

# LYNX SILVER LINE

## LIGHT RAIL City of Charlotte Transportation, Planning, and Development Committee

December 5, 2022



# Agenda

1. Center City Alignment Update
2. Public & Stakeholder Engagement
  - Center City
  - Bojangles area





# Center City Alternatives

1

**11<sup>th</sup> Street Alternative (LPA)**  
*Previously-adopted concept along 11<sup>th</sup> Street*

2

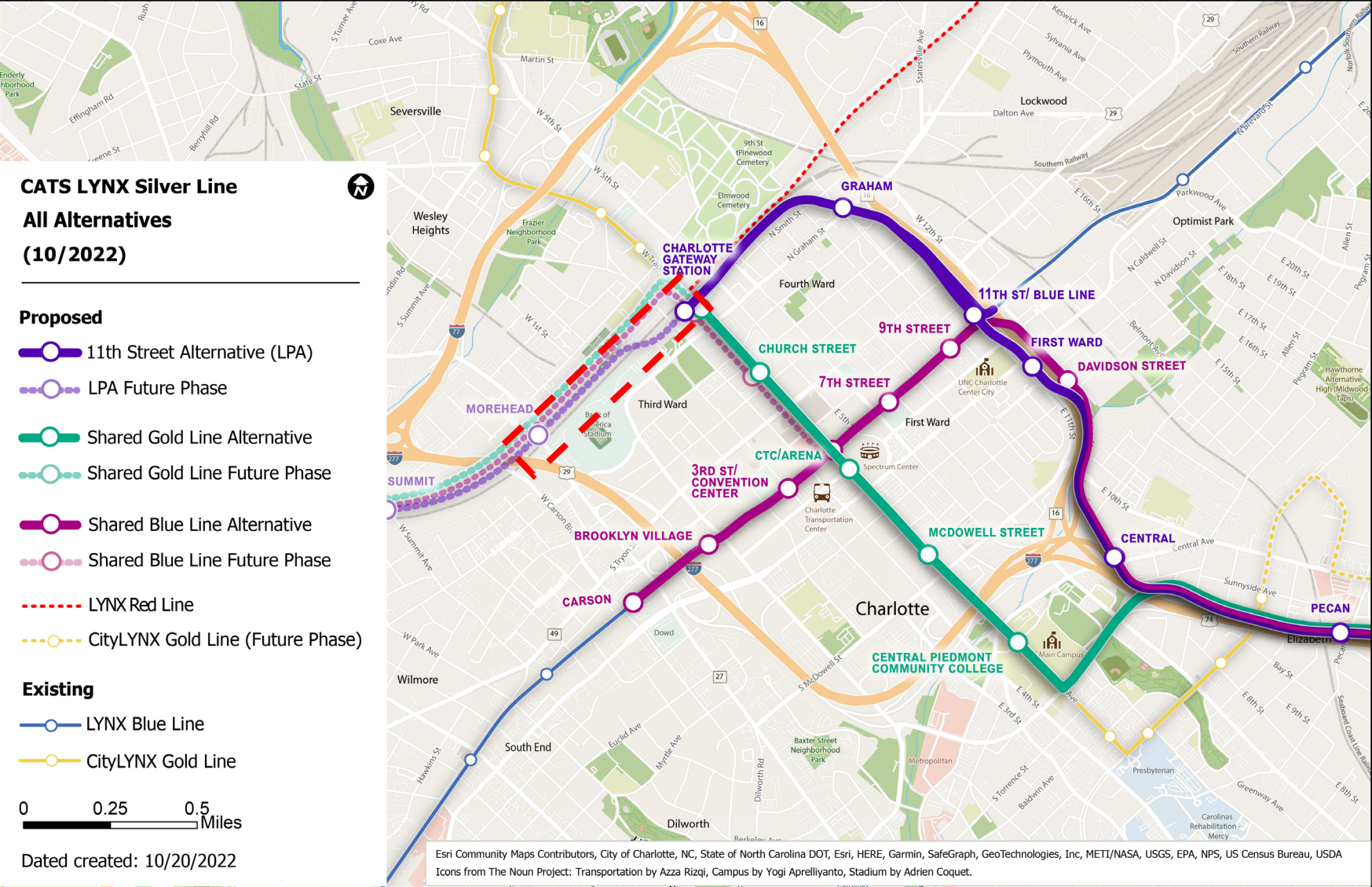
**Shared Blue Line Alternative**  
*Silver Line trains share tracks with Blue Line in Center City*

3

**Shared Gold Line Alternative**  
*Silver Line trains share tracks with Gold Line on Trade Street in Center City*



**Potential Morehead Extension**





1

# LPA- 11<sup>th</sup> Street/ Blue Line Station





# 1 LPA- Graham Street Station





3

## Shared Gold Line Alternative- CPCC





3

## Shared Gold Line Alternative- CGS

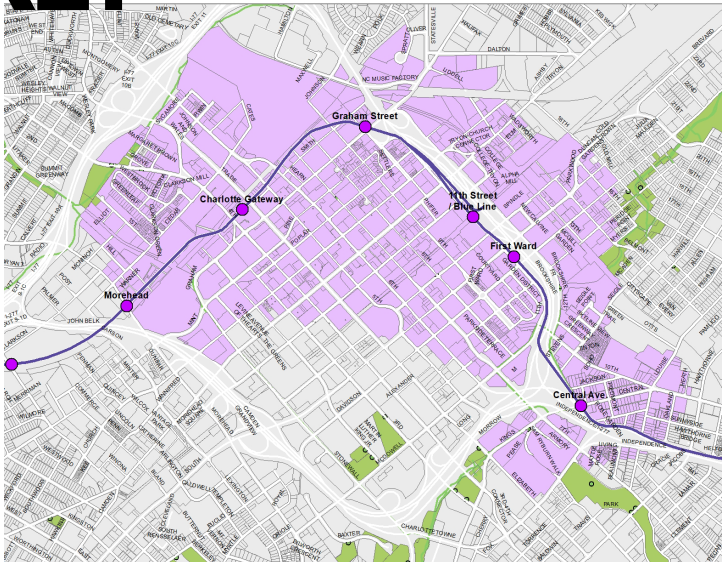




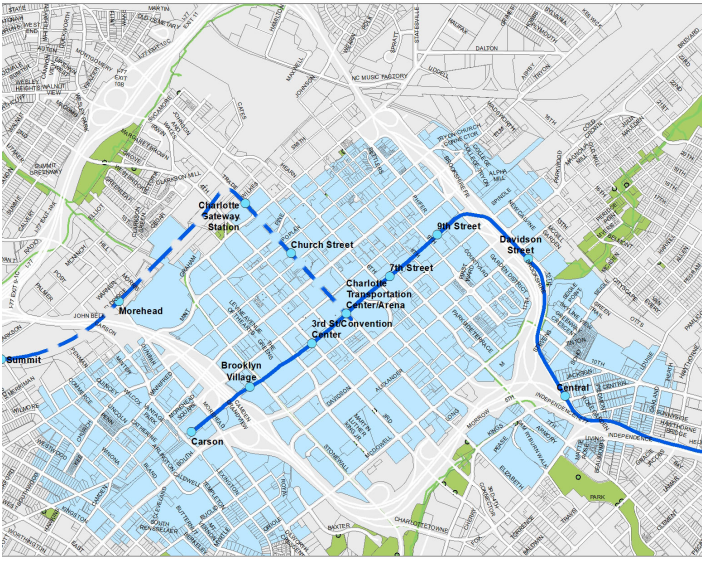
# WHAT DOES EACH OPTION (PHASE A) CAPTURE?

- LPA captures more existing residents, households on Uptown’s perimeter
- The Blue Line option provides more direct access to jobs in the center of Uptown and new development opportunities north of I-277
- The Gold Line option provides access through the direct center of Uptown to Central Piedmont Community College

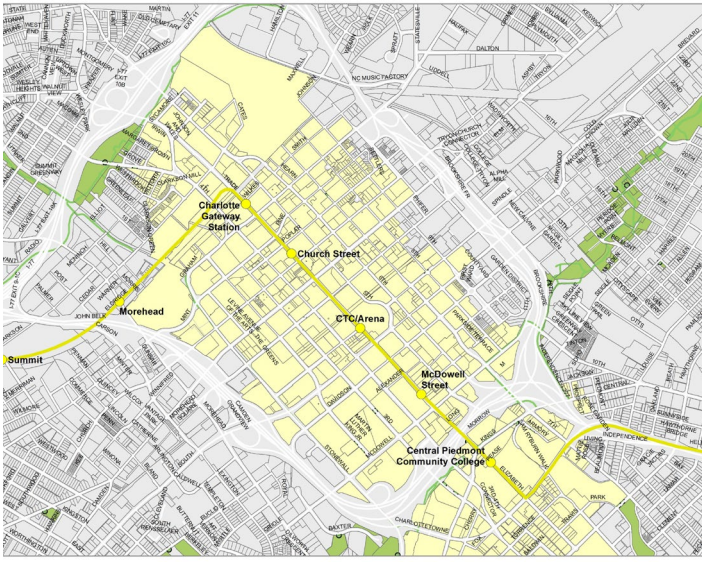
LPA



Shared Blue Line



Shared Gold Line



<i>Population*</i>	20,940	13,400	10,500
<i>Households*</i>	10,940	7,700	5,800
<i>Employment *</i>	56,280	90,600	99,900
<i>Walkshed (Acres)</i>	585	1,020	906
<i>Vacant/Underutilize d Parcels (Acres)**</i>	250	198	160

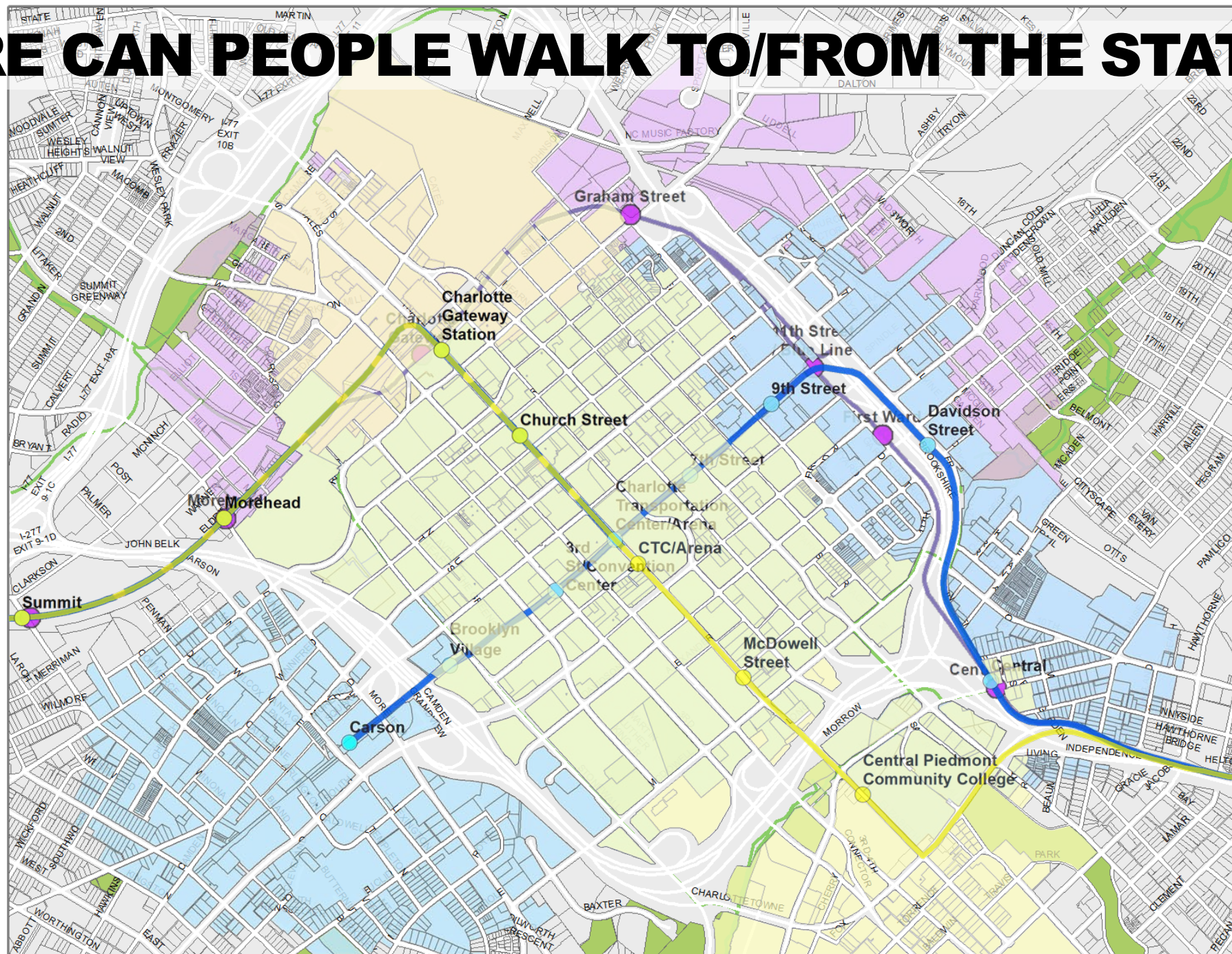
\*2019 American Community Survey data from the US Census Bureau was used for population, households, and employment.

\*\*2021 Mecklenburg Property Appraiser data was used to identify vacant and underutilized properties




8



# WHERE CAN PEOPLE WALK TO/FROM THE STATION?





# LYNX Silver Line: Comparison of Alternatives

	① LPA / 11 <sup>th</sup> Street	② Shared Blue Line	③ Shared Gold Line
<b>Key Destinations</b> 	<ul style="list-style-type: none"> <li>• CGS</li> <li>• Blue Line</li> <li>• First Ward</li> <li>• Fourth Ward</li> </ul>	<ul style="list-style-type: none"> <li>• CTC</li> <li>• South End</li> <li>• Blue Line &amp; Stations</li> <li>• Gold Line</li> </ul>	<ul style="list-style-type: none"> <li>• Gold Line</li> <li>• Gov. District</li> <li>• Blue Line</li> <li>• CGS</li> <li>• CTC</li> <li>• CPCC Main</li> </ul>
<b>Travel Time from Conference Drive Station</b> 	<ul style="list-style-type: none"> <li>• 34 minutes to CTC (transfer required)</li> <li>• 27 minutes to CGS (direct trip)</li> </ul>	<ul style="list-style-type: none"> <li>• 27 minutes to CTC (direct trip)</li> <li>• 42 minutes to CGS (transfer required)</li> </ul>	<ul style="list-style-type: none"> <li>• 25 minutes to CTC (direct trip)</li> <li>• 30 minutes to CGS (direct trip)</li> </ul>
<b>Cost</b> 	<ul style="list-style-type: none"> <li>• Long bridge adds cost</li> </ul>	<ul style="list-style-type: none"> <li>• Lower cost alternative than LPA; <b>\$500M-\$600M (YOE) less than LPA</b></li> </ul>	<ul style="list-style-type: none"> <li>• Lower cost alternative than the LPA; <b>\$500M-\$600M (YOE) less than LPA</b></li> </ul>

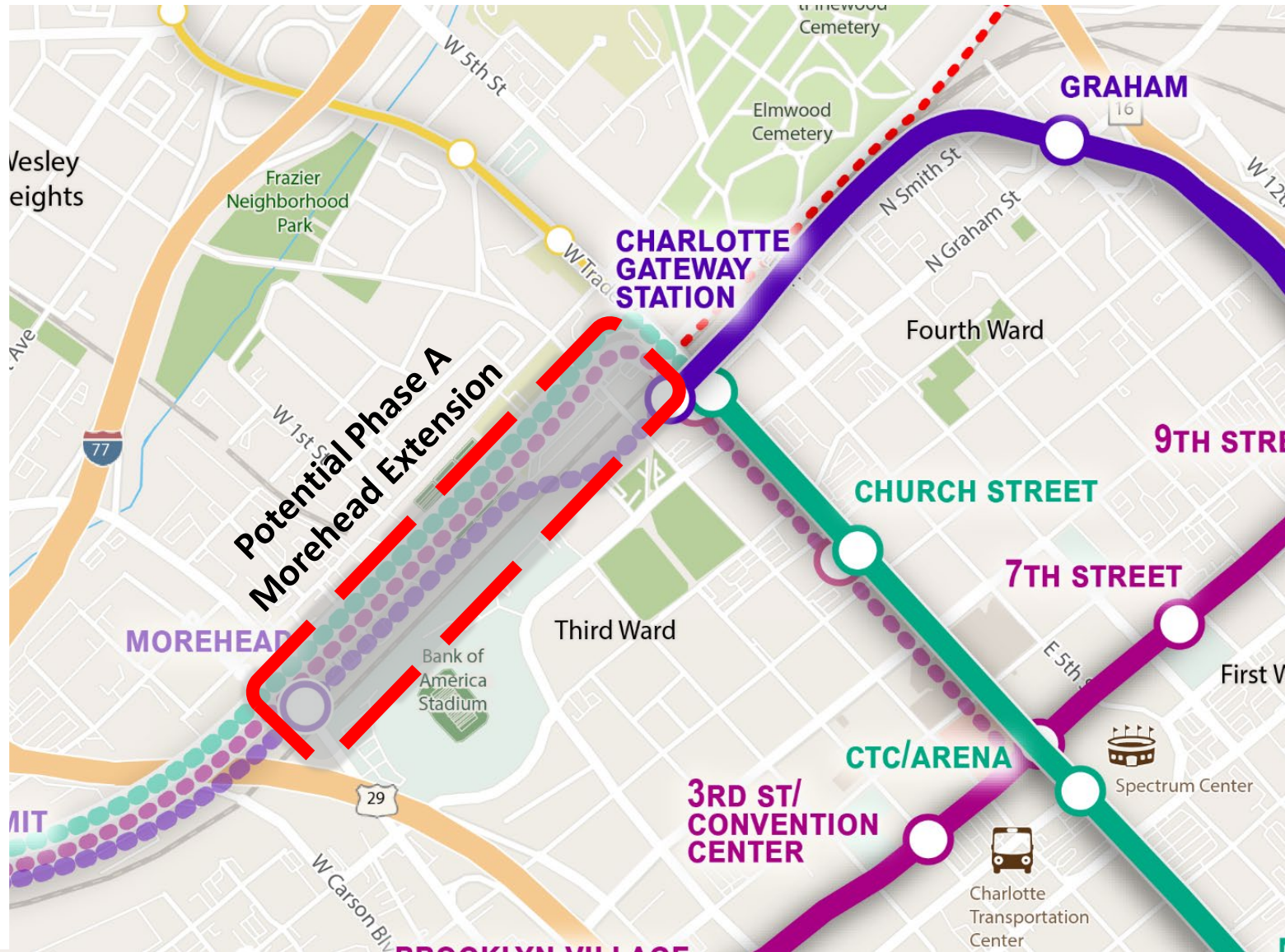


# LYNX Silver Line: Comparison of Alternatives

	① LPA / 11 <sup>th</sup> Street	② Shared Blue Line	③ Shared Gold Line
<b>Environmental Considerations</b> 	<ul style="list-style-type: none"><li>• New elevated alignment</li><li>• Less disruption to traffic</li><li>• Potential visual concerns near a historic residential neighborhood</li></ul>	<ul style="list-style-type: none"><li>• Uses existing transit corridor</li><li>• Potentially fewer environmental concerns</li><li>• Traffic concerns at cross streets</li></ul>	<ul style="list-style-type: none"><li>• Uses existing transit corridor</li><li>• Potentially fewer environmental concerns</li><li>• Requires reconstruction of Trade Street; business impacts</li><li>• Traffic concerns due to loss of capacity</li></ul>
<b>Development Opportunities</b> 	<ul style="list-style-type: none"><li>• Station integrated into CGS development</li><li>• Serves future 11th Street development areas in Phase A</li></ul>	<ul style="list-style-type: none"><li>• Serves future 11th Street development areas in Phase A</li></ul>	<ul style="list-style-type: none"><li>• Provides access to more existing jobs, direct transit access at CTC and CGS, and CPCC</li></ul>

# Potential Morehead Extension

- Morehead extension in Phase A possible for **LPA** and for **Shared Gold Line**
  - **Shared Blue Line** does not serve this area in Phase A
- **LPA** extension would require costly bridge construction over Norfolk Southern
  - Approximately \$400M to \$500M (YOE)
- **Shared Gold Line** extension would continue under the existing Norfolk Southern bridge
  - Approximately \$250M to \$350M (YOE)





# Public Outreach & Engagement Fall 2022



**33,000+ Mailers, 600  
Hanging Rider Alerts**



**Social Media & Rider E-blasts**



**Newspaper Ads, Media  
Releases & Interviews**



**Yard Signs**



**PIO Meeting, Community/  
Stakeholder Meetings, & Pop-Ups**



**~ 550 Survey Participants**



**~ 100 Virtual Public  
Meeting Attendees**



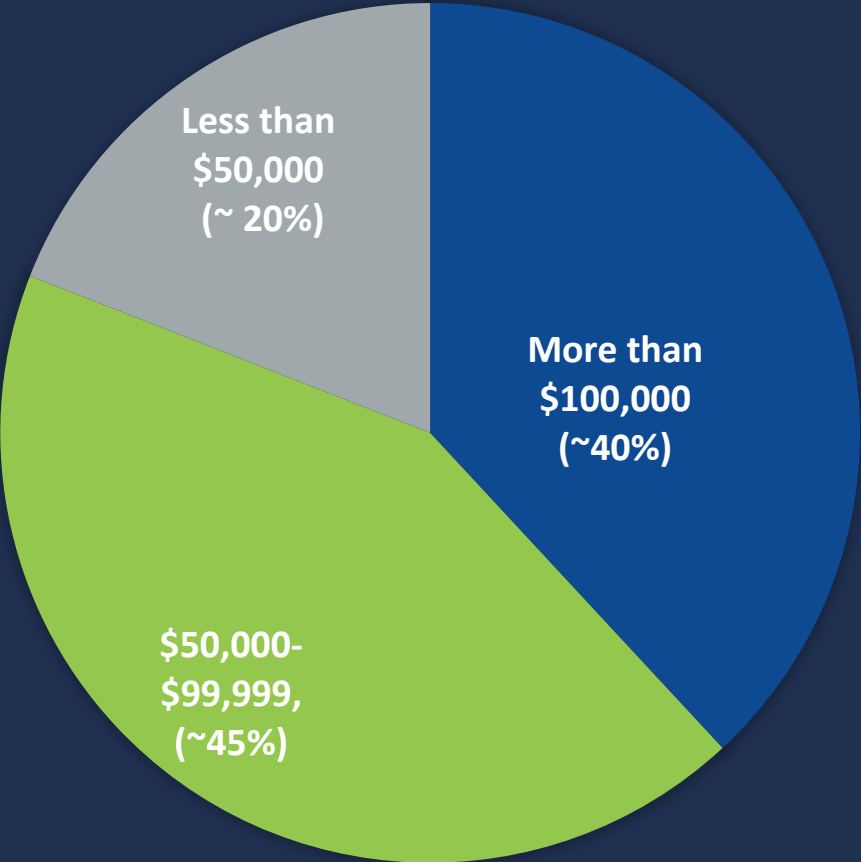
**Online Open House  
Started 11/1/22**

Note: Survey data is preliminary through 11/14/22; comment period open through 11/30/22

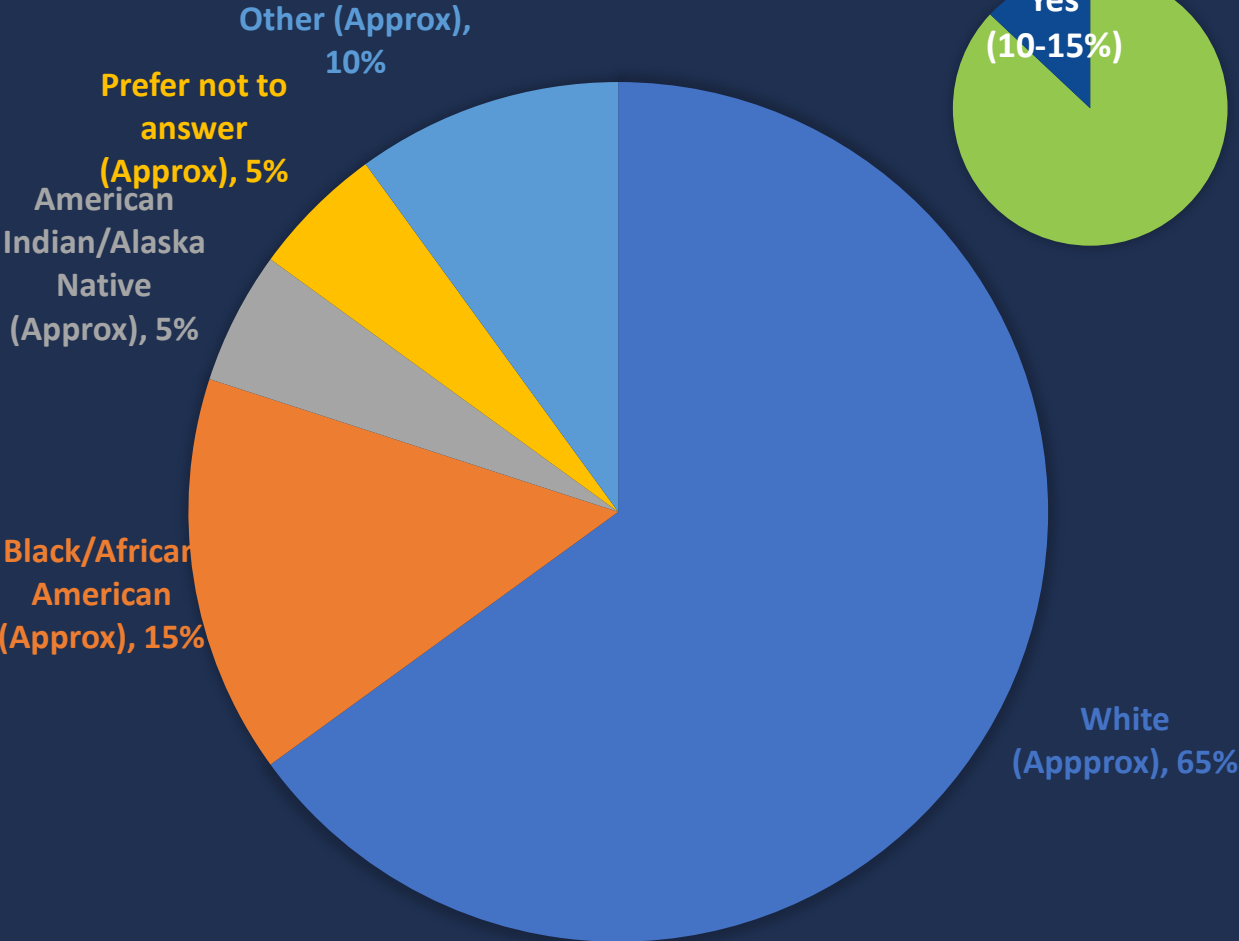


# Preliminary Survey Demographic Information (~475 responses)

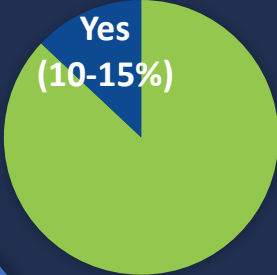
TOTAL FAMILY INCOME



RACE



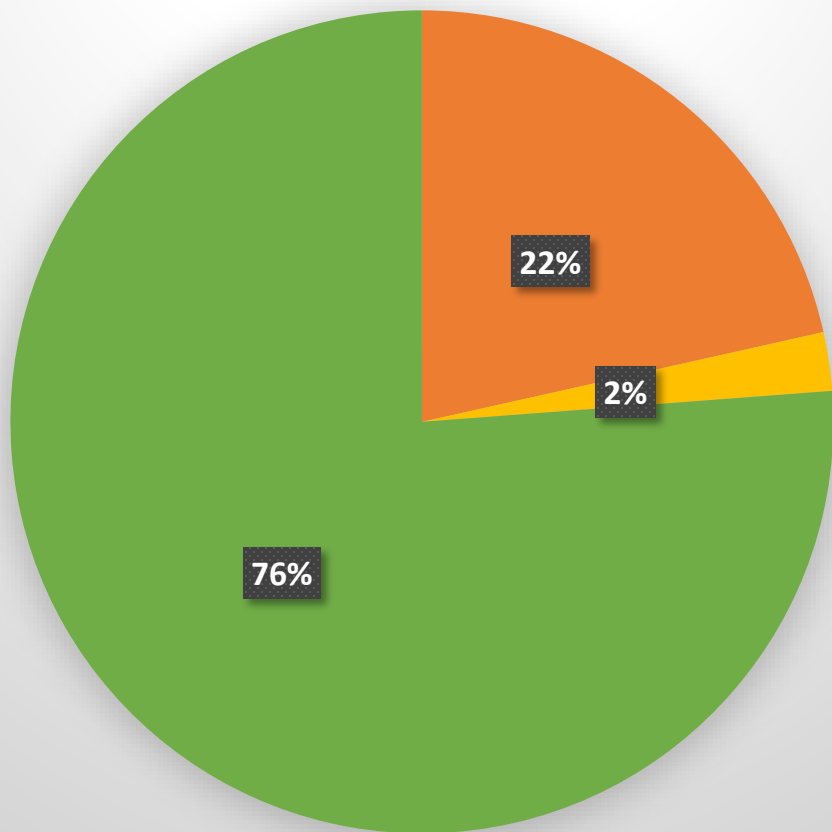
HISPANIC/LATINO



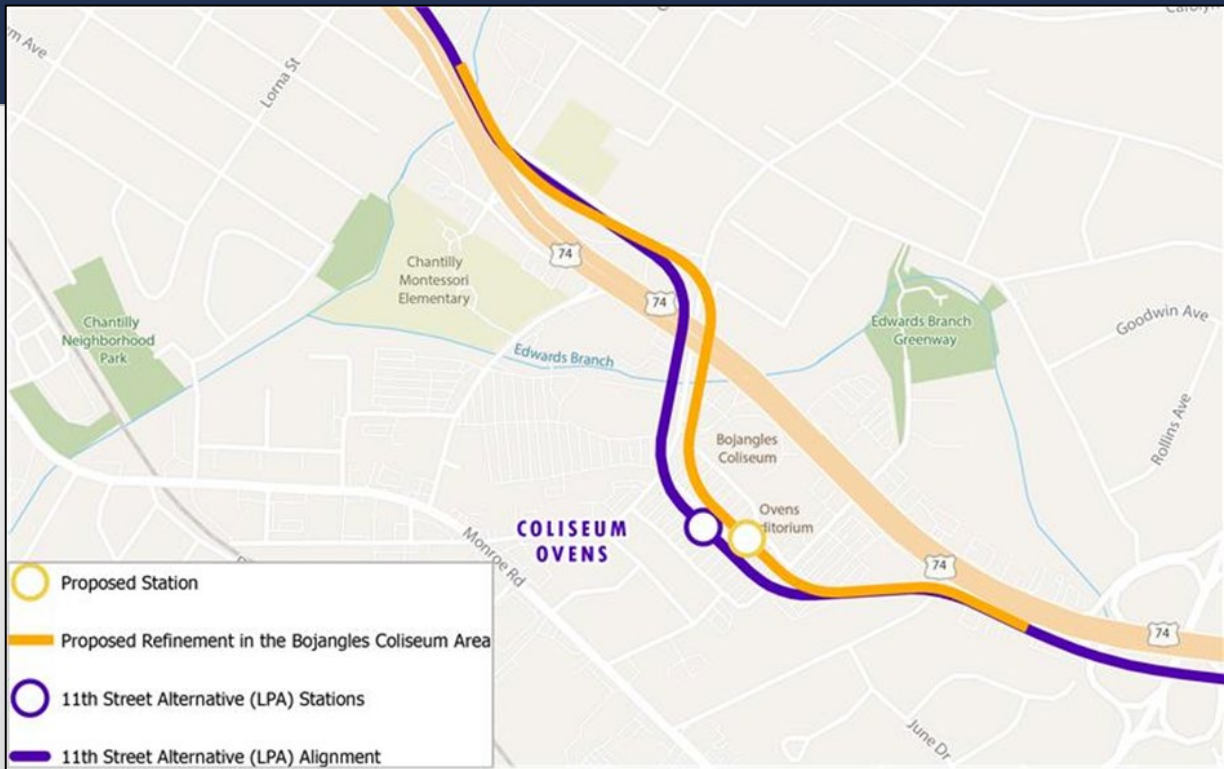


# Interim/Preliminary Feedback on Bojangles Refinement

Support or Opposition through 11/14/22  
(500+ responses)



Neutral Oppose/Strongly Oppose Support/Strongly Support

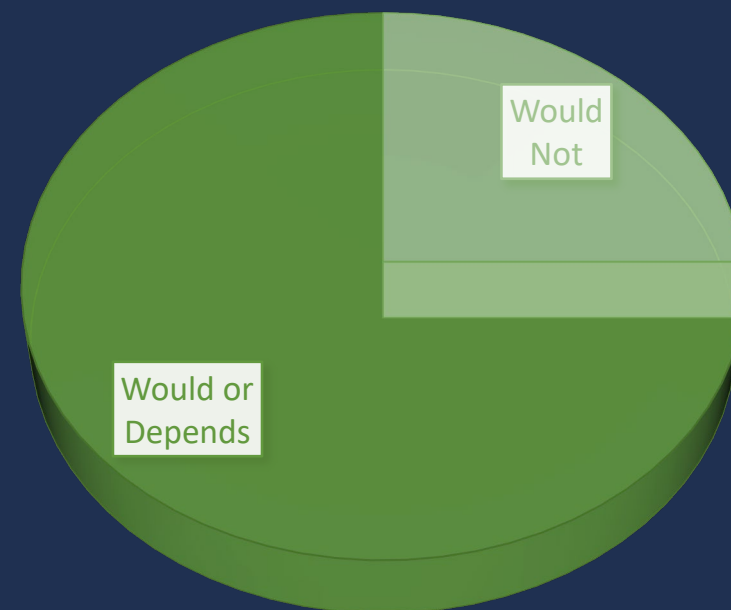


# Preliminary Survey Results on Destinations & Transfers

## Top Ten Key Destinations in Center City based on survey results

1. Morehead Station (Future)
2. Charlotte Gateway Station (Future)
3. Charlotte Transportation Center
4. Trade St/Tryon St
5. South End
6. 7th St/9th St
7. Fourth Ward
8. Government District
9. Convention Center
10. CPCC

## Willingness to Transfer (~ 500 responses)





# LYNX Silver Line Phase A: Summary Comparison of Alternatives

	<b>1</b> LPA / 11 <sup>th</sup> Street	<b>2</b> Shared Blue Line	<b>3</b> Shared Gold Line
<b>Public Input</b> % Supportive	~40-45% supportive ~ 25-30% neutral ~ 25-30% opposed	~ 20-25% supportive ~ 30-35% neutral ~ 40-45% opposed	~ 40-45% supportive ~ 40-45% neutral ~ 10-15% opposed
<b>Themes</b>	-Liked access to new areas in Center City -Dislikes missing the core of Center City	-Liked service to core -Dislikes transfers for Phase B	-Liked service to core -Dislikes construction /traffic disruption
Note: Survey data is preliminary through 11/14/22; comment period open through 11/30/22			



# Public Engagement Activities

- **Live Virtual Public Meetings - Nov. 1 and Nov. 2**
- **Transportation, Planning and Environment Committee- Nov. 7**
- **Transit Services Advisory Committee (TSAC)- Nov. 13**
- **Charlotte Planning Commission- Nov. 14**
- **Citizen Transit Advisory Group (CTAG)- Nov. 15**
- **Historic West End- Nov. 17**
- **Friends of Fourth Ward- Nov. 21**
- **Uptown Stakeholder Listening Sessions- Nov. 29 and Nov 30**





# Stakeholder Engagement Activities- What we've heard.

## Concerns about changes to the adopted LPA

- Schedule delays to Charlotte Gateway Station project/ Amtrak Station
- Impacts to current and future development opportunities
- Vehicle and pedestrian access at Central Piedmont Community College
- Change of Trade Street character



# Upcoming Meetings

October 26	<del>Metropolitan Transit Commission (MTC) information</del>
November 1-2	<del>Live virtual public meetings</del>
November 7	<del>Charlotte City Council Transportation &amp; Planning Committee</del>
November 10	<del>Transit Services Advisory Committee (TSAC)</del>
November 15	<del>Citizens Transit Advisory Group (CTAG)</del>
December 5	Charlotte City Council Transportation & Planning Committee
January 3	Charlotte City Council Transportation & Planning Committee
January 25	MTC action