



Today's Meeting

Silver Line



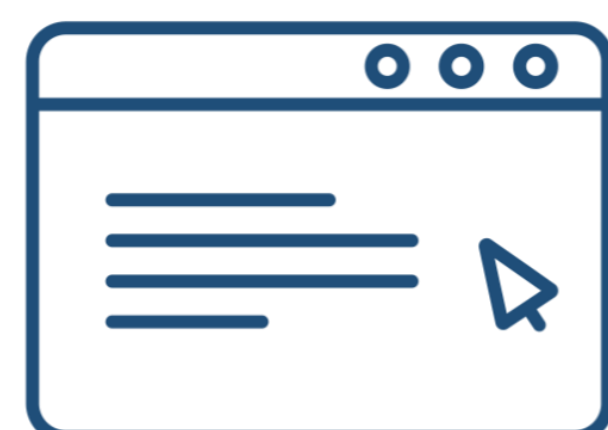
Listen to a short presentation.



View the informational boards around the room to learn about the project and talk with the project team.



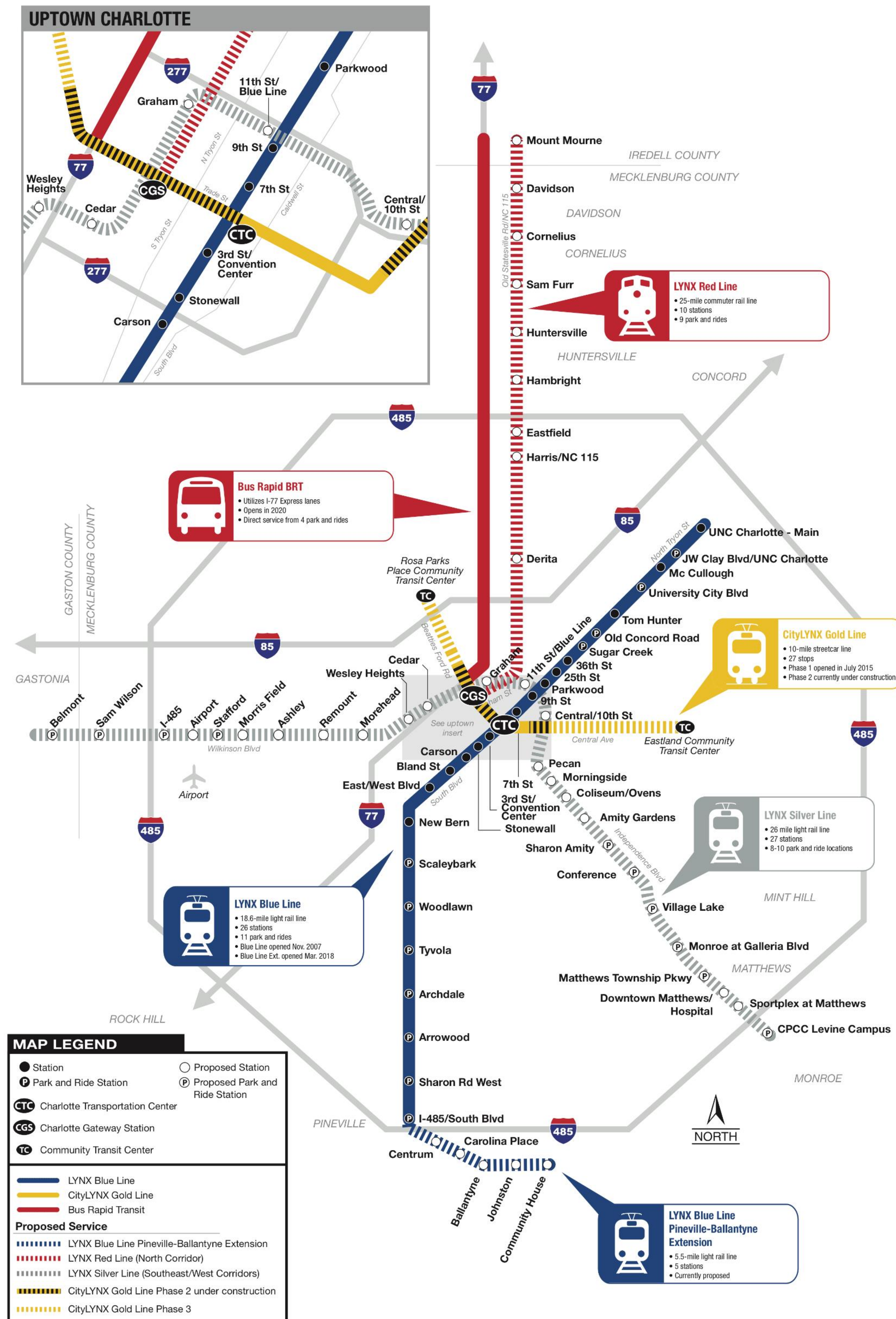
The project team wants to know what is important to you. Fill out a comment form or the online survey (publicinput.com/LYNXSilverLine) to share your feedback for the proposed LYNX Silver Line.



Stay in touch!
Ridetransit.org



@CATSRideTransit



How We Got Here

2006

Updated 2025 Transit System Corridor Plan to 2030 Transit System Corridor Plan.

2007

LYNX Blue Line opened.

2009

Sprinter Enhanced Bus provides direct service between Uptown and the Airport.

2015

Phase 1 of the CityLYNX Gold Line Streetcar opens.

2016

Light rail transit is adopted for the LYNX Silver Line in the southeast. CATS launches "Envision My Ride," a total redesign of the bus network.

2018

The LYNX Blue Line extension opens. Envision My Ride changed over 40 bus routes and 700 bus stations.

2019

CATS made several changes to the 2030 plan including the adoption of a 26-mile east/west LYNX Silver Line, a proposed extension of the Blue Line to Ballantyne, and adopting bus rapid transit for North Mecklenburg.

2020

The LYNX Silver Line project enters pre-project development.



Light Rail Technology

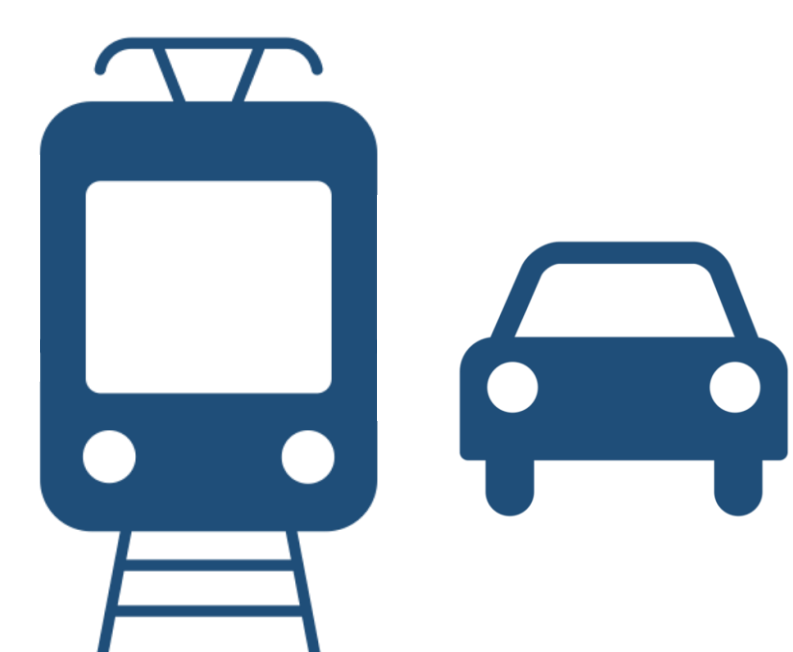
Silver Line

Light rail transit is:

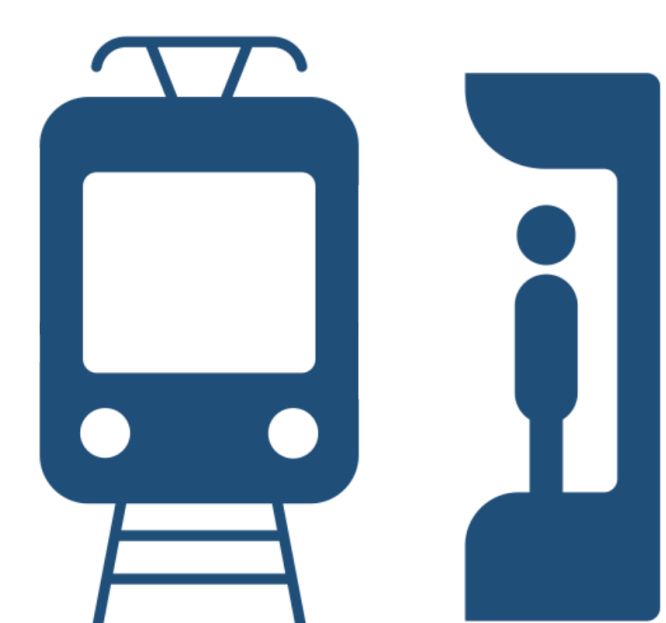


Intended for a variety of trips from regional to local

Key features of light rail transit include:



Dedicated guideways



Enhanced stations with real-time service information and level platform boarding



Service throughout the day and on weekends like the LYNX Blue Line

Exclusive Guideway Types



Center-Running:
Tracks run down the middle of roadways, which reduces impacts to driveways but may impact turning traffic at intersections.



Side-Running:
Tracks run next to roadways, which reduces the need for structures but may limit access to properties and businesses.

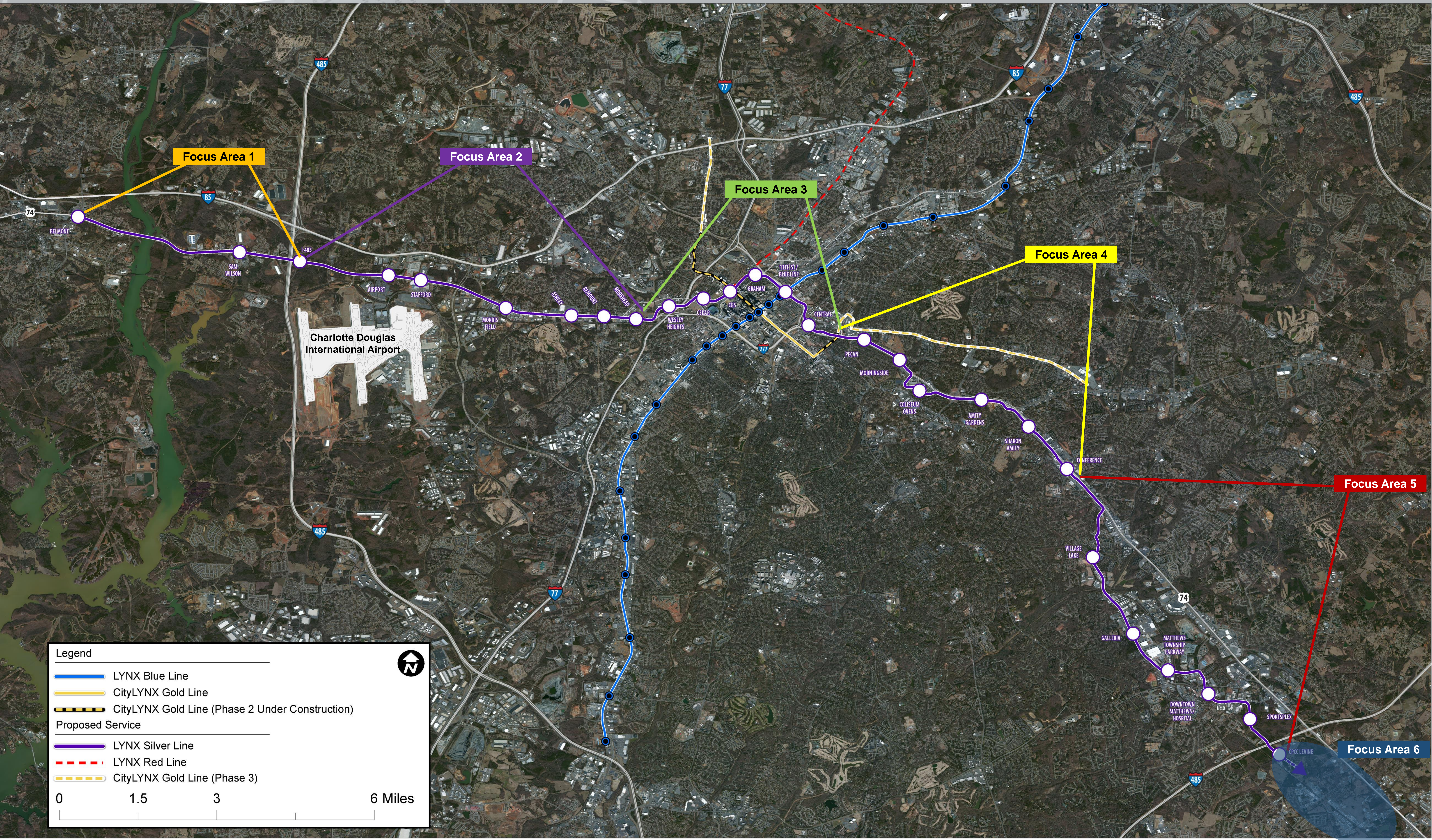


Grade-Separated:
Tracks (under or over roadways) where trains can operate without interacting with motor vehicle traffic at crossings but may create visual impacts.



LYNX Silver Line Corridor Map

Silver Line



Legend

- LYNX Blue Line
- CityLYNX Gold Line
- CityLYNX Gold Line (Phase 2 Under Construction)

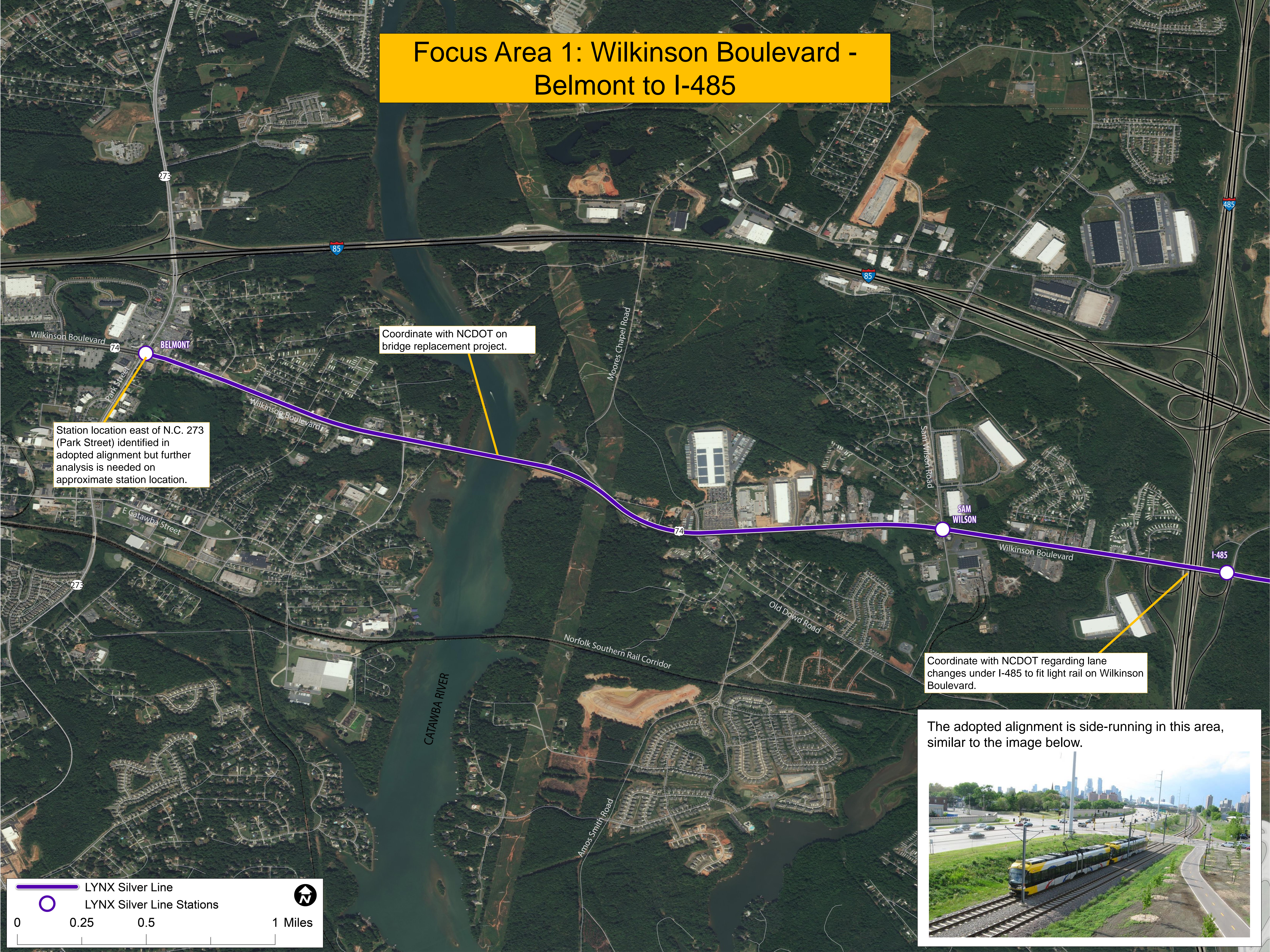
Proposed Service

- LYNX Silver Line
- LYNX Red Line
- CityLYNX Gold Line (Phase 3)

0 1.5 3 6 Miles

North Arrow

Focus Area 1: Wilkinson Boulevard - Belmont to I-485



Station location east of N.C. 273 (Park Street) identified in adopted alignment but further analysis is needed on approximate station location.

Coordinate with NCDOT on bridge replacement project.

Coordinate with NCDOT regarding lane changes under I-485 to fit light rail on Wilkinson Boulevard.

The adopted alignment is side-running in this area, similar to the image below.



LYNX Silver Line

LYNX Silver Line Stations

0

0.25

0.5

1 Miles

N

Focus Area 2: Wilkinson Boulevard – I-485 to Morehead Street

Coordinate with NCDOT regarding lane changes under I-485 to fit light rail on Wilkinson Boulevard.

Coordinate with the airport to determine the appropriate location and connections for the station in this area.

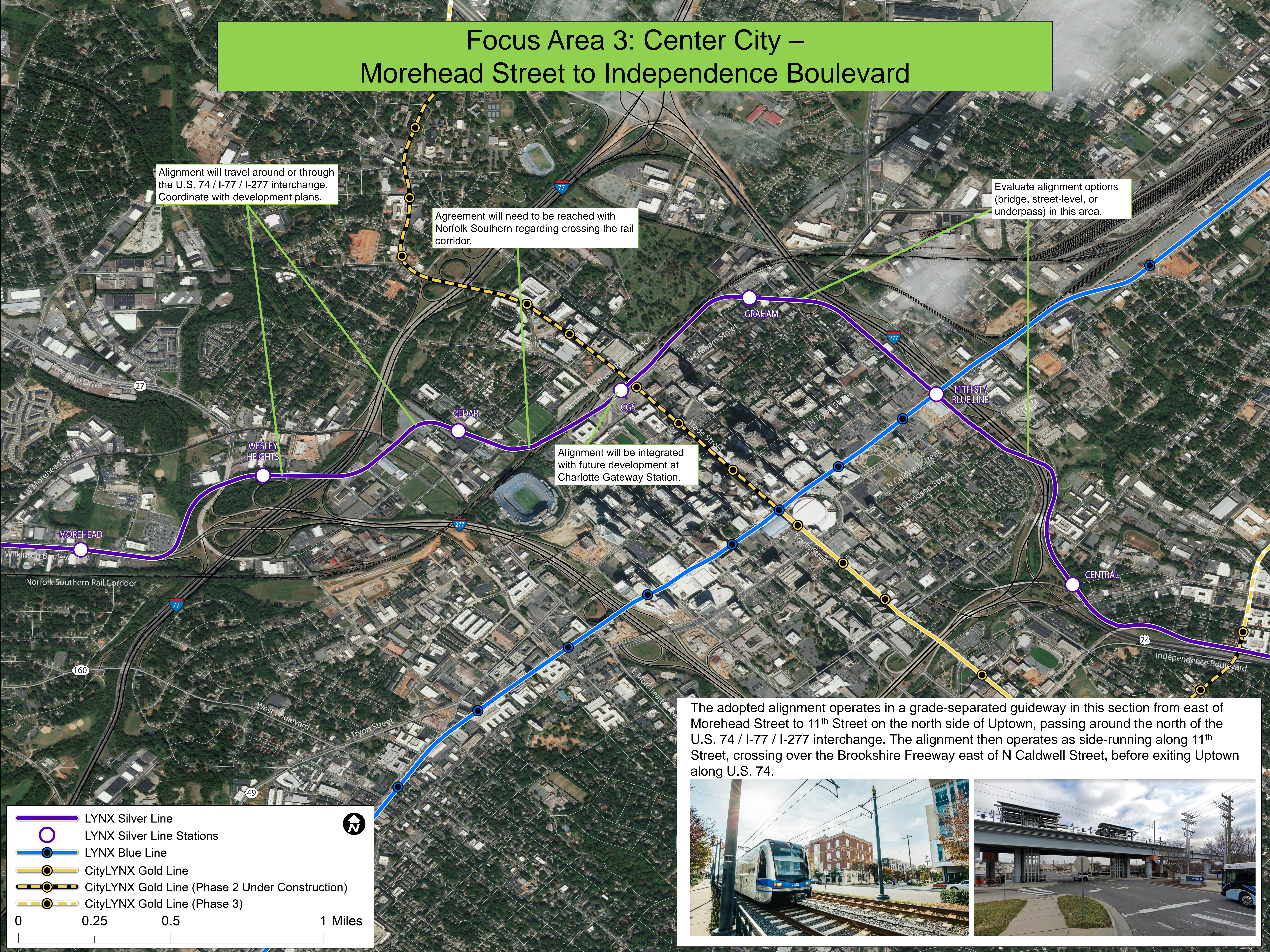
Further analyze and coordinate with NCDOT on where and how to transition from side- running to center-running.

Coordinate with NCDOT regarding lane changes under Billy Graham Parkway to fit light rail on Wilkinson Boulevard.

The adopted alignment is side-running in this section from west of I-485 to just east of Little Rock Road and then transitions to center-running from east of Little Rock Road to east of Morehead Street.



Focus Area 3: Center City – Morehead Street to Independence Boulevard



Alignment will travel around or through the U.S. 74 / I-77 / I-277 interchange. Coordinate with development plans.

Agreement will need to be reached with Norfolk Southern regarding crossing the rail corridor.

Evaluate alignment options (bridge, street-level, or underpass) in this area.

Alignment will be integrated with future development at Charlotte Gateway Station.

The adopted alignment operates in a grade-separated guideway in this section from east of Morehead Street to 11th Street on the north side of Uptown, passing around the north of the U.S. 74 / I-77 / I-277 interchange. The alignment then operates as side-running along 11th Street, crossing over the Brookshire Freeway east of N Caldwell Street, before exiting Uptown along U.S. 74.



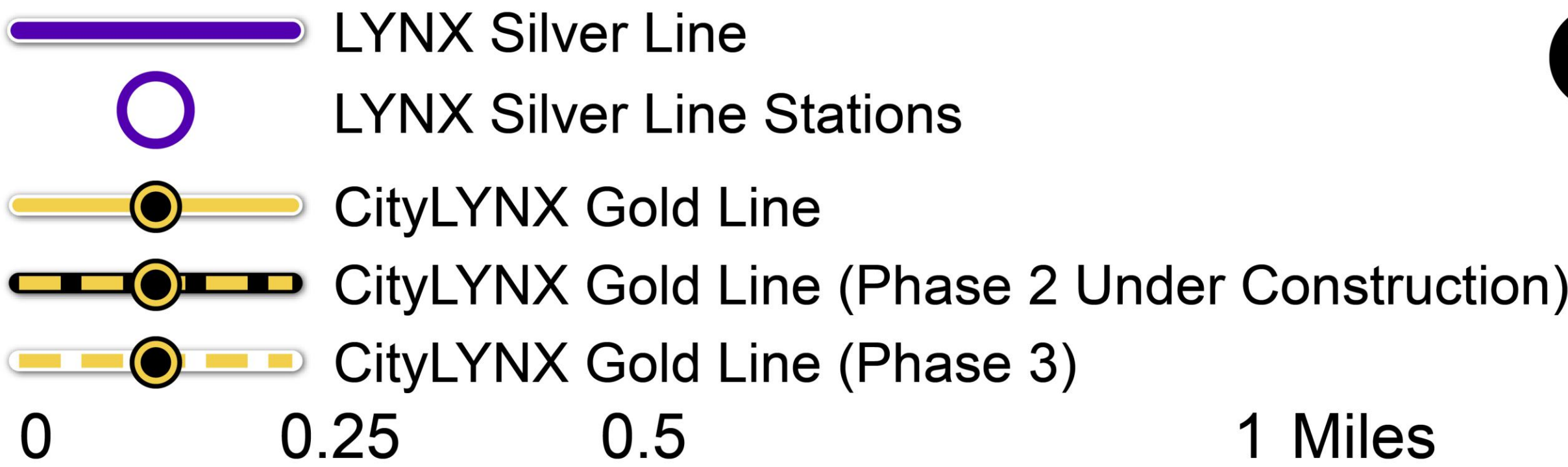
- LYNX Silver Line
 - LYNX Silver Line Stations
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 - CityLYNX Gold Line (Phase 2 Under Construction)
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- 0 0.25 0.5 1 Miles

Focus Area 4: Independence Boulevard – I-277 to Idlewild Road

Evaluating options that enhance neighborhood connectivity, development opportunities, and station access along Independence Blvd.

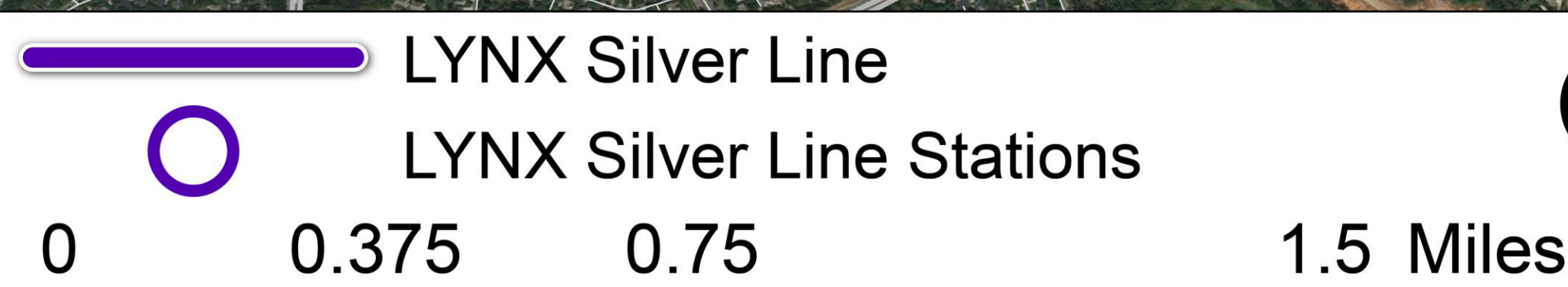
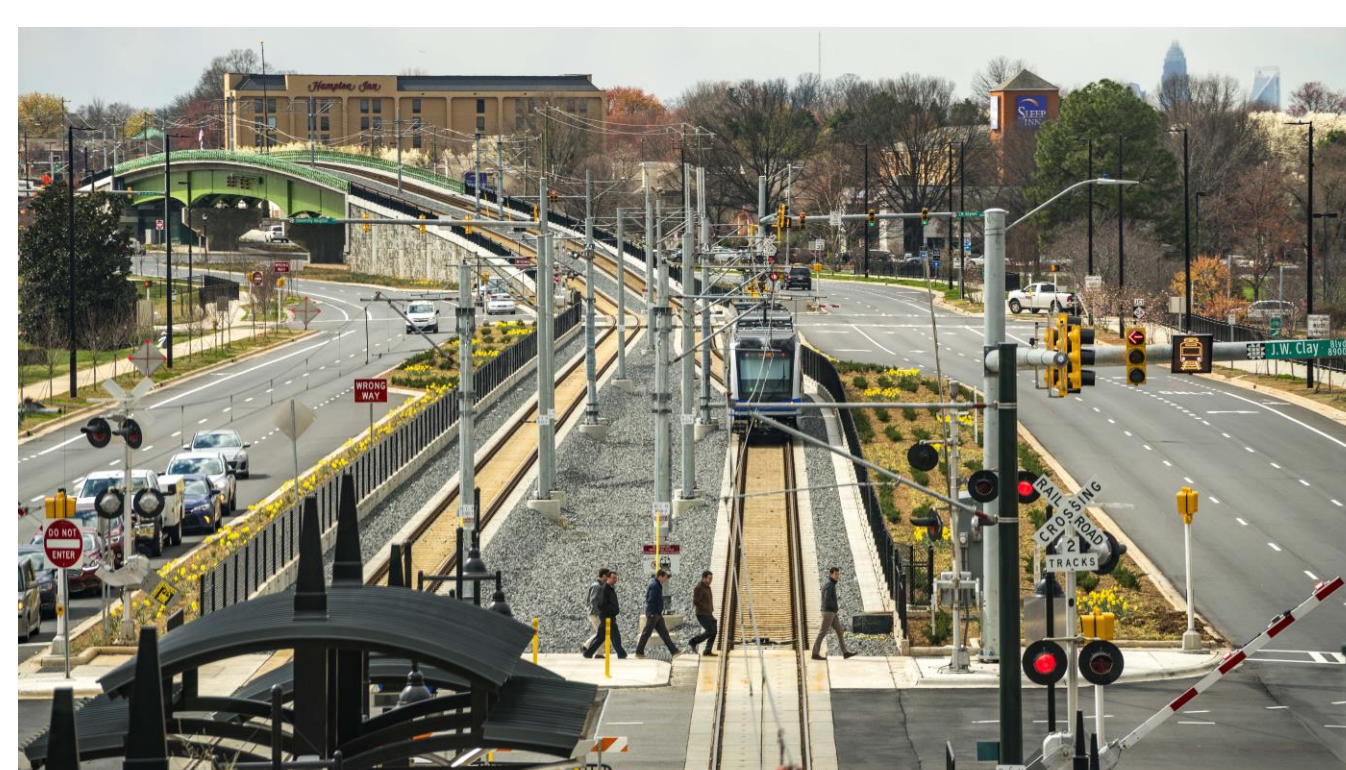
Need to coordinate with NCDOT regarding the future express lanes on U.S. 74

The adopted alignment is side-running in this area on the north side of U.S. 74 west of Bojangles Coliseum and then on the south side of U.S. 74 east of the coliseum.



Focus Area 5: Idlewild Road to CPCC Levine

The adopted alignment is side-running from west of Idlewild Road to Sharon Forest Drive where it moves south towards Monroe Road in a separated guideway. The alignment then continues southeast in the center of Monroe Road until near Matthews Township Parkway where it operates as mostly side-running until CPCC Levine.

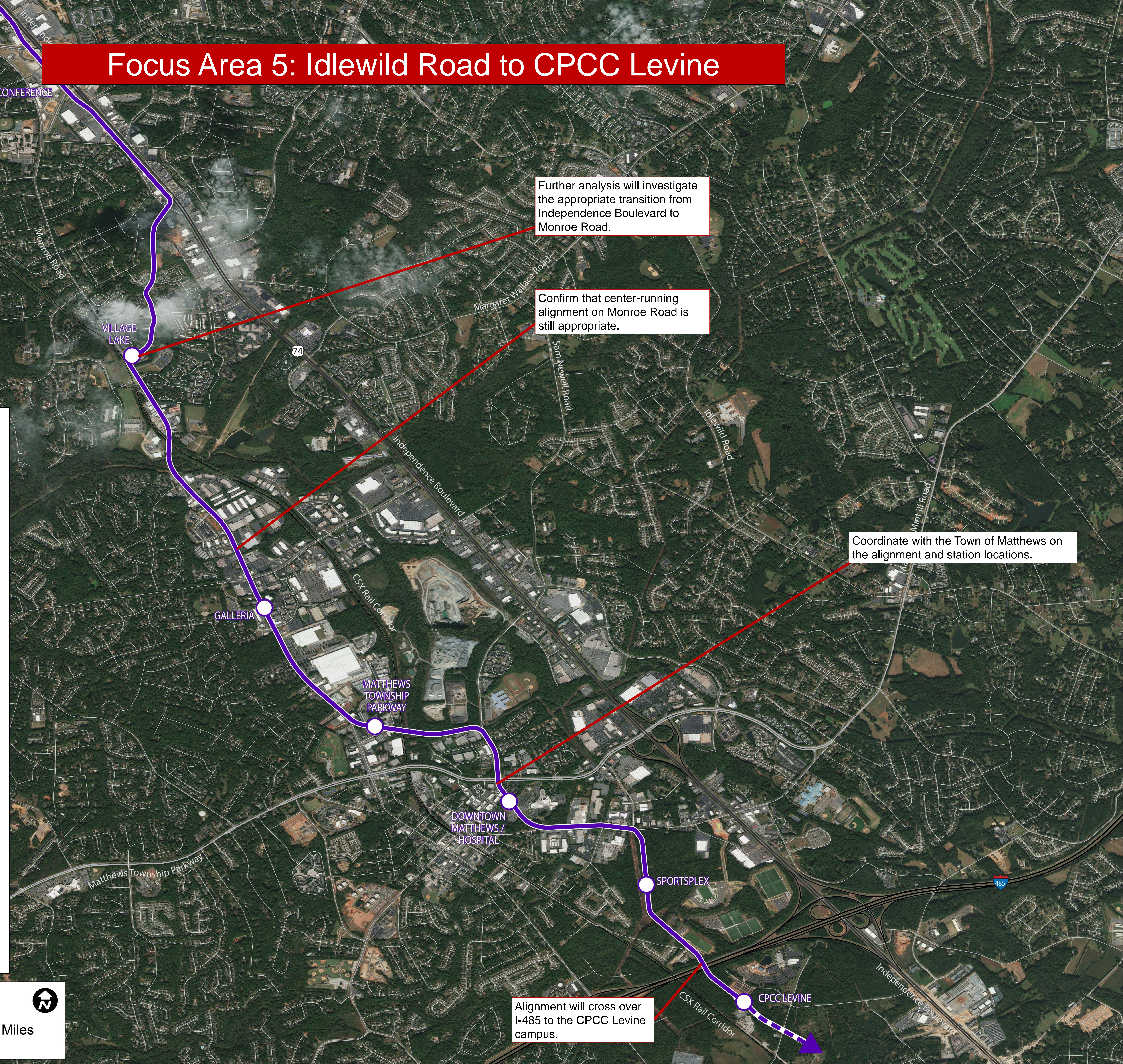


Further analysis will investigate the appropriate transition from Independence Boulevard to Monroe Road.

Confirm that center-running alignment on Monroe Road is still appropriate.

Coordinate with the Town of Matthews on the alignment and station locations.

Alignment will cross over I-485 to the CPCC Levine campus.



Focus Area 6: Stallings and Indian Trail

Alignment and station location options to be evaluated.

Stallings

Indian Trail Town Hall

Indian Trail

LYNX Silver Line

LYNX Silver Line Stations

0

0.25

0.5

1 Miles

N