to Union County</u>	TV	August 11, 2015
The Charlotte Observer	<u>Silver Line workshops coming Thursday</u>	Print	August 12, 2015
TWC News	<u>Charlotte Area Transit to Hold Public Meetings on Proposed Silver Line</u>	TV	August 13, 2015
South Charlotte Weekly	<u>Next stop: Matthews</u>	Print	August 21, 2015
The Charlotte Observer	<u>Clodfelter, Roberts opposed to U.S. 74 toll lanes</u>	Print	September 30, 2015
Matthews-Mint Hill Weekly	<u>Transit planner shares early findings</u>	Web	November 25, 2015
South Charlotte Weekly	<u>Charlotte's Golden Globes</u>	Print	January 15, 2016
The Charlotte Observer	<u>Transportation, planning are topics for public meeting on Tuesday in Charlotte</u>	Print	March 20, 2016
The Charlotte Observer	<u>CATS to give update on future Independence Boulevard transit services</u>	Print	March 29, 2016
The Mecklenburg Times	<u>CATS to hold Silver Line workshop</u>	Print	March 29, 2016

Media Outlet	Article Title	Medium	Date of Publication
Matthews-Mint Hill Weekly	<i>CATS asks residents for input on rail system location</i>	Print	April 1, 2016
The Charlotte Agenda	<u><i>CATS has narrowed plans for a new Silver Line light rail route in east Charlotte to these options</i></u>	Web	April 7, 2016
The Charlotte Observer	<u><i>CATS considers light-rail for Independence, but needs hundreds of millions of dollars first</i></u>	Print	April 13, 2016
WBT Newstalk 1110AM	<u><i>CATS planning possible Light Rail Along Independence Boulevard</i></u>	Radio	April 14, 2016