

# LYNX SILVER LINE LIGHT RAIL

City of Charlotte  
Transportation, Planning,  
and Development  
Committee

January 3, 2022



# TPD Committee Engagement- Center City

- June 13, 2022- Overview of Center City study from ULI process
- November 7, 2022- Presentation of Center City options
- December 5, 2022- Evaluation update and initial public engagement results
  - *Committee voted (4-1) to recommend full council endorsement to reaffirm the Locally Preferred Alternative (LPA) following 11<sup>th</sup> Street in Center City.*
    - *Priorities noted by TPD Committee includes a focus on Economic Development and concerns about business disruption related to Trade street construction*
- January 3, 2023- Share additional information regarding Center City options



# Center City Alternatives

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## 11<sup>th</sup> Street Alternative (LPA)

*Previously-adopted concept along 11<sup>th</sup> Street*

2

## Shared Blue Line Alternative

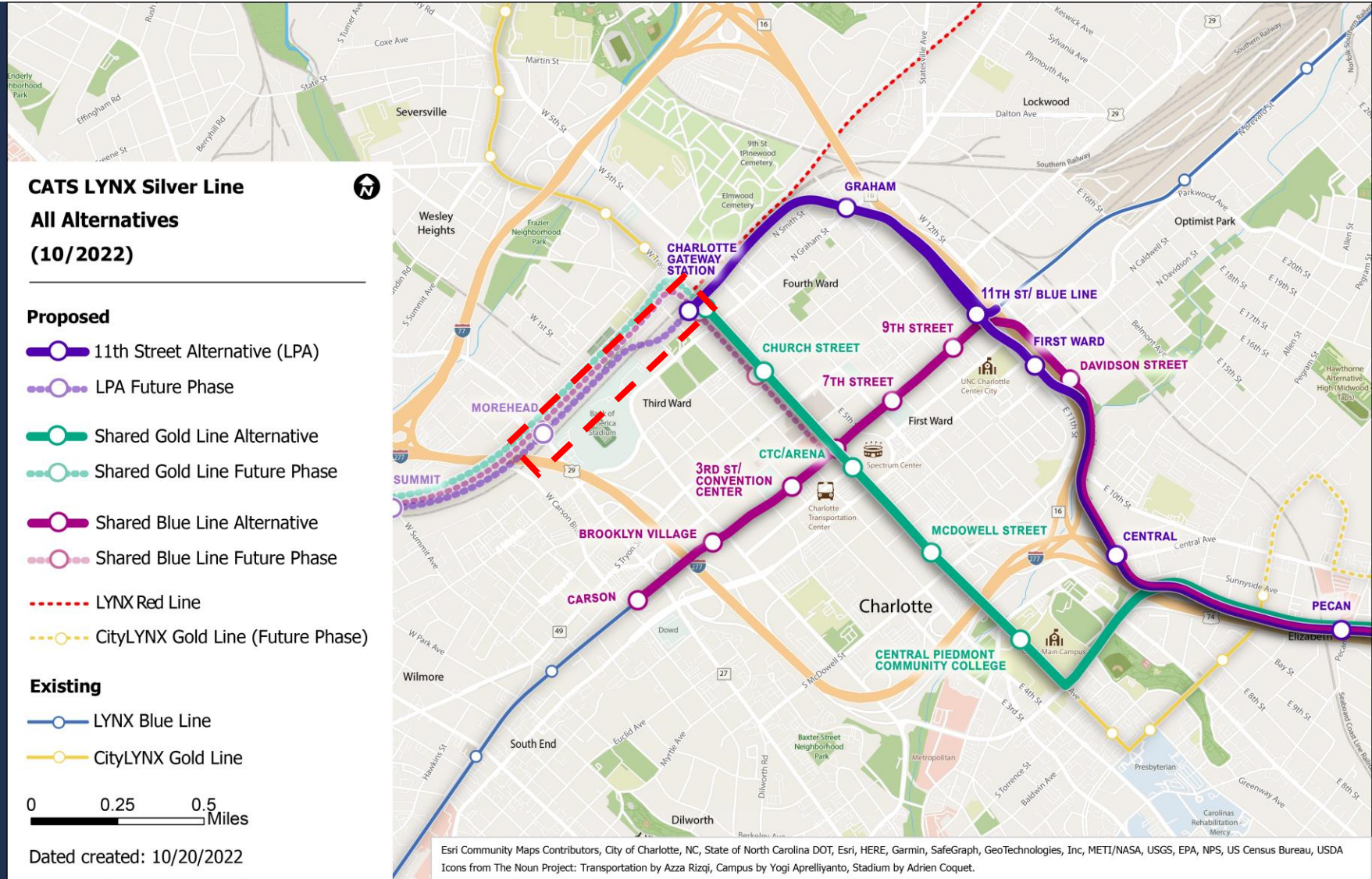
*Silver Line trains share tracks with Blue Line in Center City*

3

## Shared Gold Line Alternative

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

**Potential Morehead Extension**



# LYNX Silver Line: Comparison of Alternatives

## Traffic Considerations



### ① LPA / 11<sup>th</sup> Street

**Traffic Impacts- None**

**Access Impacts- None**

**Other Considerations:**

- 11th Street modification required
- I-277 access ramp requires modification

### ② Shared Blue Line

**Traffic Impacts- Some**

- Manageable increased traffic delay at Blue Line crossings

**Access Impacts- See below**

- Phase A- None
- Phase B (Trade Street between CTC and CGS)- Assumed to be similar to Shared Gold Line option

**Other Considerations:**

- Complex 12th Street at-grade intersections (Caldwell, Brevard), requiring additional design and analysis
- I-277 access ramp requires modification

### ③ Shared Gold Line

**Traffic Impacts- Some**

- Manageable increased traffic delay from increased transit service on Trade Street

**Access Impacts- Yes**

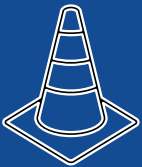
Trade Street/Elizabeth Ave:

- All access (driveway and service) changed on Trade Street.
- Certain intersection turning movements restricted and traffic removed from two (2) blocks.
- Essential access maintained to business, and emergency responders

**Other Considerations:**

- Charlottetowne Ave vehicular capacity decreased.
- Additional analysis required at Charlottetowne and 7<sup>th</sup> Street intersection; at grade and grade separated option

# LYNX Silver Line: Comparison of Alternatives

	① LPA / 11 <sup>th</sup> Street	② Shared Blue Line	③ Shared Gold Line
<b>Construction Disruption</b> 	<ul style="list-style-type: none"><li>• ~0.4 miles of alignment adjacent to Business uses</li><li>• ~<b>2.2 miles</b> of alignment adjacent to <b>Residential</b> uses</li><li>• ~0.8 miles of street reconstruction along 11<sup>th</sup> Street, Brookshire ramps and Charlottetowne ramp</li></ul>	<ul style="list-style-type: none"><li>• 0 miles of alignment adjacent to Business uses</li><li>• ~1.6 miles of alignment adjacent to Residential uses</li><li>• ~0.2 miles of street reconstruction at Charlottetowne ramp</li></ul>	<ul style="list-style-type: none"><li>• ~<b>1.9 miles</b> of alignment adjacent to <b>Business</b> uses</li><li>• ~0.6 miles of alignment adjacent to Residential uses</li><li>• ~<b>1.9 miles</b> of <b>street reconstruction</b> along Charlottetowne Ave. and ramp, Elizabeth Ave., and Trade St.</li></ul>

# LYNX Silver Line: Comparison of Alternatives

	① LPA / 11 <sup>th</sup> Street	② Shared Blue Line	③ Shared Gold Line
Project Cost \$	<ul style="list-style-type: none"><li>• Overall LPA Cost (CGS to CPCC- 15%); <b>\$5.9B (YOE)</b></li><li>• LPA Uptown (CGS to Pecan); <b>\$1.3B (YOE)</b></li><li>• Phase A Terminus @ Morehead <b>add \$400M to \$500M (YOE)</b></li></ul>	<ul style="list-style-type: none"><li>• Lower cost alternative than LPA; <b>\$500M-\$600M (YOE) less than LPA</b></li><li>• Add Morehead Extension in Phase A; Not Applicable</li></ul>	<ul style="list-style-type: none"><li>• Lower cost alternative than the LPA; <b>\$500M-\$600M (YOE) less than LPA</b></li><li>• Phase A Terminus @ Morehead <b>add \$250M to \$350M (YOE)</b></li></ul>




# LYNX Silver Line: Comparison of Alternatives



## Preliminary Ridership

① LPA / 11 <sup>th</sup> Street	② Shared Blue Line	③ Shared Gold Line
Existing (2019)- 9,000 Future (2050)- 31,400  <i>Best serves planned growth areas adjacent to current core</i>	Existing (2019)- 10,300 Future (2050)- 30,500  <i>Best serves current core and growth area to the north</i>	Existing (2019)- 9,900 Future (2050)- 31,000  <i>Best serves current core</i>
<b>Summary:</b> <ul style="list-style-type: none"><li>• Shared Blue Line and Shared Gold line serve the current travel markets best</li><li>• Metrolina CommunityViz Model (MCMv2.0) (2050) data predicts very high growth throughout Center City, which equalizes ridership projections among all Center City options in the future</li><li>• Project ridership is not distinguishing between the options based on projected growth.</li></ul>		

# LYNX Silver Line: Comparison of Alternatives

	① LPA / 11 <sup>th</sup> Street	② Shared Blue Line	③ Shared Gold Line
<b>Public Engagement</b> 	<p>39% supportive 24% neutral 37% opposed <i>(150 comments)</i></p> <p><b>Likes:</b> New Center City access opportunities <b>Dislikes:</b> Higher cost and less direct access to Center City</p>	<p>23% supportive 34% neutral <b>43% opposed</b> <i>(125 comments)</i></p> <p><b>Likes:</b> Lower cost and Center City access <b>Dislikes:</b> Required transfer and traffic disruption</p>	<p><b>43% supportive</b> 35% neutral 22% opposed <i>(165 comments)</i></p> <p><b>Likes:</b> Access to key Center City destinations <b>Dislikes:</b> Potential Traffic disruption and roadway reconstruction</p>



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





# 1 LPA- Graham Street Station





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## Shared Gold Line Alternative- CPCC



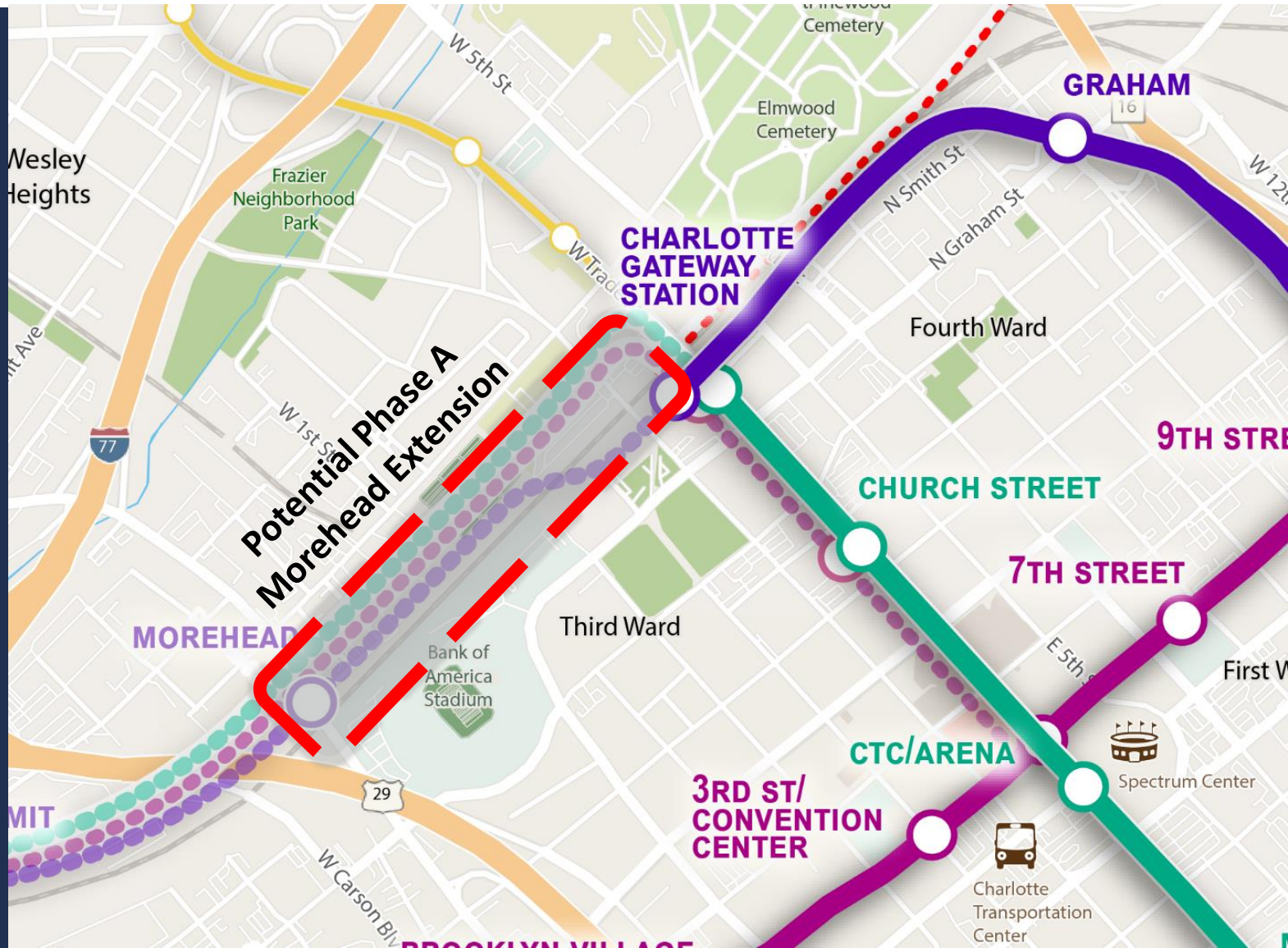






# Center City Phase A Terminus- Morehead Extension

- Support for Morehead Station noted in Public Survey and Stakeholder engagement
- More direct service to development opportunities and stadium





# January 3, 2022- City Council Endorsement

## 1. Center City Alignment Evaluation

- Per December 5, 2022 Charlotte City Council Transportation, Planning and Development Committee vote (4-1), council committee recommends full council endorsement to reaffirm the Locally Preferred Alternative (LPA) following 11<sup>th</sup> Street.
- Staff is not recommending a change to the Locally Preferred Alternative (LPA) in Center City.

## 2. Center City Phase A Terminus- Morehead Extension

- Continue to evaluate Phase A terminus in Center City

# 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, Planning and Development Committee</del>
November 10	<del>Transit Services Advisory Committee (TSAC)</del>
November 15	<del>Citizens Transit Advisory Group (CTAG)</del>
December 5	<del>Charlotte City Council Transportation, Planning and Development Committee</del>
January 3	Charlotte City Council Transportation, Planning and Development Committee
January 25	MTC action