

LYNX SILVER LINE PROJECT Early Scoping Report

08 2021



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Early Scoping Report

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1 INTRODUCTION

The LYNX Silver Line Project (SLP) is a proposed light rail project that would span 26 miles from the City of Belmont in Gaston County, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. The Charlotte Area Transit System (CATS) and Federal Transit Administration (FTA) initiated Early Scoping to help refine the proposed planning-level alignment, or Locally Preferred Alternative (LPA), and select an LPA in advance of the formal National Environmental Policy Act (NEPA) process.

Early Scoping is an optional element of the NEPA process that involves public and resource agency engagement and helps link transportation planning and NEPA. This *Early Scoping Report* documents the project background, the Early Scoping process, and comments received during Early Scoping.

1.1 Purpose of the Report

CATS intends to seek FTA funding for the proposed project and is preparing for eligibility through transportation planning and Pre-Project Development activities. Pre-Project Development activities include, among other things, conducting Early Scoping, preparing conceptual level engineering plans, and conducting an evaluation of benefits and risks, including a high-level environmental screening based on Geographic Information System (GIS) data. Early Scoping provides an opportunity for the public and resource agencies to review and comment on previous planning studies, the preliminary purpose and need statement, potential environmental issues, alignment refinement options, and public involvement methods.

CATS, in collaboration with the FTA, conducted Early Scoping between August 31 and October 14, 2020. This *Early Scoping Report* documents the outreach methods, public and agency Early Scoping meetings, substantive comments received during the Early Scoping comment period, how comments were adequately considered during the LPA refinement process, and next steps. The *Early Scoping Report* is an Appendix to the *LPA Refinement Report*, which provides detail on the comprehensive evaluation of alignment refinement options and ultimate recommendation(s) for the refined LPA. The Metropolitan Transit Commission (MTC) is responsible for adopting refinements to the LPA.

1.2 Background

In the mid-1990s, local elected officials, business leaders, and residents understood the need to provide transportation choices to support future growth. In 1994, elected and appointed members of the region assembled to form the MTC, which serves as CATS's governing policy board and maintains responsibilities for reviewing and recommending long-range public transportation plans.

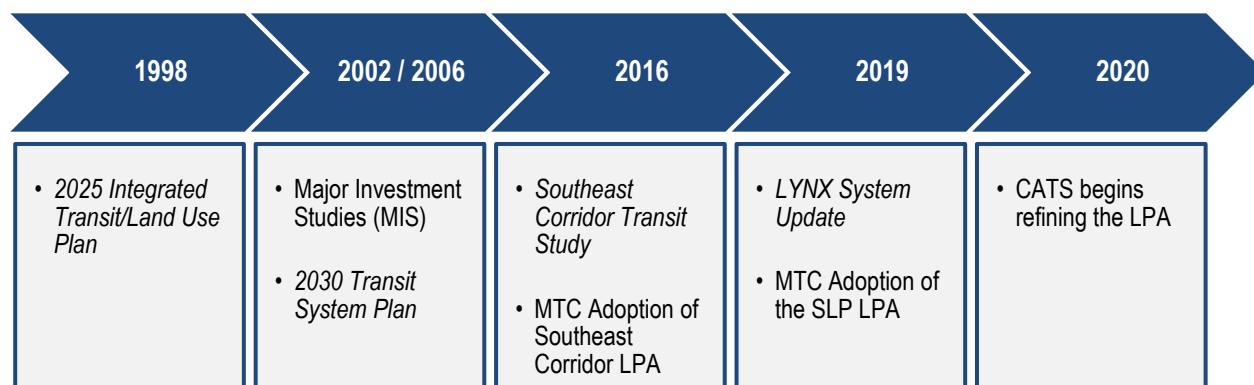
The origin of the LYNX SLP dates back to the mid-1990's, as shown in Figure 1. In 1998, the MTC adopted the *2025 Integrated Transit/Land Use Plan*, the original transit and land use plan that proposed using rapid transit to support and focus future growth in Charlotte's key centers and corridors. The plan identified the West Corridor along US 74 / Wilkinson Boulevard and the Southeast Corridor along US 74 / Independence Boulevard. Subsequent planning efforts refined the recommended corridors, leading to the *2030 Transit System Plan*.

In 2016, CATS completed the *Southeast Corridor Transit Study*, which considered various transit technologies and alignments. The study included a detailed technical evaluation and extensive public and

stakeholder engagement. The MTC adopted an LPA for a light rail project in the 13-mile Southeast Corridor from Center City Charlotte to the Mecklenburg and Union County border.

More recently, CATS completed the *LYNX System Update*, which studied various technologies and alignment alternatives for the West Corridor and Center City Charlotte. The system update included another detailed technical evaluation and engagement effort. In February 2019, the MTC adopted a light rail LPA for the West Corridor and combined it with the Southeast Corridor LPA to make one continuous 26-mile light rail corridor from Belmont to Matthews, known as the LYNX SLP. The MTC also directed CATS to evaluate a potential extension into Union County.

Figure 1: LYNX SLP Timeline



Source: CATS.

1.3 Project Participants

CATS is the proposed LYNX SLP sponsor, but planning a large-scale, multi-jurisdictional project requires local and state partner support, as described in Table 1. Each team serves a specific role and purpose in the planning process.

Table 1: LYNX SLP - Project Participants

TEAM	ROLE	PURPOSE	MAKEUP	MEETING FREQUENCY
MTC	Executive leadership	<ul style="list-style-type: none"> ▪ CATS Policy Board ▪ Approves LPA and LPA Refinements 	<ul style="list-style-type: none"> ▪ Voting members from the cities and towns located in Mecklenburg County and non-voting members from the surrounding counties 	Periodic briefings
Steering Team	Direction	<ul style="list-style-type: none"> ▪ Provides project direction ▪ Ensures project consistency with City policies ▪ Manages resource allocation 	<ul style="list-style-type: none"> ▪ Department directors and deputy directors for key City of Charlotte departments 	Monthly meetings

Table 1: LYNX SLP - Project Participants (Continued)

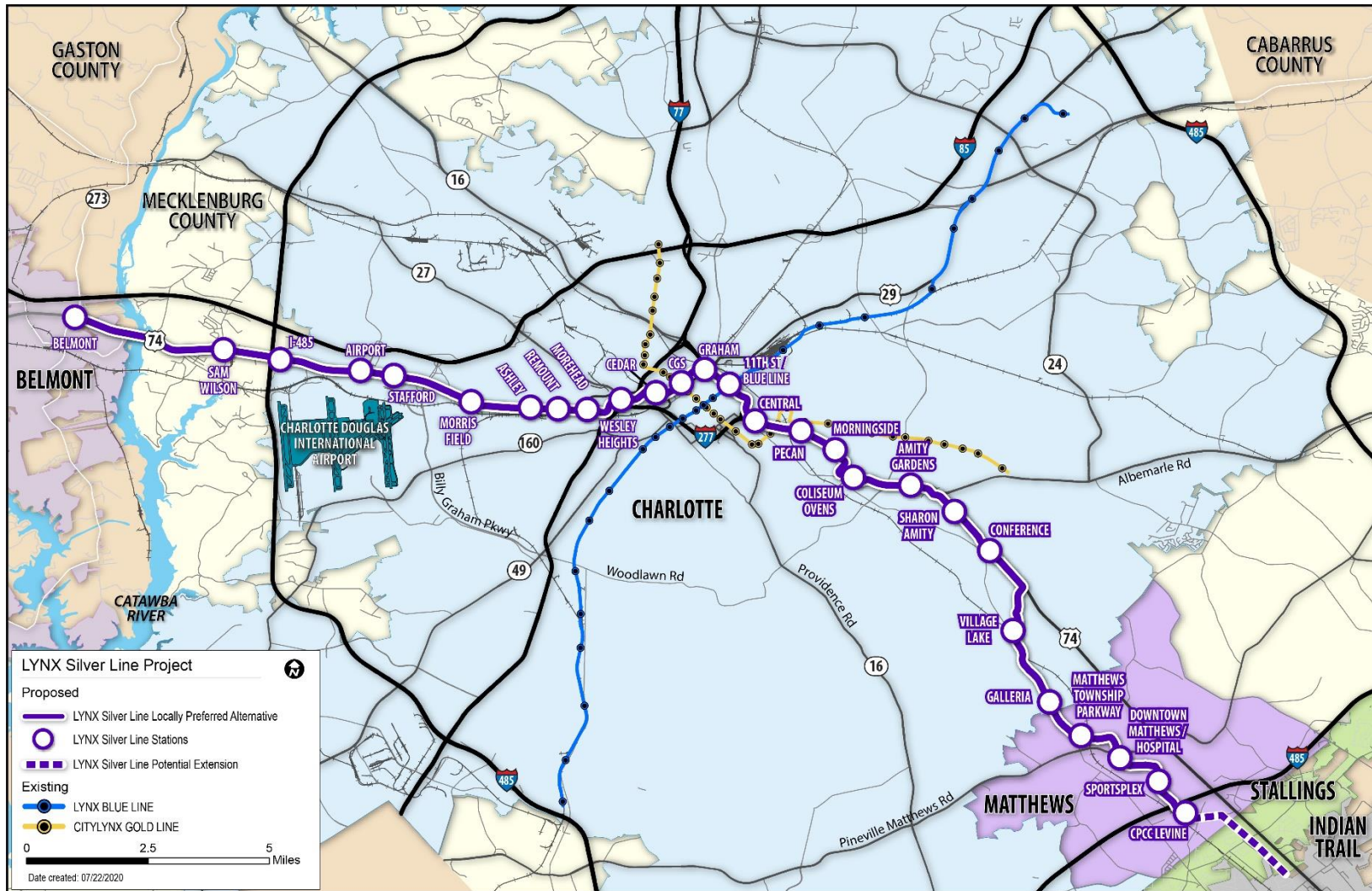
TEAM	ROLE	PURPOSE	MAKEUP	MEETING FREQUENCY
Program Oversight Team	Oversight	<ul style="list-style-type: none"> Provides guidance and feedback Ensures consistency between LYNX SLP and other projects Vets agenda for Steering Team and MTC 	<ul style="list-style-type: none"> Key CATS and City of Charlotte staff 	Monthly meetings
Project Management Team	Communications	<ul style="list-style-type: none"> Provides input and reviews deliverables. Guides stakeholder and public involvement 	<ul style="list-style-type: none"> CATS staff Department staff from City of Charlotte, Mecklenburg County, Charlotte Regional Transportation Planning Organization (CRTPO), Gaston-Cleveland-Lincoln MPO (GCLMPO), North Carolina Department of Transportation (NCDOT), other cities and towns in corridor Other stakeholders welcome 	Biweekly meetings
Transit Oriented Development (TOD) Core Team	Administration	<ul style="list-style-type: none"> Administers day-to-day TOD activities Tracks scope and schedule of TOD activities 	<ul style="list-style-type: none"> Key CATS and City of Charlotte staff 	Biweekly meetings
Design Core Team	Administration	<ul style="list-style-type: none"> Administers day-to-day design activities Tracks scope and schedule of the LYNX SLP design 	<ul style="list-style-type: none"> Key CATS and City of Charlotte staff 	Biweekly meetings
Rail Trail Core Team	Administration	<ul style="list-style-type: none"> Administers day-to-day Rail Trail activities Tracks scope and schedule of Rail Trail activities 	<ul style="list-style-type: none"> Key CATS and City of Charlotte staff 	Biweekly meetings

Source: CATS.

1.4 Previously Adopted LPA

Figure 2 shows the 2019 previously adopted LPA for the LYNX SLP. The proposed 26-mile light rail project spans from the City of Belmont through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. It would include approximately 27 stations and one maintenance facility.

Figure 2: LYNX SLP - Previously Adopted LPA Map



Source: CATS.

1.5 LPA Refinement

As discussed in Section 1.2, although the MTC adopted a portion of the alignment in 2019, CATS previously studied the Southeast Corridor in 2016. Since 2016, the region experienced extensive development and growth, resulting in increased demand for transit and new physical constraints within the project corridor. Also, since 2016, CATS opened the LYNX Blue Line Extension, which helped CATS learn several lessons applicable to improving LYNX SLP planning, engineering, and operations.

Between 2020 and 2021, CATS identified and screened numerous alignment refinement options, comparing each to the previously adopted LPA. CATS documented the LPA refinement process and evaluation criteria in a separate report, the *LPA Refinement Report*.

1.6 Focus Areas

To help assess the LYNX SLP, CATS divided the approximately 26-mile corridor into six similarly sized focus areas, grouped by land use and development characteristics. The focus areas extend one-half mile from the proposed alignments and range from about three to seven miles in length. The summaries below generally describe the six focus area geographies. Appendix C includes handouts presented during Early Scoping, which show the previously adopted LPA and the alignment refinement options within each focus area.

- **Focus Area 1:** Belmont to I-485 – begins in Belmont (Gaston County), near the intersection of Wilkinson Boulevard and Park Street. It extends along Wilkinson Boulevard, across the Catawba River and into Mecklenburg County just west of I-485.
- **Focus Area 2:** I-485 to I-77 – starts just west of I-485 and extends generally along Wilkinson Boulevard past the Charlotte Douglas International Airport to I-77 near West Morehead Street.
- **Focus Area 3:** Center City – begins at I-77 near West Morehead Street and extends through the urban core of Charlotte to Charlottetowne Avenue.
- **Focus Area 4:** Charlottetowne Avenue to Idlewild Road – starts at Charlottetowne Avenue and extends along Independence Boulevard to Idlewild Road.
- **Focus Area 5:** Idlewild Road to just south of I-485 at Central Piedmont Community College Levine Campus (CPCC Levine) – begins at Idlewild Road and extends along Independence Boulevard and/or Monroe Road through the Town of Matthews to CPCC Levine at the Mecklenburg and Union County border.
- **Focus Area 6:** Union County Extension – starts at CPCC Levine, just south of I-485, and extends approximately two miles into Union County, through the Town of Stallings and into Indian Trail.

1.7 Planning, Pre-Project Development, and Early Scoping

As mentioned in earlier sections, numerous past transportation and land use studies recommended the Silver Line corridor. The current Early Scoping efforts, including the LPA refinement, build upon the past planning studies and evaluate alignment options and potential station locations within the corridor before CATS enters the Project Development phase.

Project Development is when CATS will complete formal NEPA Scoping and the environmental review. Therefore, Early Scoping occurs in advance of the formal NEPA process (and Project Development) and links the transportation planning and NEPA phases of work. The ongoing planning efforts, include the consideration of public input, and agency and stakeholder review of preliminary purpose and need and

alignment options, among other things. The future NEPA evaluation and Project Development phase may incorporate or reference the extensive planning efforts that came before, including this *Early Scoping Report* and the *LPA Refinement Report*, allowing for more informed project decisions during the future NEPA evaluation.

2 EARLY SCOPING PROCESS

Chapter 2 describes the Early Scoping process, including Early Scoping initiation, stakeholder identification, public notification, and the outreach and meetings held during Early Scoping.

Early Scoping included the following steps:

- Early Scoping Notice published in the *Federal Register*,
- Stakeholders identified,
- Emails/Letters sent to identified resource agency and jurisdictional contacts,
- Public notification and outreach conducted,
- Early Scoping meeting held with resource agencies and jurisdictions (virtual),
- Early Scoping meetings held with the public (online and virtual),
- Other meetings held during Early Scoping.

Substantive comments and issues raised throughout the Early Scoping process helped inform the LPA refinement and future public outreach methods and strategies.

2.1 Initiation of Early Scoping

The FTA and CATS issued an Early Scoping notice in Volume 85, No. 169 of the *Federal Register*, published on Monday, August 31, 2020 (see Appendix A). The Early Scoping Notice “advise[d] other agencies and the public that CATS intends to explore, through the Early Scoping Process of the Council for Environmental Quality (CEQ), proposed light rail in the West and Southeast Corridors, now known as the proposed LYNX Silver Line Project (SLP).” The notice included dates by which CATS requested “written comments on the scope of the ongoing planning analysis, including previous studies developed by local planning and transportation agencies, purpose and need, and alternatives to be considered, potential impacts to be addressed, and public outreach methods.” The notice also included contact information for public comments, instructions for participating in an online open house and live virtual public meetings, along with information about how to access project materials. The Early Scoping comment period spanned from August 31 through October 14, 2020.

Additionally, on August 31, 2020, the project team sent Early Scoping letters via email to resource (or regulatory) agencies, and third parties with jurisdictional interest. The agency Early Scoping emails and letters can be found in Appendix B.

2.2 Early Scoping Stakeholder Identification

Through Early Scoping, CATS identified a list of potential stakeholders including but not limited to the general public and resource or regulatory agencies (Table 2). Table 2 shows the list of potential stakeholders grouped into four categories: public, regulatory agencies, third parties, and other entities.

Table 2: Potential Stakeholders by Category

CATEGORY	SUB-CATEGORY	STAKEHOLDER EXAMPLES
Public Groups	General Public	<ul style="list-style-type: none"> Residents Businesses CATS riders
	Neighborhood Groups	<ul style="list-style-type: none"> Neighborhood, condo, and homeowner associations along the proposed corridor Other neighborhood organizations along the proposed corridor
	Community Organizations & Non-profits	<ul style="list-style-type: none"> Chambers of Commerce Community-based organizations Transportation advocacy groups
Regulatory Agencies	Federal	<ul style="list-style-type: none"> FTA Other federal resource agencies
	State	<ul style="list-style-type: none"> NCDOT Other state resource agencies
	Regional / Local	<ul style="list-style-type: none"> Regional or local resource agencies
	Tribal Governments	<ul style="list-style-type: none"> Tribal Historic Preservation Officers
Third Parties	Railroads	<ul style="list-style-type: none"> North Carolina Railroad (NCRR) Railroad Operators such as CSX and Norfolk Southern
	NCDOT	<ul style="list-style-type: none"> Various NCDOT departments
	Jurisdictions	<ul style="list-style-type: none"> Elected officials Local staff
	Developers & Projects	<ul style="list-style-type: none"> Developers and projects along the proposed project corridor
	Institutions	<ul style="list-style-type: none"> Colleges and hospitals along the proposed project corridor
	Other Agencies	<ul style="list-style-type: none"> Local historic commissions Local Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs) County staff/departments
	Utilities	<ul style="list-style-type: none"> Power, water, gas, telecommunications, and fiber
Other	Other City Entities	<ul style="list-style-type: none"> City staff/departments Charlotte-Douglas International Airport

Source: CATS.

2.3 Public Notices and Outreach

2.3.1 Methods for Public Notices and Outreach

In addition to the Early Scoping Notice, CATS used several methods to inform the public and other stakeholders about the project. The notifications included locations for finding project information, staying informed, participating in the Early Scoping public meetings, and providing input. The notification methods included mailers, email blasts, social media posts, media releases and coverage, newspaper advertisements, website announcements, riders' alerts, handouts, and a Council-Manager Memorandum. Each notification method is described in more detail below, and copies of the outreach materials can be found in Appendix C.

CATS conducted an Environmental Justice and Limited English Proficiency (EJ/LEP) screening of the project corridor prior to Early Scoping to evaluate whether EJ or LEP populations are present in Census

Block Groups adjacent to the Silver Line corridor, and to help inform the public involvement strategies.

Mailers

CATS distributed nearly 39,000 bilingual mailers on September 2, 2020, to properties within a half-mile of the LPA and refined alignment options. The mailer included a map of the LPA, instructions for accessing the online open house and the live virtual public meetings, and ways to submit comments and/or ask the project team questions. The mailer included text in English and Spanish and a statement about translation options for other languages.

Email Blasts

CATS sent several email blasts to community and communications contacts to promote engagement opportunities and ask for help distributing project information. CATS developed the community contacts list using the City of Charlotte's Neighborhood Organization Contact List to identify neighborhood or community groups and representatives along the project corridor. CATS also developed the communications stakeholder list, which included public information officers and communications representatives for jurisdictions throughout the project corridor.

Social Media

CATS posted approximately 60 social media posts on Facebook, Twitter, and Nextdoor during the Early Scoping comment period. The social media posts included links to project information and engagement opportunities.

Media Releases and Coverage

CATS sent a press release to nearly 90 media representatives. During the Early Scoping period, the media mentioned the LYNX Silver Line over 50 times on seven local news sources including: Spectrum News, WBTV, WCCB Charlotte, WCNC-NBC Charlotte, WFAE, WJZY-Fox 46 Charlotte, and WSOC-Channel 9.

Newspaper Advertisements

Newspaper advertisements ran in the Charlotte Observer on September 15, 2020, in the Charlotte Post on September 17, 2020, and in Hola News (in Spanish) from September 16 to September 22, 2020.

Website Announcements

A website banner appeared on the home page of ridetransit.org that linked directly to the LYNX SLP page. The website announcement included the Early Scoping period dates. The ridetransit.org/LYNXSilverLine page included information on how to access the live virtual public meetings, as well as a direct link to the online open house.

Riders' Alerts

The LYNX SLP team printed approximately 20,000 hanging riders' alerts with information in both English and Spanish. CATS posted the riders' alerts on CATS vehicles accessible to transit passengers.

Handouts

CATS distributed English and Spanish project handouts containing the online open house information and focus area maps to seven public libraries along the project corridor on October 9, 2020. Additionally, CATS distributed the handout electronically to Public Information Officers (PIO) throughout the corridor

via the Digital Toolkit available on the CATS project website.

Council-Manager Memorandum

On September 3, 2020, the LYNX SLP team sent a memo containing project information and engagement opportunities to Charlotte City Council members, the City Manager's office, and Assistant City Manager's Office.

2.4 Early Scoping Meetings with Agencies and Jurisdictions

In cooperation with the FTA, CATS held an Agency Early Scoping meeting with resource agencies and jurisdictional staff at 9:30 a.m. on September 14, 2020. The Agency Early Scoping Meeting provided a LYNX SLP overview, shared Early Scoping information, and invited agency feedback. Due to health and safety restrictions associated with the COVID-19 pandemic, CATS hosted the meeting virtually via Microsoft Teams.

CATS invited approximately 60 agency and jurisdictional staff via email to participate in the Agency Early Scoping Meeting. The agencies and jurisdictions who participated in the meeting are listed in Table 3. See Appendix D for a list of participants and meeting materials.

Table 3: Summary of Agency Early Scoping Meeting, September 14, 2020

NAME OF AGENCY (ALPHABETIZED)	SUMMARY OF QUESTIONS OR COMMENTS
Charlotte-Mecklenburg Historic Landmarks Commission	<ul style="list-style-type: none"> Does the shaded area on the map indicate the Area of Potential Effect (APE)?
City of Belmont	<ul style="list-style-type: none"> No questions or comments.
City of Gastonia	<ul style="list-style-type: none"> No questions or comments.
CRTPO	<ul style="list-style-type: none"> No questions or comments.
US Environmental Protection Agency (USEPA)	<ul style="list-style-type: none"> No questions or comments.
Federal Highway Administration (FHWA)	<ul style="list-style-type: none"> No questions or comments.
Federal Railroad Administration (FRA)	<ul style="list-style-type: none"> No questions or comments.
FTA	<ul style="list-style-type: none"> No questions or comments.
Gaston County	<ul style="list-style-type: none"> No questions or comments.
Gaston County Historic Preservation Commission	<ul style="list-style-type: none"> No questions or comments.
Mecklenburg County – Air Quality	<ul style="list-style-type: none"> No questions or comments.
Mecklenburg County – Land Use and Environmental Services (LUESA)	<ul style="list-style-type: none"> No questions or comments.
North Carolina Department of Agriculture and Consumer Services (NCDA & CS)	<ul style="list-style-type: none"> No questions or comments.
North Carolina Department of Natural and Cultural Resources (NCDCCR) - North Carolina State Historic Preservation Office (NC SHPO)	<ul style="list-style-type: none"> No questions or comments.
North Carolina Wildlife Resources Commission (NC WRC) – Western Piedmont Habitat Conservation	<ul style="list-style-type: none"> Will project shapefiles be provided?
North Carolina Department of Environmental Quality (NCDEQ) – Division of Water Resources (DWR) – Stormwater Permitting Unit	<ul style="list-style-type: none"> No questions or comments.
NCDEQ – DWR – Transportation Permitting Branch – Mooresville Regional Office	<ul style="list-style-type: none"> No questions or comments.
NCDOT – Congestion Management	<ul style="list-style-type: none"> No questions or comments.
NCDOT – Design & Construction Branch	<ul style="list-style-type: none"> No questions or comments.
NCDOT – Environmental Policy Unit (EPU)	<ul style="list-style-type: none"> No questions or comments.

Table 4: Summary of Agency Early Scoping Meeting, September 14, 2020 (continued)

NAME OF AGENCY (ALPHABETIZED)	SUMMARY OF QUESTIONS OR COMMENTS
NCDOT – Intelligent Transportation Systems and Signals (ITS & Signals) Management Section	▪ No questions or comments.
NCDOT – Public Transit Division (PTD) / Integrated Mobility Division (IMD)	▪ No questions or comments.
NCDOT – Rail Division	▪ No questions or comments.
NCDOT – Structures Design & Management (SMU)	▪ No questions or comments.
NCDOT – Highway Division 12	▪ No questions or comments.
Town of Matthews	▪ No questions or comments.
Town of Stallings	▪ No questions or comments.
United Keetoowah Band – Tribal Historic Planning Office (THPO)	▪ No archaeological studies have been completed at this time. Is there a plan for mitigation yet if there are inadvertent discoveries?

Source: CATS.

2.5 Early Scoping Meetings with the Public

2.5.1 Round 1 – Public Engagement Before Early Scoping

Round 1 of the public engagement efforts commenced in March 2020 to reintroduce the West and Southeast Corridors as one light rail project, referred to as the LYNX Silver Line Project or LYNX SLP. CATS scheduled six public meetings throughout the corridor. However, due to the COVID-19 pandemic outbreak, CATS canceled four of the scheduled meetings. Table 5 summarizes the meeting information and number of attendees for the two meetings CATS held in March 2020. During the March 2020 meetings, the team presented a brief overview of the project history, described the previously adopted LPA, and provided the general project timeline.

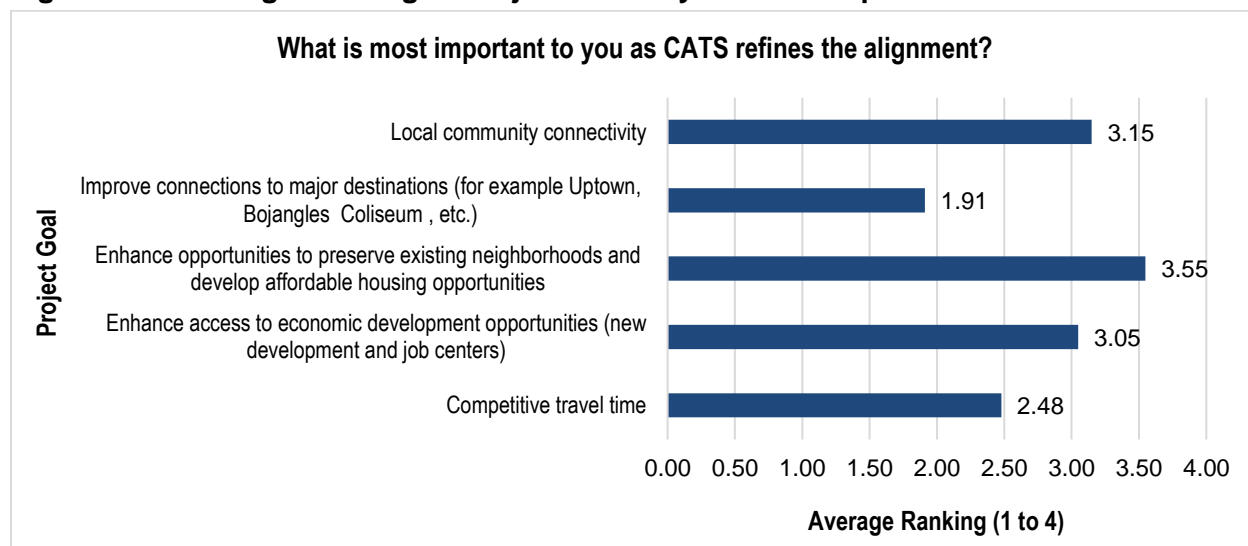
Table 5: Summary of Round 1 Public Meetings

DATE	LOCATION	ATTENDEES
March 10, 2020, 7 – 8:30 p.m.	Matthews Town Hall 232 Matthews Station Street Matthews, NC 28105	67
March 11, 2020, 12 – 2 p.m.	Main Library 310 N Tryon Street Charlotte, NC 28202	34

Source: CATS.

CATS used both a paper survey, administered during the public meetings, and an online survey open from March 10 – July 31, 2020 to collect public input. CATS received nearly 300 survey responses. The survey asked participants to rank general project goals in order of importance. Figure 3 shows the average ranking of project goals, with the lowest scores ranking the most important priorities to participants. Responses appear to identify “connections to major destinations” as the highest priority goal of persons surveyed.

Figure 3: Average Ranking of Project Goals by Order of Importance



Source: CATS.

Note: Average ranking from 1 to 4, where 1 equals the most important and 4 equals the least important.

2.5.2 Round 2 – Public Engagement During Early Scoping

CATS did not hold in-person public meetings during the Early Scoping period due to the COVID-19 pandemic. Instead, CATS hosted an online open house from August 31 through October 14, 2020, six live virtual public meetings, and small group meetings or conference calls, when feasible.

Online Open House

The LYNX SLP webpage offered a direct link to the Online Open House, which was available for the entirety of the Early Scoping period, was a convenient method for the public to view project information and provide feedback. The Online Open House included information in both English and Spanish. During the Early Scoping period, CATS received over 6,000 visitors to the Online Open House.

The home page, titled “Project Overview,” shared: project background, the project corridor map with an explanation of focus areas, the history of the project, the preliminary purpose and need statement, explanation of alternatives and alignment refinement, potential environmental considerations, and a project timeline. The home page also featured two videos, a welcome video explaining how to navigate the site, and an overview video explaining the project, alignment refinements and how to share feedback.

The second page of the Online Open House titled, “LYNX Silver Line Alignment Options” featured an interactive map. The map allowed viewers to zoom in to each focus area and learn more about the LPA and the alignment refinement options in the area. Each focus area featured a video and a comment form for participants to share their input. Table 6 summarizes the number of views by video during the Early Scoping period.

Table 6: Early Scoping Video Views

VIDEO	VIEWS
Welcome	291
Overview	934
Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)	83

Table 7: Early Scoping Video Views (continued)

VIDEO	VIEWS
Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)	47
Focus Area 3: Center City (West Morehead Street to Charlottetowne Avenue)	46
Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Road)	86
Focus Area 5: Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine)	45
Focus Area 6: Union County Extension	31

Source: CATS.

The third and final page of the Online Open House entitled “Tell Us More” featured a link to the online survey and project team contact information. Appendix D includes screenshots of the Online Open House.

Live Virtual Public Meetings

The LYNX SLP team hosted six live virtual public meetings on September 15, 16, 17, 22, 24, and 29, 2020. Each meeting concentrated on one of the six focus areas. Attendees were joined by the CATS LYNX SLP team, who served as panel members and presented on each focus area and answered questions. Attendees participated in the question-and-answer section of the meeting. CATS streamed the meetings to YouTube Live via Zoom. Participants without internet access could participate in the meetings via a call-in number provided by Zoom. The meetings started at 5:30 p.m. and generally followed the format described below:

- 5:30 – 5:32 p.m. Welcome and Introductions
- 5:32 – 5:34 p.m. Virtual Meeting Experience Overview
- 5:34 – 5:35 p.m. Meeting Agenda Overview
- 5:35 – 5:45 p.m. Project Overview Video
- 5:45 – 6:00 p.m. Focus Area Presentation (Refinement alignment options and trade-offs)
- 6:00 – 6:30 p.m. Question and Answer Session

The public could pre-submit questions through email, letter, or phone call, which the CATS panel would answer during the meeting. Attendees could also type their questions and comments into the YouTube or Zoom chat box throughout the meeting. The CATS panel read and responded to the questions in the order received.

After the meeting, CATS posted responses to questions not answered during the meeting on the project website. CATS also posted a recording of the meeting on the CATS YouTube channel and cross-posted the videos on the CATS LYNX Silver Line webpage. The videos included options for closed captioning and translation through YouTube’s platform. Links to the YouTube videos are provided in Appendix D.

CATS did not require attendees to register for the live virtual public meetings but noted the number of attendees that logged in during the meetings and noted the number of video views after the meeting. Table 8 summarizes the number of live virtual public meeting attendees and video views during the Early Scoping period.

Table 8: Virtual Meeting Participation

MEETING	LIVE ATTENDEES	VIDEO VIEWS
Focus Area 1: Tuesday, September 15	166	1,827

Table 9: Virtual Meeting Participation (continued)

MEETING	LIVE ATTENDEES	VIDEO VIEWS
Focus Area 2: Wednesday, September 16	83	478
Focus Area 3: Thursday September 17	79	429
Focus Area 4: Tuesday, September 22	70	412
Focus Area 5: Thursday, September 24	120	852
Focus Area 6: Tuesday, September 29	61	250

Source: CATS.

2.5.3 Email Comments

CATS set up an email address for people to directly contact the LYNX SLP team with questions, comments or concerns. The email address was LYNXSilverLine@publicinput.com. Members of the public could also directly reach out to Ajonelle Poole with CATS Communications via Ajonelle.Poole@ci.charlotte.nc.us. CATS additionally provided a phone number and mailing address for persons without access to a computer or internet, or who preferred submitting comments offline.

2.6 Other Meetings Held During Early Scoping

CATS held several other stakeholder meetings before and during Early Scoping to educate and seek assistance in promoting the Early Scoping period and public participation opportunities. Information about the meetings is in Table 10.

Table 10: Other Meetings Held During Early Scoping

ORGANIZATION/ATTENDEES	MEETING DATE	MEETING PURPOSE
Matthews, Mint Hill, Stallings	January 13, 2020	Quad meeting: Overview of Silver Line program to Southeast Corridor and Union County stakeholders
Belmont Stakeholders	January 28, 2020	Stakeholder engagement meeting: TOD and Silver Line Design program
Matthews Stakeholders	January 29, 2020	Stakeholder engagement meeting: TOD and Silver Line Design program
Stallings and Indian Trail Stakeholders	January 29, 2020	Stakeholder engagement meeting: TOD and Silver Line Design program
Charlotte City Manager's Office	January 31, 2020	Stakeholder engagement meeting: TOD and Silver Line Design program
West Blvd Neighborhood Coalition	February 4, 2020	Overview presentation of the LYNX SLP
CATS Communications & Public Information Officers (PIOs)	February 17, 2020	Preview of public meeting materials with PIOs
East Charlotte Leaders' Meeting	February 23, 2020	Informational presentation on the LYNX SLP
Early Scoping Meetings – Round 1 – Public Meeting at Matthews Town Hall	March 10, 2020	LYNX SLP informational open house meeting
Early Scoping Meetings – Round 1 – Public Meeting at Center City Library	March 11, 2020	LYNX SLP informational open house meeting
Ask CATS - Live Question & Answer (Q&A)	March 13, 2020	LYNX SLP presentation and Q&A on the Government Channel
Monroe Road Advocates (MoRA) Board	April 8, 2020	Virtual informational presentation on the LYNX SLP

Table 11: Other Meetings Held During Early Scoping (continued)

ORGANIZATION/ATTENDEES	MEETING DATE	MEETING PURPOSE
Matthews Board	May 26, 2020	Presentation of potential LYNX SLP alignment options
Airport Neighborhood Committee	June 4, 2020	Presentation of potential LYNX SLP alignment options
Plaza Midwood Committee	June 11, 2020	Presentation of potential LYNX SLP alignment options
Camp Greene Neighborhood	June 18, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process
MTC	June 24, 2020	Presentation of the LYNX SLP alignment refinement process
MoRA Board	June 24, 2020	Call to discuss the LYNX SLP alignment refinement process
West Boulevard Neighborhood Coalition	June 25, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process
Sustain Charlotte	June 30, 2020	LYNX Silver Line coordination
Matthews Task Force	July 1, 2020	Orientation on the LYNX System
Sustain Charlotte Transit Coalition	July 27, 2020	Presentation of the LYNX SLP alignment refinement process
Charlotte TAP (Transportation, Environmental and Planning) Committee	July 27, 2020	Presentation of the LYNX SLP alignment refinement process
Wesley Heights & Freemore West Neighborhood	July 30, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process
Matthews Task Force	August 5, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process
Assistant City Manager, Taiwo Jaiyeoba and City Planning	August 7, 2020	Executive meeting regarding Village Lake area
Seversville Community Organization	August 13, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process
Matthews Task Force Meeting	August 19, 2020	LYNX SLP Updates
Council Members – Newton, Mitchell, Graham and Mayor Lyles	August 25, 2020	Council briefing: preview of Early Scoping meeting materials
Council Members – Johnson, Winston, Eiselt, Ajmera	August 26, 2020	Council briefing: preview of Early Scoping meeting materials
Council Members – Bokhari, Watlington, Egleston, Driggs	August 28, 2020	Council briefing: preview of Early Scoping meeting materials
PIOs	August 28, 2020	Early Scoping public participation preview and review of outreach materials for distribution
Matthews Task Force	September 2, 2020	LYNX SLP Updates
Council Members – Johnson, Winston, Eiselt, Ajmera	September 3, 2020	Council Briefing: Follow-up meeting
Town of Matthews Board	September 9, 2020	LYNX SLP Updates
Airport Neighborhood Committee	September 10, 2020	Presentation of potential LYNX SLP alignment options
Mayor Vi Lyles	September 14, 2020	LYNX SLP Updates
News Media	September 15, 2020	LYNX SLP Updates
Early Scoping Meetings – Round 2 – Virtual Public Meeting	September 15, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process
Matthews Task Force	September 16, 2020	LYNX SLP Updates
Early Scoping Meetings – Round 2 – Virtual Public Meeting	September 16, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process
Early Scoping Meetings – Round 2 – Virtual Public Meeting	September 17, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process

Table 12: Other Meetings Held During Early Scoping (continued)

ORGANIZATION/ATTENDEES	MEETING DATE	MEETING PURPOSE
Early Scoping Meetings – Round 2 – Virtual Public Meeting	September 22, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process
Early Scoping Meetings – Round 2 – Virtual Public Meeting	September 24, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process
Early Scoping Meetings – Round 2 – Virtual Public Meeting	September 29, 2020	Presentation of potential LYNX SLP alignment options and the alignment refinement process
Council Member Driggs	September 30, 2020	LYNX SLP Updates
Matthews Task Force	October 2, 2020	Special event train tour of LYNX Blue Line
Charlotte Stormwater Services – Water Quality	October 7, 2020	LYNX SLP Presentation
Matthews Task Force	October 7, 2020	LYNX SLP Updates
Charlotte City Council	October 12, 2020	Presentation of public meeting results

Source: CATS.

3 SUMMARY OF SUBSTANTIVE EARLY SCOPING COMMENTS

Chapter 3 summarizes the substantive comments received during the Early Scoping comment period. Substantive comments were generally those that provided new information or suggested other ways to evaluate or consider the proposed project. The agency comments section is organized by resource agency. The public comment section is organized by topic and/or by commenting method.

3.1 Summary of Substantive Agency Comments

Table 13 summarizes the substantive agency comments received. Overall, 12 agencies provided written comments. For a copy of the comments, see Appendix E.

Table 13: Summary of Substantive Agency Comment Categories

NAME OF AGENCY (ALPHABETIZED)	COMMENT DATE	SUMMARY OF COMMENTS
Catawba Indian Nation - THPO	9/28/2020	<ul style="list-style-type: none"> Letter stating no immediate concerns with regard to traditional cultural properties, sacred sites, or Native American archaeological sites Requests notification in the event of unanticipated discoveries
Cherokee Nation - THPO	10/1/2020	<ul style="list-style-type: none"> Letter requesting to act as a consulting party No instances where the project intersects or adjoins tribal cultural, historic, or pre-historic resources, no immediate concerns with regard to resources Requests notification/cease in the event of unanticipated discoveries Requests to consult with other Tribal Nations for resources not in Nation database
FRA	10/15/2020 (email) 10/19/2020 (phone) 1/13/2021 (letter)	<ul style="list-style-type: none"> Email stating that official comments are under development Phone call stating comment topics primarily related to coordination with other projects (Southeast High-Speed Rail), certain alignment sections, and a station location at the Airport Letter noting interest due to proximity with other intercity passenger rail projects: Charlotte Gateway Station (CGS), Charlotte Locomotive and Railcar Maintenance Facility (LRMF), Atlanta to Charlotte Passenger Rail Corridor Investment Plan (PRCIP) i.e., Southeast High-Speed Rail Comments note need for coordination with other projects, alignment-specific comments for options that follow NS right-of-way, consideration for opportunities to consolidate facilities, such as station at airport (rail, transit, ground transportation)
Gaston County - Planning Services	10/12/2020	<ul style="list-style-type: none"> Letter with comments and questions related to project goals (connectivity and mobility), alignment and structure locations (i.e., Catawba River crossing), coordination with other projects, destinations served, and multi-use paths Comment related to LPA Alignment/options – requests extension to downtown Gastonia
Mecklenburg County - Air Quality Unit	10/22/2020	<ul style="list-style-type: none"> Letter with comments related to regulatory authority over demolition and renovation (asbestos), permitting of air pollution sources, State Implementation Plan (SIPs) and National Ambient Air Quality Standards (NAAQS) conformity requirements
Mecklenburg County LUESA - Storm Water Services	10/5/2020	<ul style="list-style-type: none"> Letter with comments on flood mitigation, water quality, and alignment specific comments in some locations

Table 13: Summary of Substantive Agency Comment Categories (continued)

NAME OF AGENCY (ALPHABETIZED)	COMMENT DATE	SUMMARY OF COMMENTS
NCDOT - EPU	11/12/2020	<ul style="list-style-type: none"> Email with no immediate comments on the project Requests that CATS coordinate with NCDOT Division 10 Requests CATS stay apprised of future State Transportation Improvement Program (STIP) updates
NCDNCR – NC SHPO	10/14/2020	<ul style="list-style-type: none"> Letter with recommendations about how to handle APEs (agrees with preliminary archaeology APE; disagrees with preliminary above-ground historic APE)
Town of Stallings	9/15/2020	<ul style="list-style-type: none"> Letter of support for the project and the alignment/terminus in Stallings
US Army Corps of Engineers (USACE)	10/14/2020	<ul style="list-style-type: none"> Letter with information to clarify considerations and/or requirements for permitting (Section 404 and Section 10)
US Department of Agriculture (USDA) - US Forest Service (USFS)	9/15/2020	<ul style="list-style-type: none"> Email stating the project is outside of the USFS jurisdiction and that USFS will not be participating
US Department of the Interior (USDOI) – US Fish and Wildlife Service (USFWS)	10/2/2020	<ul style="list-style-type: none"> Letter with comments and recommendations related to Section 7 of the Endangered Species Act, State Protected Species, Migratory Bird Treaty Act, Bald and Golden Act, water resources (erosion and sedimentation control, riparian buffers, stream buffers, streams, wetlands, and floodplains), and NEPA
USEPA Region 4	10/7/2020	<ul style="list-style-type: none"> Comments related to Waters of the United States, stormwater management, and Environmental Justice

Source: CATS.

3.2 Summary of Substantive Public Comments

The Early Scoping comment period began on August 31, 2020 and ended on October 14, 2020. The project team received comments and questions through the Online Open House (interactive map and survey), live virtual public meetings, and email, phone, or mail. CATS received more than 800 responses from the general public during the comment period, as summarized below.

- Approximately 560 total questions or comments through the Online Open House, including about 270 submitted through the interactive map and about 290 submitted through the online survey
- Approximately 170 questions or comments during the live virtual public meetings
- Approximately 90 questions or comments via email, phone, or mail

3.2.1 Overall Conclusions from Early Scoping Comments

CATS reviewed questions and comments received during the Early Scoping comment period and categorized them by common topics and general comment themes. General conclusions and comment themes were developed using the comments received during Early Scoping. These themes are described in more detail below. Please see sections 3.2.2 through 3.2.5 for further detail on the comments by comment source.

General Project Support or Opposition

CATS did not specifically ask survey participants about support or opposition for the proposed project. However, more commenters offered open-ended text comments indicating general support over

opposition.

Union County Extension

Again, while CATS did not specifically ask survey participants about support or opposition for an extension of the LYNX SLP into Union County, more commenters offered general support than opposition. Though, a very limited number of commenters provided feedback about the Union County Extension.

Preliminary Purpose and Need Feedback

When asked whether or not they agreed with the preliminary purpose and need statement, most commenters strongly agreed or agreed. In addition to the purpose and need-specific question responses, the project team reviewed substantive comments for indications of new information that may suggest the need to adjust the preliminary purpose and need statement. CATS concluded that the comments did not indicate a need to adjust the preliminary purpose and need statement.

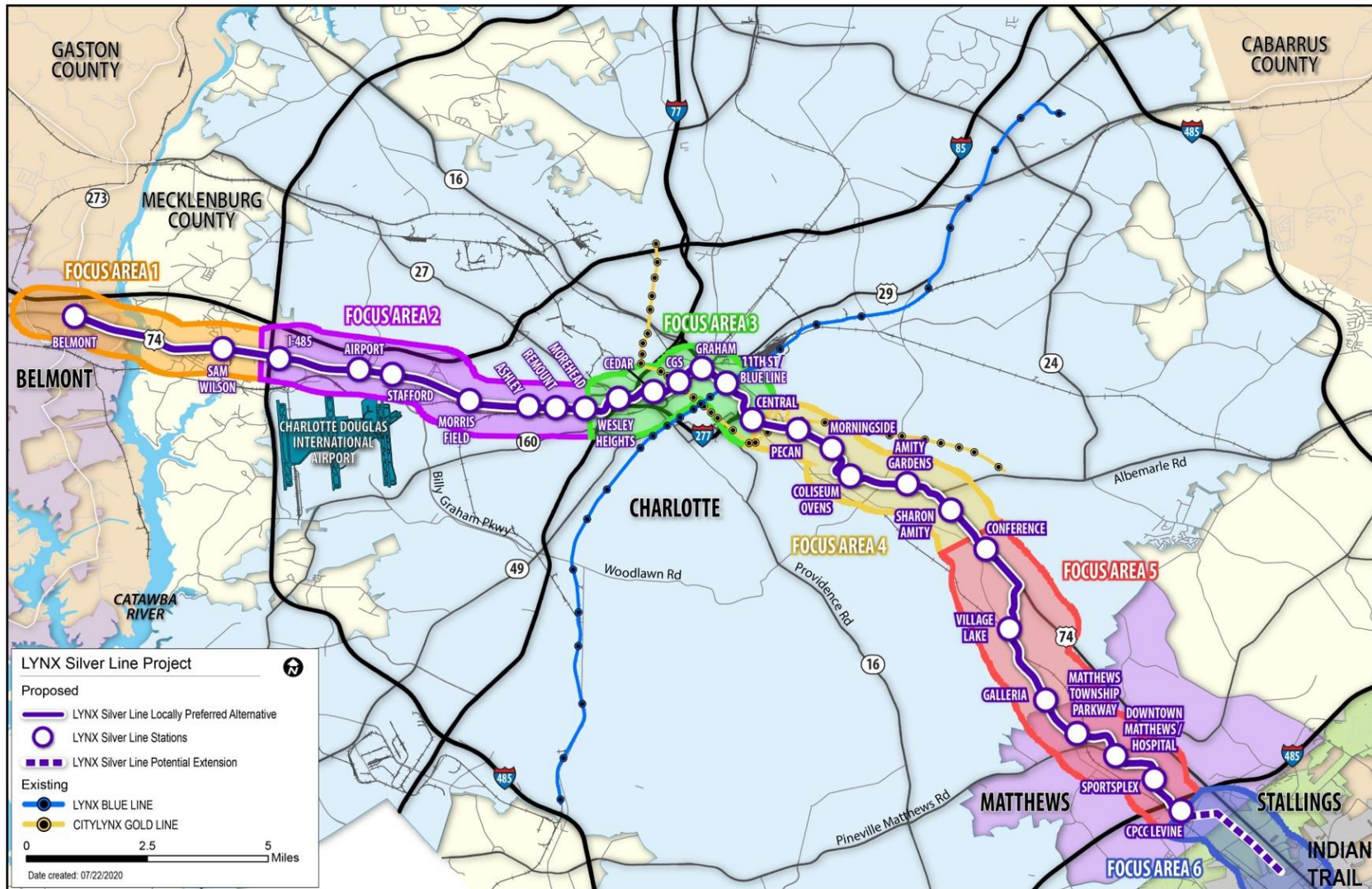
Other Alternatives to Consider

The majority of commenters thought the alternatives considered were adequate. A limited number of commenters indicated the need to explore other alternatives and provided suggestions for alignment or station options. The majority of alignments or stations suggested were either previously studied and eliminated or eliminated from further consideration due to feasibility and practicality (i.e., limitations in physical space, engineering and safety requirements, cost, conflicts with existing or planned projects). A summary of the other alignments and stations considered and the rationale for elimination is provided in Section 3.2.3.

Focus Area-Specific Feedback

In the Online Open House, CATS asked survey participants to provide feedback on the top priorities for each focus area (Figure 4). CATS also provided an opportunity to provide general comments about each focus area. Consistently, across all but one focus area, survey participants indicated local connectivity and travel time as their top two priorities. Focus Area 2 differed from the other focus areas, with travel time and development opportunities as the top two priorities. Additionally, the project team reviewed the comments to discern the favored alignment options for each focus area.

Figure 4: LYNX SLP Focus Areas



- **Focus Area 1** – Survey commenters favored Option 2 on the south side of Wilkinson Boulevard (east of the Catawba River).
- **Focus Area 2** – Survey commenters favored the LPA (along Wilkinson Boulevard), and Option 1 (along a future roadway north of Wilkinson Boulevard and west of Billy Graham Parkway).
- **Focus Area 3** – For the I-77/277 interchange to the proposed Charlotte Gateway Station, survey commenters favored Option 1A (south of the interchange, entering Uptown from the west), and Option 2A (next to 11th street on an elevated bridge) for the 11th Street section.
- **Focus Area 4** – Commenters favored Option 2 (along the north side of Independence Boulevard).
- **Focus Area 5** – For the transition from the Independence Boulevard corridor to Monroe Road, commenters favored option 1A (along Lumarka Drive), though the LPA also received support. For section 2, commenters favored the LPA along Monroe Road (as opposed to the CSX corridor). For section 3 through Matthews, commenters favored Option 3A (along Matthews Street).
- **Focus Area 6** – Commenters appeared to slightly favor Option 1B (Independence Boulevard to Matthews-Indian Trail Road).

Environmental Items of Concern

CATS asked survey participants to identify up to three environmental items of concern. The top concerns noted by commenters included: transit ridership and travel time, neighborhoods and community facilities/services, visual and aesthetics, and cost. CATS will take the feedback and other environmental considerations into account as CATS refines the LPA, and during NEPA environmental review.

3.2.2 Online Open House Interactive Map Responses

As described in Section 2.5.2, the Online Open House provided a digital space for participants to learn about the project, view an interactive map (with pros and cons of each alignment refinement option compared to the previously adopted LPA), view project videos, and provide feedback. During the Early Scoping comment period (August 31 – October 14, 2020), the interactive map page featured a multiple-choice question about priorities and an open comment box for each of the six focus areas.

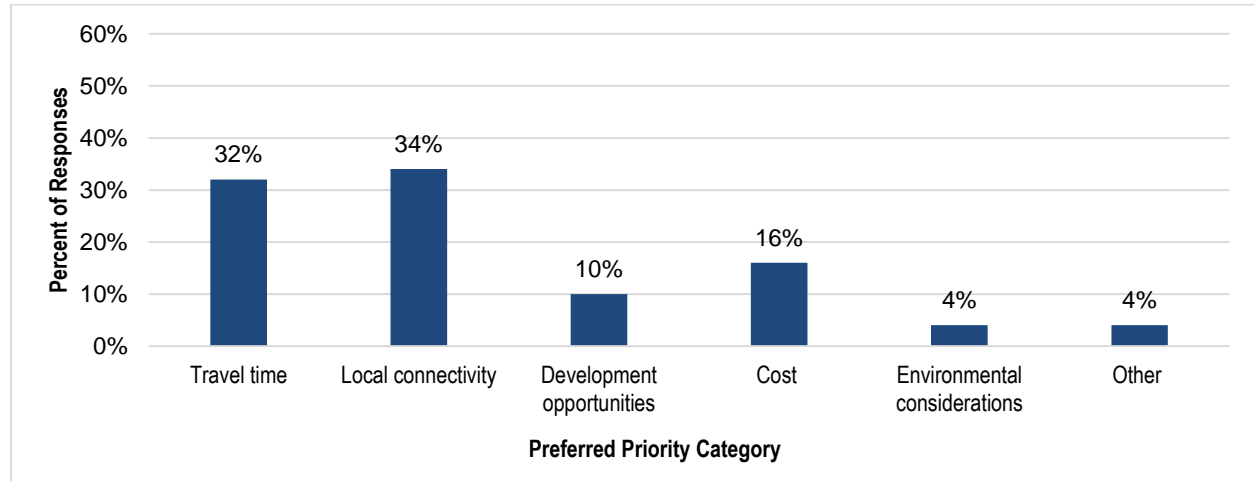
The priority question asked participants, “Which of the following is most important to you for this Focus Area?” Commenters could only select one answer. As mentioned in 3.2.1, consistently across all but Focus Area 2, commenters identified local connectivity and travel time as their top priorities.

Of the comments received from the Online Open House interactive map, the majority of comments related to specific alignment options shown on the map. It is also important to note that Focus Areas 3 and 5 included several decision points or sections within the focus area. Therefore, one commenter may have mentioned alignment preferences for different sections, and they may have liked more than one alignment option within each focus area or section. The following figures provide a breakout of responses by focus area and section (if applicable).

Focus Area 1

As shown in Figure 5, local connectivity (34 percent or 17 responses) and travel time (32 percent or 16 responses) were the top two priorities for Focus Area 1.

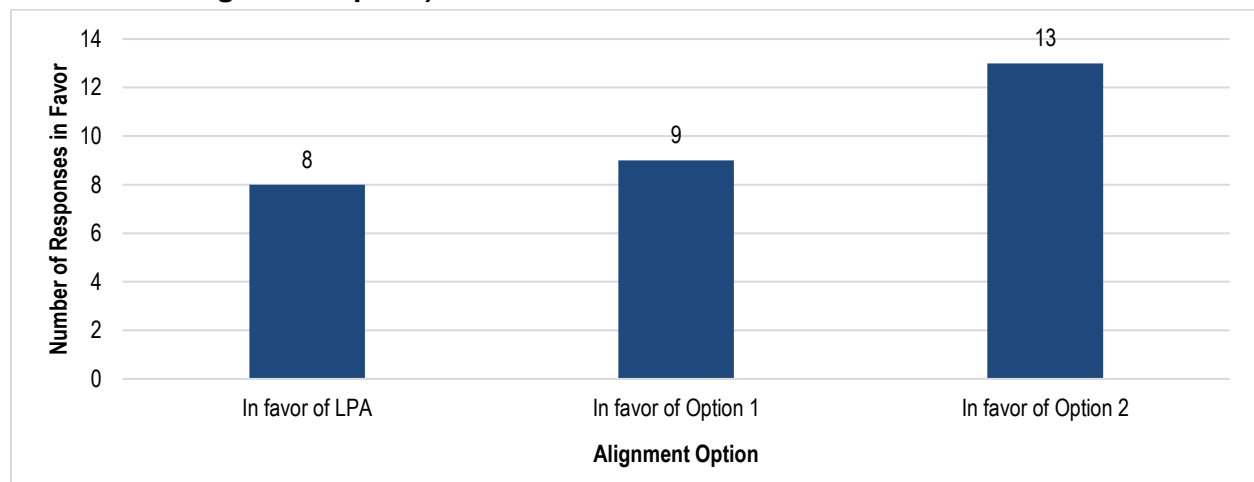
Figure 5: Focus Area 1 – Priorities (Percent of Responses by Preferred Priority Category)



Note: 50 responses.
Source: CATS.

As shown in **Error! Reference source not found.6**, commenters indicated a preference for Option 2 (43 percent or 13 responses). For Focus Area 1, alignment options included the LPA along the north side of Wilkinson Boulevard, Option 1 in the center of Wilkinson Boulevard, or Option 2 on the south side of Wilkinson Boulevard (east of the Catawba River).

Figure 6: Focus Area 1 – Alignment Preference (Number of Responses by Preferred Alignment Option)

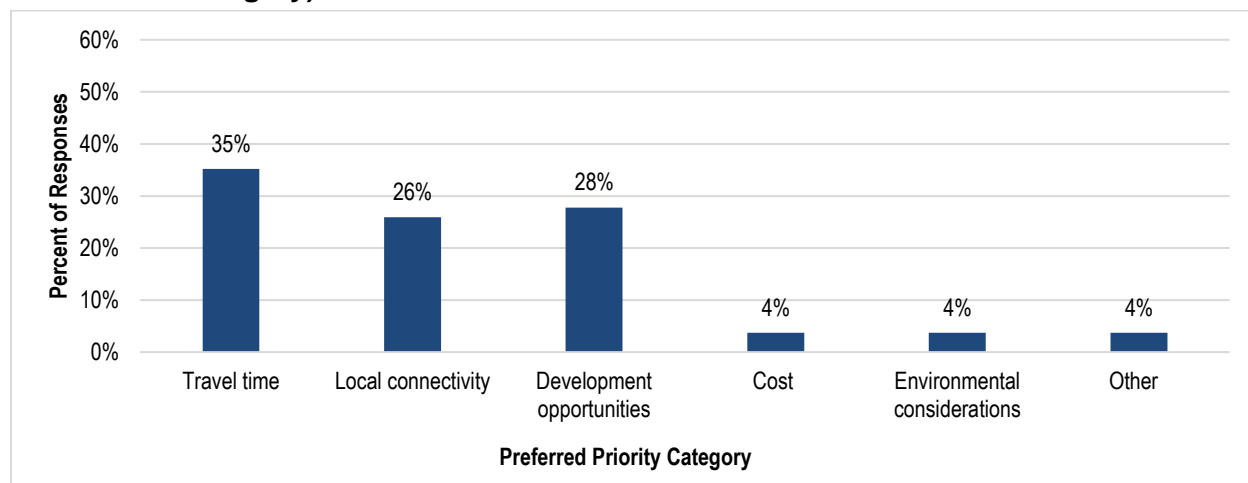


Source: CATS.

Focus Area 2

As shown in **Error! Reference source not found.7**, commenters responded to the question about priorities by choosing travel time (35 percent or 19 responses) and development opportunities (28 percent or 15 responses) as the top two priorities.

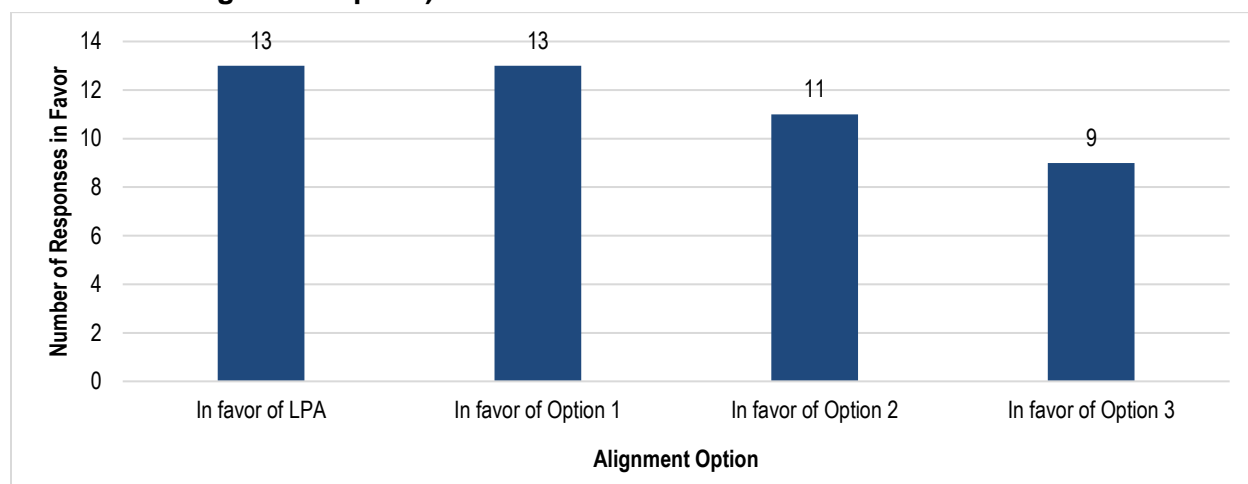
Figure 7: Focus Area 2 – Priorities (Percent of Responses by Preferred Priority Category)



Note: 54 responses.
Source: CATS.

For Focus Area 2, alignment options included the LPA along Wilkinson Boulevard, Option 1 along a future roadway north of Wilkinson Boulevard (and west of Billy Graham Parkway), Option 2 next to the rail corridor south of Wilkinson Boulevard (east of Billy Graham Parkway), or Option 3, a continuous overhead structure in the middle of Wilkinson Boulevard. As shown in **Error! Reference source not found.8**, commenters favored the LPA (28 percent or 13 responses) or Option 1 (28 percent or 13 responses), though other options also received support.

Figure 8: Focus Area 2 – Alignment Preference (Number of Responses by Preferred Alignment Option)

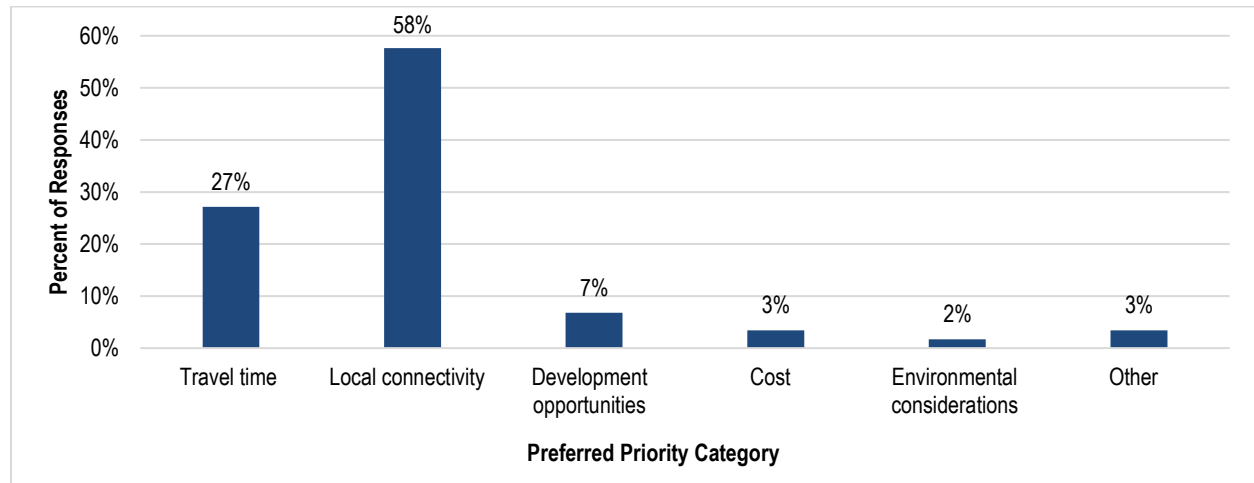


Source: CATS.

Focus Area 3

As shown in **Error! Reference source not found.9**, commenters overwhelmingly indicated local connectivity as a priority (58 percent or 34 responses), followed by travel time (27 percent or 16 responses).

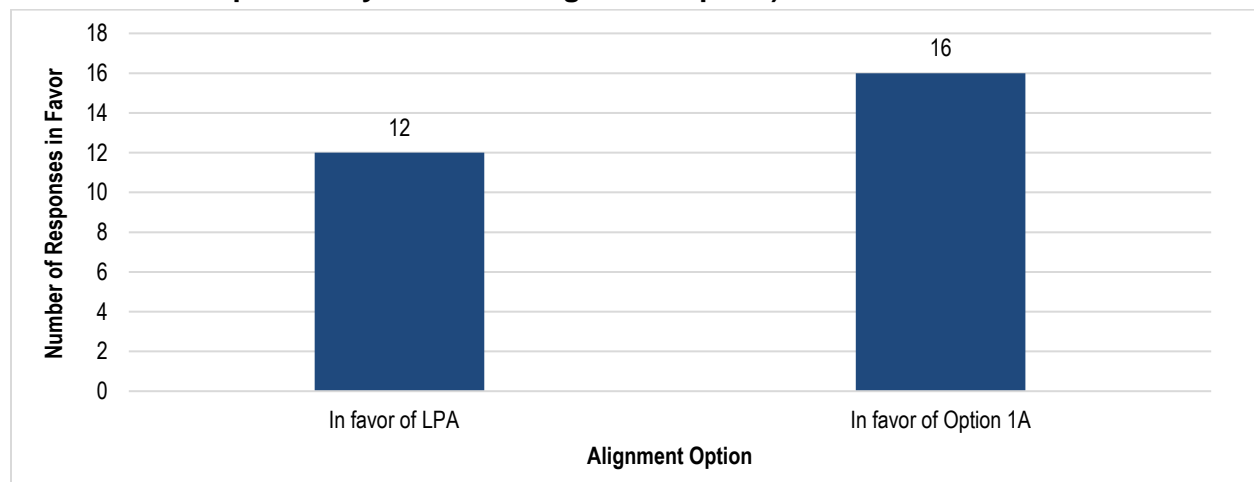
Figure 9: Focus Area 3 – Priorities (Percent of Responses by Preferred Priority Category)



Note: 59 responses.
Source: CATS.

For Focus Area 3, for the I-77/I-277 interchange to the proposed Charlotte Gateway Station section, options were either the LPA north of the interchange or Option 1A south of the interchange (entering Uptown from the west). As shown in **Error! Reference source not found.10**, commenters slightly favored Option 1A (57 percent or 16 responses).

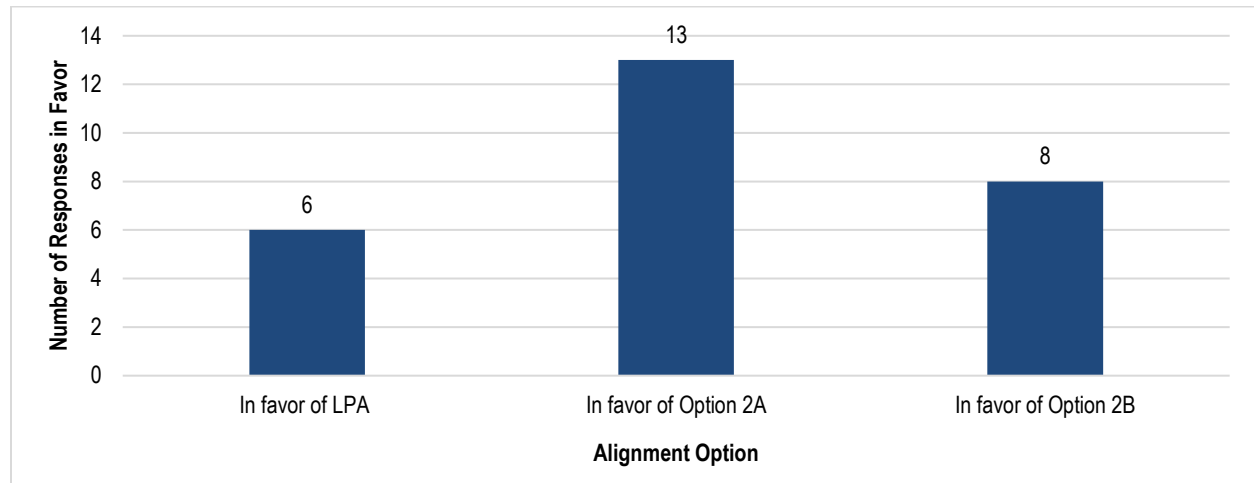
Figure 10: Focus Area 3 – I-77/277 Interchange Alignment Preference (Number of Responses by Preferred Alignment Option)



Source: CATS.

For Focus Area 3, in the 11th Street section, alignment options included the LPA at street level along 11th Street, Option 2A next to 11th Street on an elevated bridge, or Option 2B next to 11th Street below street level. As shown in **Error! Reference source not found.11**, commenters favored the elevated Option 2A (48 percent or 13 responses).

Figure 11: Focus Area 3 – 11th Street Alignment Preference (Number of Responses by Preferred Alignment Option)

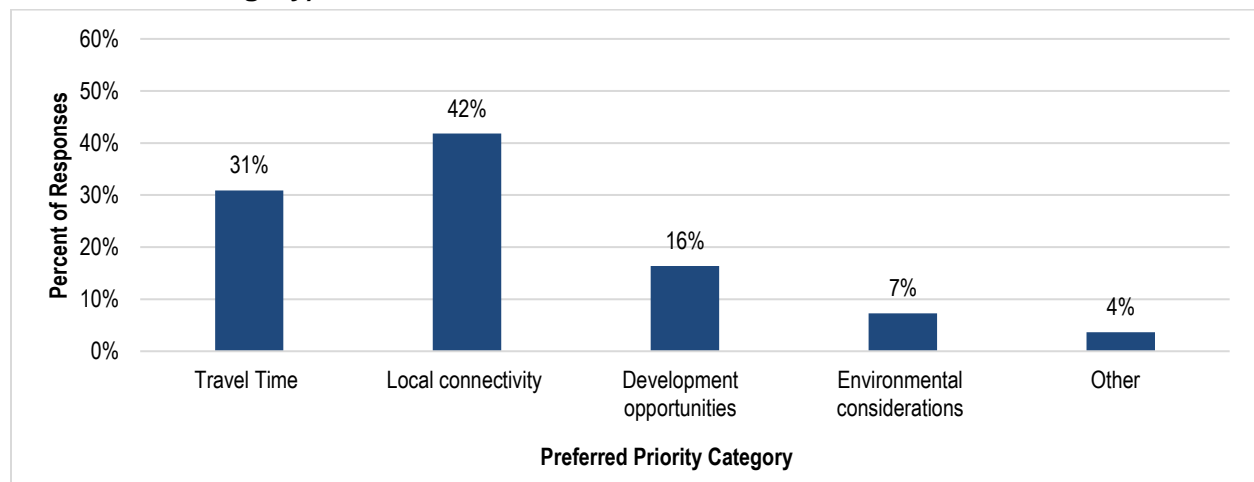


Source: CATS.

Focus Area 4

As shown in **Error! Reference source not found.**12, commenters identified local connectivity (42 percent or 23 responses) and travel time (31 percent or 17 responses) as the top two priorities for Focus Area 4.

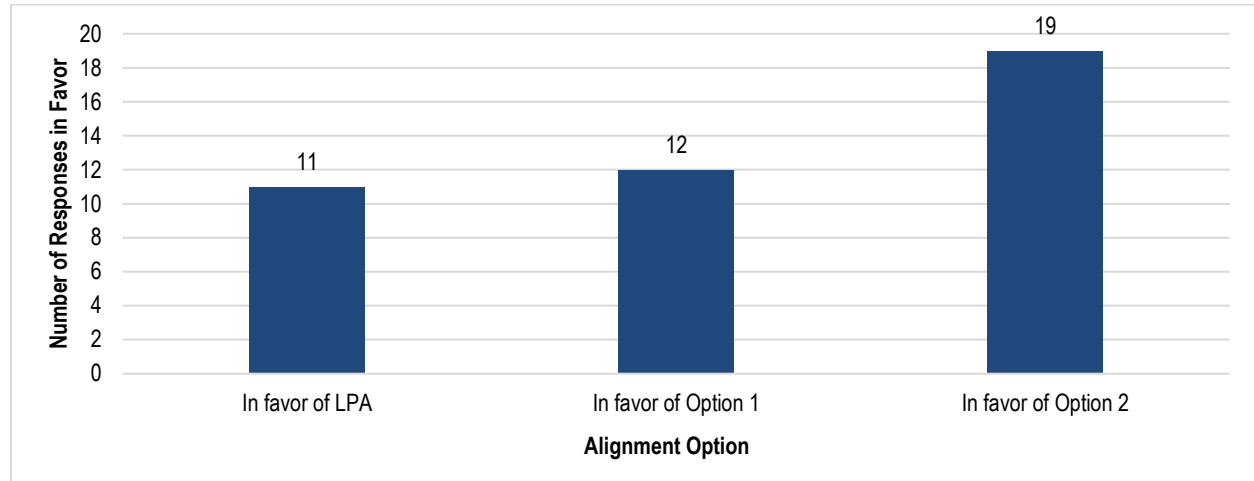
Figure 12: Focus Area 4 – Priorities (Percent of Responses by Preferred Priority Category)



Note: 55 responses.
Source: CATS.

For Focus Area 4, alignment options included the LPA along the south side of Independence Boulevard, Option 1 behind the properties south of Independence Boulevard, or Option 2 along the north side of Independence Boulevard. As shown in **Error! Reference source not found.**13, commenters favored Option 2 along the north side of Independence Boulevard (45 percent or 19 responses).

Figure 13: Focus Area 4 – Alignment Preference (Number of Responses by Preferred Alignment Option)

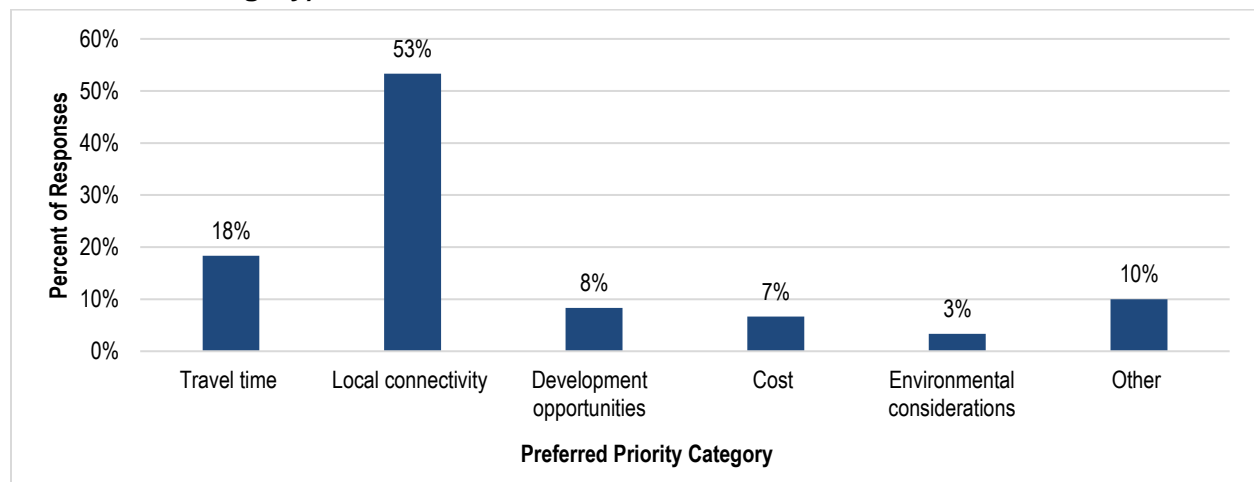


Source: CATS.

Focus Area 5

As shown in **Error! Reference source not found.**14, commenters identified local connectivity (53 percent or 32 responses) and travel time (18 percent or 11 responses) as the top two priorities for Focus Area 5.

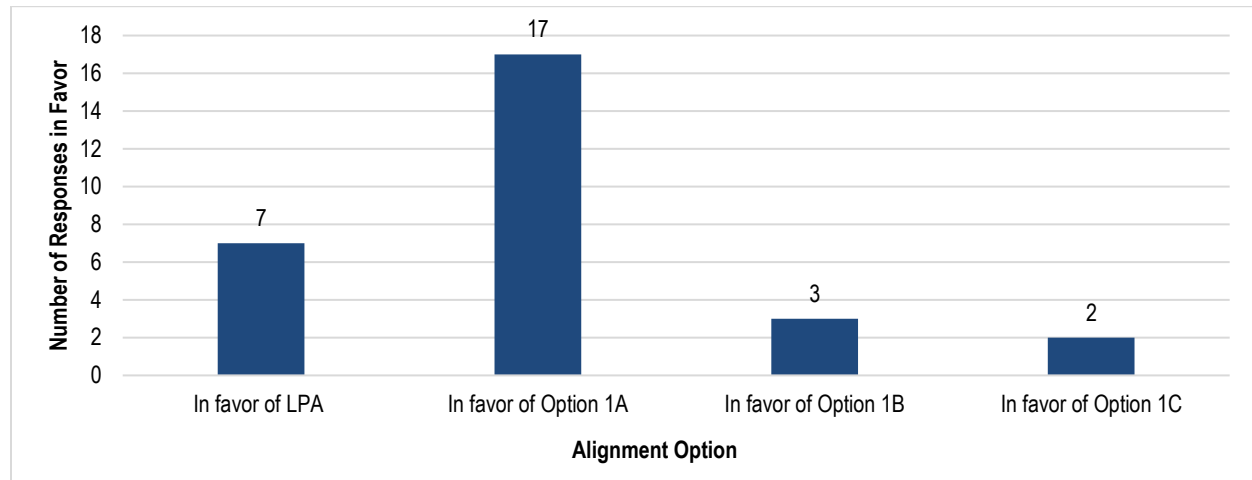
Figure 14: Focus Area 5 – Priorities (Percent of Responses by Preferred Priority Category)



Note: 60 responses.
Source: CATS.

For Focus Area 5, for the transition from the Independence Boulevard corridor to Monroe Road, alignment options included the LPA near Village Lake Drive, Option 1A along Lumarka Drive, Option 1B along the west side of McAlpine Creek Park, and Option 1C near Krefeld Drive. As shown in **Error! Reference source not found.**15, commenters favored Option 1A along Lumarka Drive (58 percent or 17 responses).

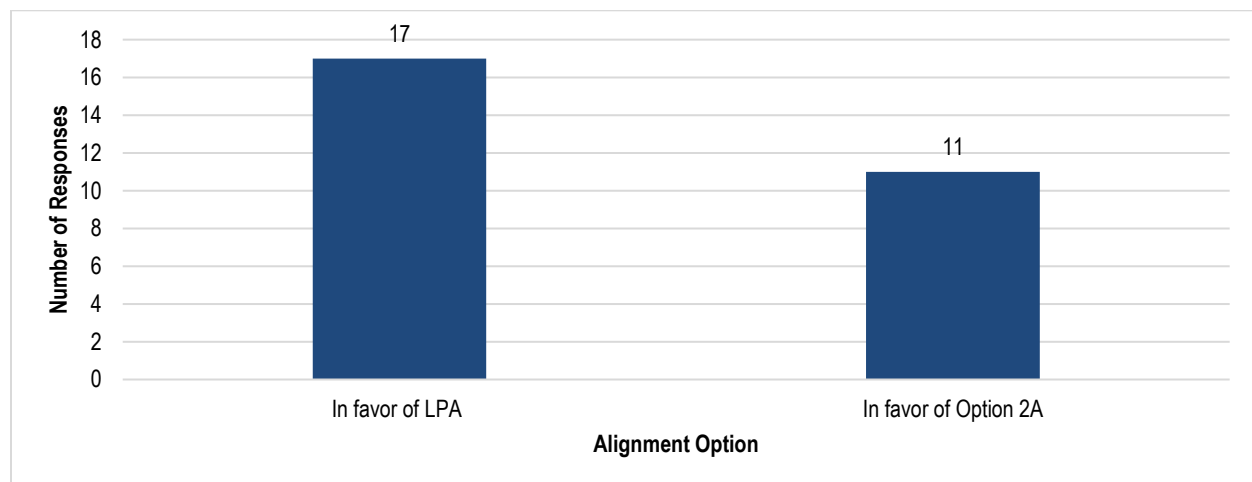
Figure 15: Focus Area 5, Section 1 – Transition from Independence Boulevard to Monroe Road Alignment Preference (Number of Responses by Preferred Alignment Option)



Source: CATS.

For Focus Area 5, Section 2, alignment options were either the LPA along Monroe Road or Option 2A along the CSX railroad. As shown in **Error! Reference source not found.16**, commenters favored the LPA (61 percent or 17 responses).

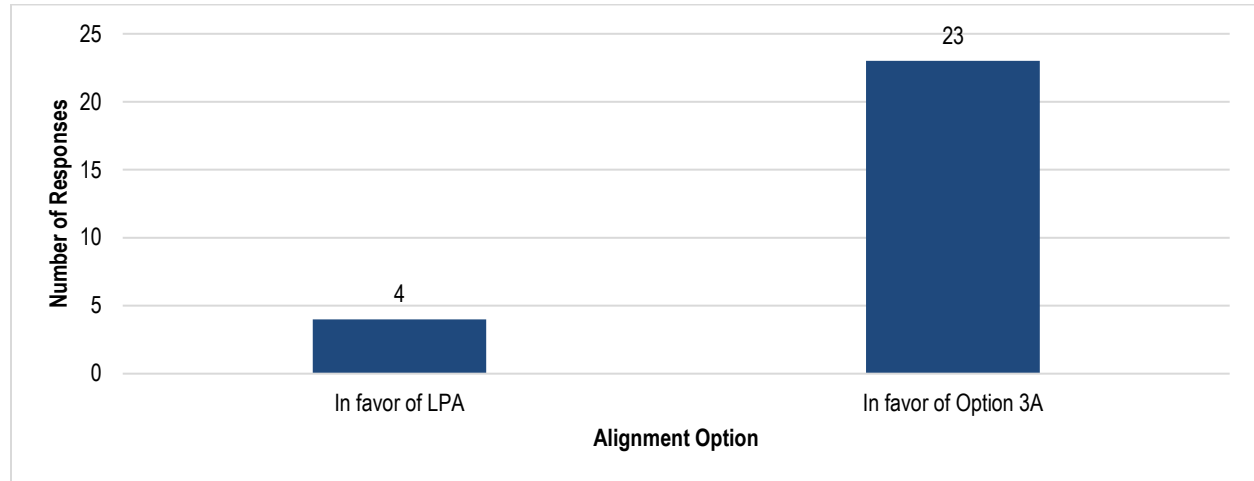
Figure 16: Focus Area 5, Section 2 –Monroe Road or CSX Alignment Preference (Number of Responses by Preferred Alignment Option)



Source: CATS.

For Focus Area 5, Section 3 through Matthews, alignment options included the LPA along the edge of the Novant Matthews campus and Option 3A along Matthews Street. As shown in **Error! Reference source not found.17**, a majority of commenters (85 percent or 23 responses) favored Option 3A along Matthews Street for Focus Area 5, Section 3.

Figure 17: Focus Area 5, Section 3 - Alignment Preference Through Matthews (Number of Responses by Preferred Alignment Option)

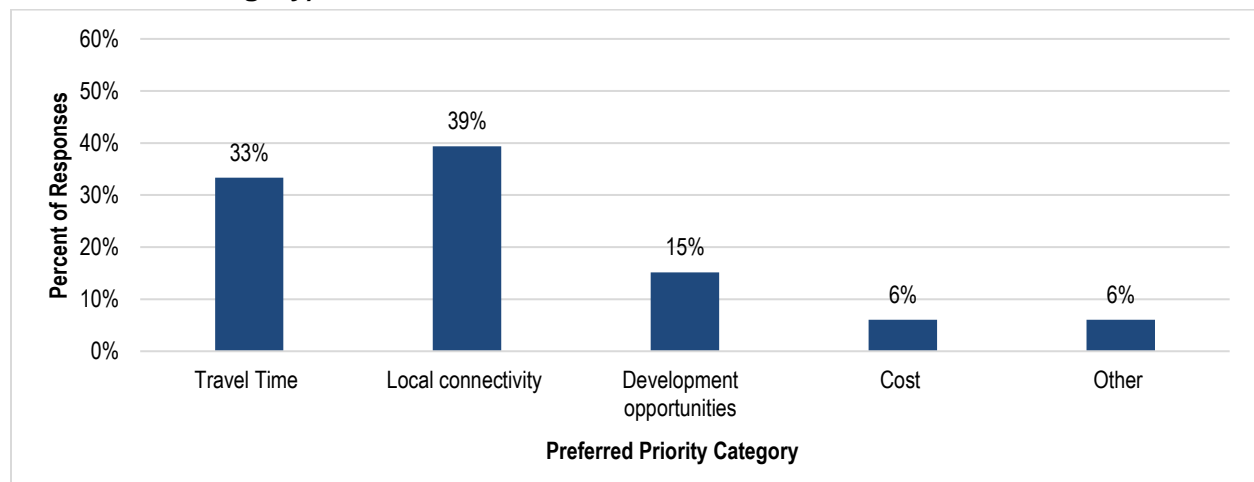


Source: CATS.

Focus Area 6

As shown in **Error! Reference source not found.18**, commenters identified local connectivity (39 percent or 13 responses) and travel time (33 percent or 11 responses) as the top two priorities for Focus Area 6.

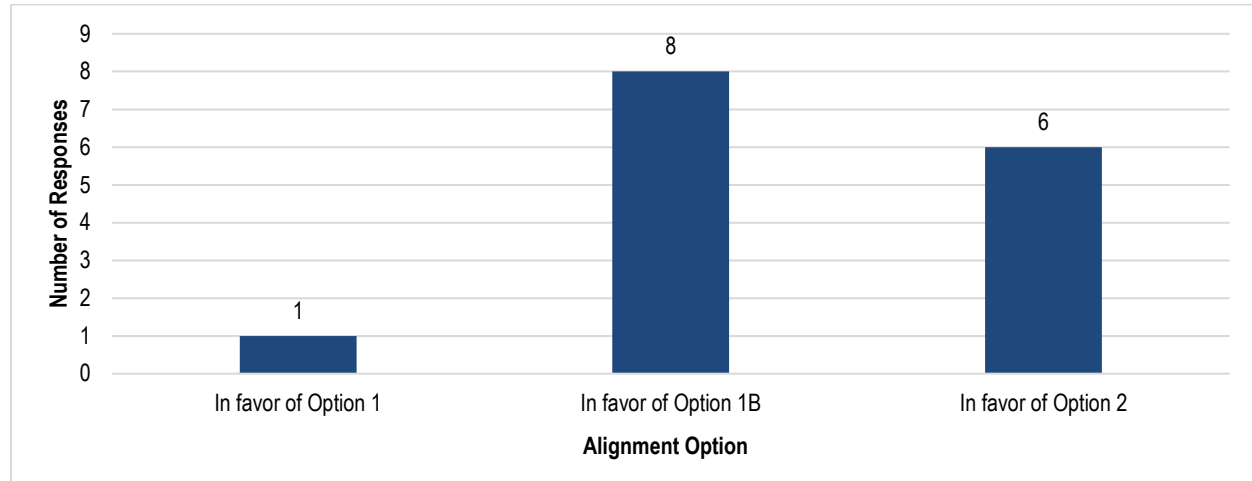
Figure 18: Focus Area 6 – Priorities (Percent of Responses by Preferred Priority Category)



Note: 34 responses.
Source: CATS.

For Focus Area 6, alignment options included Option 1A (Independence Boulevard to Chestnut Parkway), Option 1B (Independence Boulevard to Matthews-Indian Trail Road), or Option 2 (Matthews-Indian Trail Road). As shown in **Error! Reference source not found.19**, commenters slightly favored Option 1B (53 percent or 8 responses).

Figure 19: Focus Area 6 – Alignment Preference (Number of Responses by Preferred Alignment Option)



Source: CATS.

3.2.3 Online Open House Survey Responses

As described in Section 2.5.2, participants could access an online survey through the Online Open House during the Early Scoping comment period. CATS also sent surveys and handouts via email to residents, businesses, and interested and affected project stakeholders throughout the corridor, distributed paper surveys, and a project handout containing the Online Open House information and project maps. The survey was available in English and Spanish. The online version allowed for other translations using Google Translate, and additional translations of the paper survey were available upon request.

The survey asked a series of multiple choice and open-ended questions related to Early Scoping. The survey questions included:

- Do you have any additional questions or comments on the locally preferred alternative, or the alignment refinement options as shown on the "LYNX Silver Line Alignment Options" tab?
- Are there other alternatives that should be considered? Multiple choice options were yes or no.
- Do you agree or disagree with the preliminary purpose and need of the LYNX Silver Line project as stated above? Multiple choice options included: strongly agree, agree, neutral, disagree and strongly disagree.
- If you disagree or strongly disagree, what do you believe should be changed or added to the preliminary purpose and need?
- Which of the following items are of concern to you as it relates to the project? Commenters could select up to three of 19 environmental items of concern, including "other."
- Do you have additional comments?
- There were also a series of questions asked about public engagement methods and demographics.

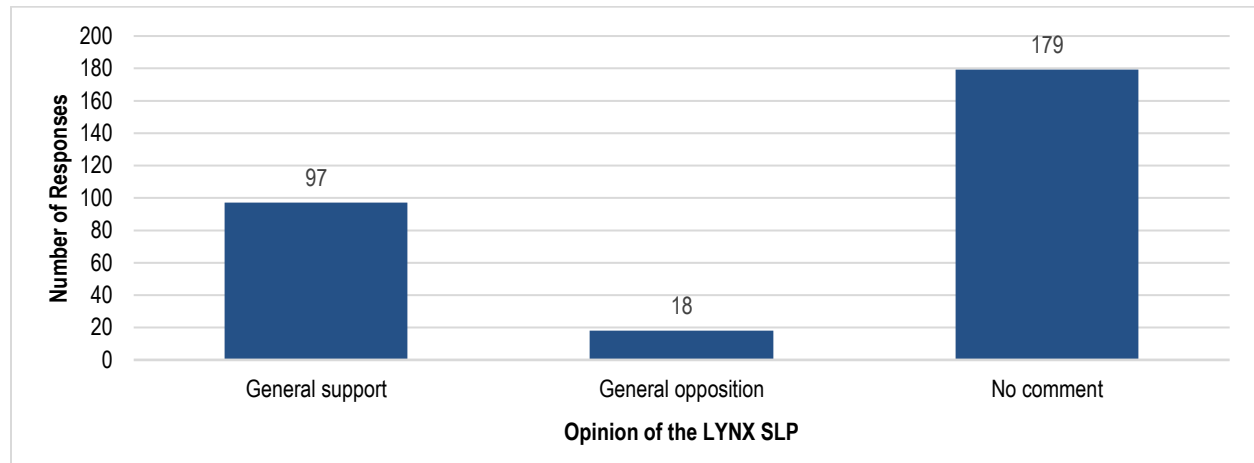
CATS charted the responses to multiple-choice questions and generally summarized the open-ended questions, consistent with the comment themes and overall conclusions identified earlier in 3.2.1.

General Project Support or Opposition

CATS did not specifically ask survey participants about support or opposition to the proposed project. However, more commenters offered general support than general opposition. **Error! Reference source**

not found.²⁰ displays the number of responses by opinion expressed as general support, general opposition or no comment (or clear opinion identified).

Figure 20: General Support or Opposition LYNX SLP (Number of Responses by Opinion of the LYNX SLP)

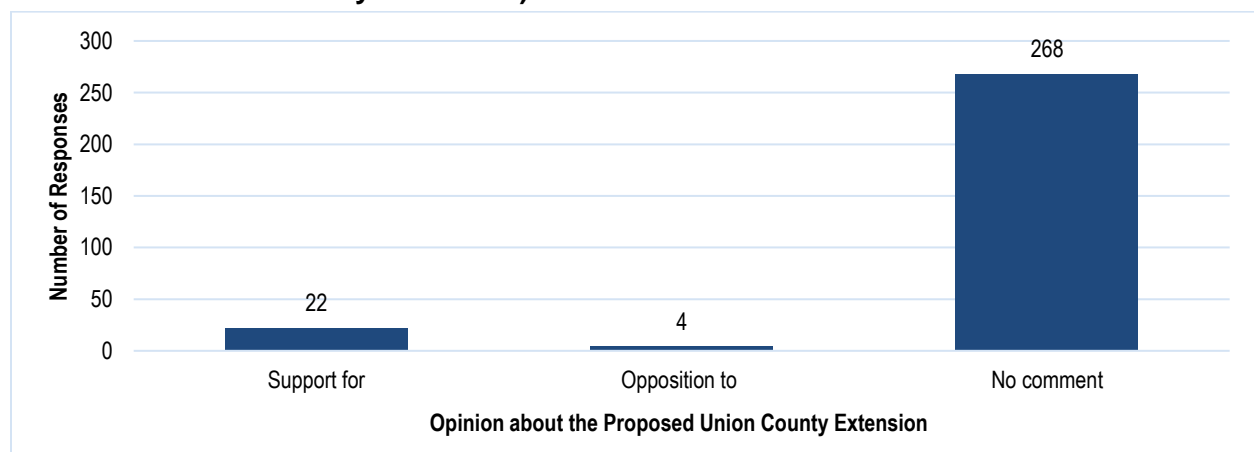


Source: CATS.

Union County Extension

Again, while CATS did not specifically ask survey participants about support or opposition to an extension of the LYNX SLP into Union County, more commenters offered general support than general opposition. Though, a very limited number of commenters responded about the Union County Extension. **Error! Reference source not found.**²¹ displays the number of responses by opinion on the proposed Union County Extension expressed general support, general opposition or no comment (or clear opinion identified).

Figure 21: Union County Extension Opinion (Number of Responses by Opinion of the Union County Extension)



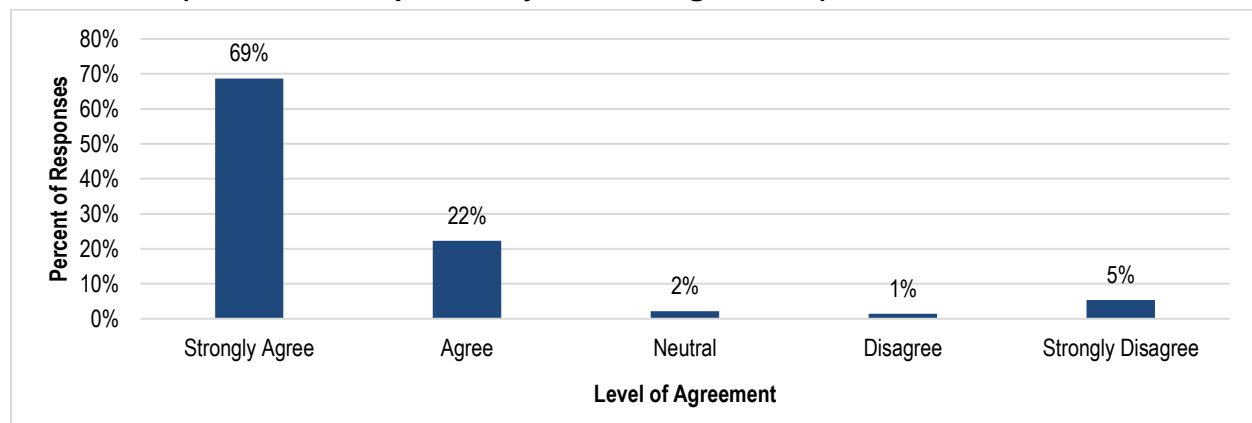
Source: CATS.

Preliminary Purpose and Need Feedback

When asked whether or not they agreed with the preliminary purpose and need statement, the majority of

commenters strongly agreed or agreed (91 percent or 268 responses), as shown in **Error! Reference source not found.22**. In addition to the purpose and need-specific question's responses, the project team reviewed substantive comments for indications of new information that would suggest the need to adjust the preliminary purpose and need statement. Twenty-seven comments noted some level of disagreement with the preliminary purpose and need. Of the purpose and need responses, seven noted the need for more local connectivity, which is already part of the preliminary purpose and need statement. Overall, the comments did not present new information or suggest a need to adjust the preliminary purpose and need statement.

Figure 22: Level of Agreement with the Preliminary Purpose and Need Statement (Percent of Responses by Level of Agreement)

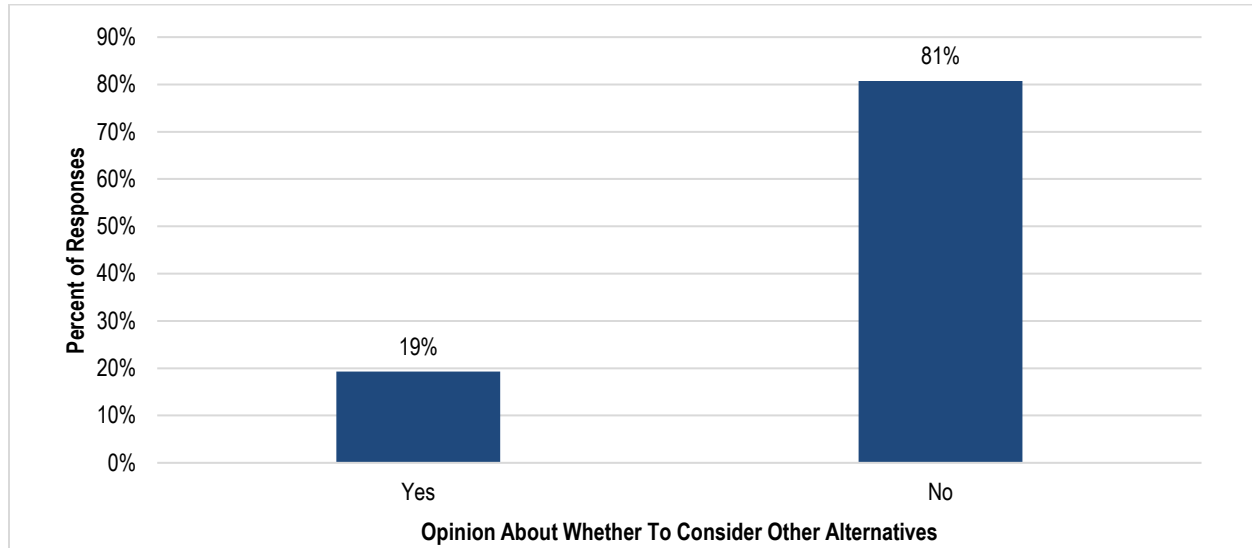


Note: 294 responses.
Source: CATS.

Other Alternatives to Consider

As shown in **Error! Reference source not found.23**, most commenters thought the alternatives considered were adequate (81 percent or 238 responses). A limited number of commenters indicated the need to explore other alternatives and provided suggestions for alignment or station options. The majority of alignments or stations suggested were either previously studied and eliminated or eliminated from further consideration due to feasibility and practicality (i.e., limitations in physical space, engineering and safety requirements, cost, conflicts with existing or planned projects). A summary of the other alignments and stations suggested, whether in response to this particular question about other alternatives or mentioned through email or other methods, and CATS's rationale for elimination is provided in Table 14. If commenters identified a desire to extend transit beyond Belmont or beyond Indian Trail, this was identified as something that would require additional study, not as an alternative to consider.

Figure 23: Opinion about Whether to Consider Other Alternatives (Percent of Responses by Whether to Consider Other Alternatives)



Note: 294 responses.
Source: CATS.

Table 14: Other Considerations Identified by Participants and CATS's Rationale

FOCUS AREA	OTHER CONSIDERATIONS (ALIGNMENTS OR STATIONS)	RATIONALE
1	Additional station in Belmont; suggestions near Wilkinson Boulevard. and Central Avenue. or Catawba Street	Conceptual station locations were identified in the <i>LYNX System Update</i> (2019) based on a review of land use trends, local plans, and considering the need to provide good access to the system while maintaining the goals of a reliable trip with competitive travel time. Spacing was envisioned to be approximately one mile between stations, and the stations were typically sited at current or future commercial hubs, residential clusters, transfer centers and major interchanges. The Wilkinson Boulevard alignment with a single conceptual station location in Belmont was adopted by the MTC as part of the LPA. The additional evaluation conducted as part of the LPA refinement process revealed that the best station location was near Hawley Avenue., which is the current staff recommendation. Further evaluation of station locations will be conducted in the coming years.
	Station at Wilkinson Boulevard. and Old Dowd Road. or Moores Chapel Road. instead of or in addition to one at Sam Wilson Road.	Conceptual station locations were identified in the <i>LYNX System Update</i> (2019) based on a review of land use trends, local plans, and considering the need to provide good access to the system while maintaining the goals of a reliable trip with competitive travel time. Spacing was envisioned to be approximately one mile between stations, and the stations were typically sited at current or future commercial hubs, residential clusters, transfer centers and major interchanges. The Wilkinson Boulevard. alignment with a conceptual station location near Sam Wilson Road was adopted by the MTC as part of the LPA. The additional evaluation conducted as part of the LPA refinement process concluded that a station is still most suitable at Sam Wilson Road. Locating a station near Old Dowd Road is more difficult because the alignment is also crossing Wilkinson Boulevard near that location, and the Sam Wilson Road location is close to an I-85 interchange, improving auto access. Further evaluation of station locations will be conducted in the coming years.
2	Hybrid alignment from Destination Boulevard., across Wilkinson Boulevard. (elevated) to railroad corridor	While an alignment option was studied in the Destination District north of Wilkinson Boulevard., it is currently not being recommended as the LPA given uncertainties related to the economy and the airport's redevelopment plans. A Destination Boulevard. alignment may be reconsidered in the future depending on the development timeline of the Destination District by the airport.
	Alignment directly to airport terminal; suggestions along existing railroad corridor, with branch line or with people mover	Alignments south of Wilkinson Boulevard (near the airport) were not advanced for a couple of reasons. First, an alignment through airport parking lots would bypass opportunities to serve businesses and development opportunities along and north of Wilkinson Boulevard. Secondly, the airport has plans to expand northward, and the alignments proposed in the last round of public meetings (September-October 2020) were consistent with the airport expansion plans. The airport is planning to connect the light rail station to the main terminal with some form of people mover.

Table 14: Other Considerations Identified by Participants and CATS's Rationale (Continued)

FOCUS AREA	OTHER CONSIDERATIONS (ALIGNMENTS OR STATIONS)	RATIONALE
2 (Continued)	Station at Boyer Street	Conceptual station locations were identified in the <i>LYNX System Update</i> (2019) based on a review of land use trends, local plans, and considering the need to provide good access to the system while maintaining the goals of a reliable trip with competitive travel time. Spacing was envisioned to be approximately one mile between stations, and the stations were typically sited at current or future commercial hubs, residential clusters, transfer centers and major interchanges. Due to public comments and coordination with City planning staff and the TOD team over the course of the refinement process, a series of modifications was evaluated, including a station shift from Stafford Drive to Boyer Street. The station at Boyer was ultimately included as part of the refined LPA.
3	Alignment through Center City; suggestions to use Morehead Street, Stonewall Street, Trade Street, Davidson Street/5 th Street/CityLYNX Gold Line, share LYNX Blue Line tracks, or use tunnel	There are not long stretches of unused right-of-way in Center City, and many blocks are already developed with high-rise buildings. Widening streets to accommodate the physical and design characteristics of light rail is impractical. Utilizing a tunnel might minimize traffic conflicts; however, more risk and higher cost would be associated with tunneling, and very few options would be available to establish a track connection between the Blue Line and Silver Line. Alignments along Trade Street, 5th Street, the LYNX Blue Line tracks, and many other streets were evaluated during the <i>LYNX System Update</i> (2019), but ultimately, the LPA shown during public meetings (September-October 2020) and previously adopted by the MTC continues to be the staff recommendation with minor modifications. Additionally, following the LYNX Blue Line through Center City would not provide a connection to the future Gateway Station.
	Alignment along 12 th Street with connection to Blue Line	An alignment along a portion of 12th Street was considered during the <i>LYNX System Update</i> (2019) and the <i>Southeast Corridor Transit Study</i> (2016), but the LPA shown during public meetings (September-October 2020) was previously adopted by the MTC. An alignment along 12th Street was not advanced in previous studies because of the greater distance to the nearest Blue Line station and a desire not to be separated from Center City by the Brookshire Freeway.
	Alignment along 11 th Street with shift north of I-277, adjacent to Alexander Park; spur connecting LYNX Silver Line and Blue Line through the park to the north side of the railroad and use 13 th Street right-of-way	A shift to the north of I-277 in First Ward was part of the previously adopted LPA shown during public meetings (September-October 2020). However, the alignment would be more disruptive and difficult to construct than alignments on the south (or inside) of I-277. Additionally, regulatory constraints that protect public parklands would increase project risk if a light rail alignment through the park were pursued.

Table 14: Other Considerations Identified by Participants and (Continued)

FOCUS AREA	OTHER CONSIDERATIONS (ALIGNMENTS OR STATIONS)	RATIONALE
3 (Continued)	Additional station at Bank of America (BOA) Stadium; suggestions near W. Morehead Street/Cedar Street, possibly near the Foundry or self-storage facility	Conceptual station locations are generally identified based on a review of land use trends, local plans, and considering the need to provide good access to the system while maintaining the goals of a reliable trip with competitive travel time. Spacing tends to be about one mile between stations, and the stations are typically sited at current or future commercial hubs, residential clusters, transfer centers and major interchanges. The current staff recommendation is an alignment adjacent to the railroad corridor with a station near Morehead Street, close to the BOA Stadium. Further evaluation of station locations will be conducted in the coming years.
	Use former P&N railroad tunnel near BOA Stadium to cross freight rail corridor	The former P&N railroad tunnel would not provide enough physical space to allow for light rail construction under the freight railroad. Additionally, tunneling under an active freight railroad would introduce operational and construction risks.
	Station at 11 th Street near Brevard (parking deck)	The staff recommendation includes a station on 11th Street near the Blue Line and the parking deck. Additional refinement of this proposed station location will occur during the upcoming station area planning process.
	Station at 11th Street between Davidson Street and Alexander Street	Conceptual station locations were identified in the <i>LYNX System Update</i> (2019) based on a review of land use trends, local plans, and considering the need to provide good access to the system while maintaining the goals of a reliable trip with competitive travel time. Spacing was envisioned to be approximately one mile between stations, though that distance might be reduced somewhat in urban areas, and the stations were typically sited at current or future commercial hubs, residential clusters, transfer centers and major interchanges. Additional evaluation of a station location near Davidson St will be conducted in conjunction with the upcoming station area planning process.
	Transfer station between LYNX SLP and LYNX Blue Line; suggestions include escalators, moving sidewalks, and canopies	CATS intends to provide an efficient pedestrian experience between the LYNX SLP station platform near 11 th St and the LYNX Blue Line station platform between 9 th and 10 th Streets. Specific urban design concepts will be developed with a goal of creating a smooth pedestrian connection.
4	Alignment in middle of Independence Boulevard. (possibly elevated)	In 2011, the MTC decided to no longer preserve the median of Independence Boulevard for future exclusive use as a transit fixed guideway, enabling the existing busway to be converted to express lanes and extended. The MTC's decision and the subsequent North Carolina Tolling Authority express lane projects eliminated CATS's ability to pursue a light rail alignment option in the middle of Independence Boulevard. Furthermore, an elevated alignment option in the middle of Independence would also not be possible, as there would be insufficient space for constructing bridge supports needed to elevate the alignment above the express lanes.

Table 14: Other Considerations Identified by Participants and (Continued)

FOCUS AREA	OTHER CONSIDERATIONS (ALIGNMENTS OR STATIONS)	RATIONALE
4	Transfer station between LYNX SLP and CityLYNX Gold Line	The previously adopted LPA from the <i>Southeast Corridor Transit Study</i> (2016) followed the north side of Independence Boulevard. with a station at Pecan Avenue. There would be insufficient space under the Hawthorne Lane. bridge to locate a LYNX SLP station closer to the CityLYNX Gold Line, and the Hawthorne Lane bridge cannot be extended. However, CATS may consider pedestrian connections between the LYNX SLP and CityLYNX Gold Line stations. The previously adopted LPA continues to be the staff recommendation with minor modifications.
	Station and park-and-ride at Independence Boulevard. and Albemarle Road.; suggestion to use Varnadore Building site	While an alignment option along the north side of Independence Boulevard. was previously evaluated, the LPA shown in the public meetings (September-October 2020) was adopted by the MTC and continues to be the staff recommendation with minor modifications. The alignment follows the south side of Independence in the vicinity of Albemarle Road., in part due to environmental risks associated with the north side. A station is planned in the vicinity of Sharon Amity Road., but due to regulatory constraints that protect historic resources, that station will not be located on the site of the historic Varnadore Building. Locations for park-and-ride facilities will be evaluated as part of the LYNX SLP station planning efforts.
5	Alignment along Independence Boulevard throughout or with different transition to Monroe Road.; suggestions for Conference Drive. (with station near library and East Mecklenburg High School), Sardis Road. North, or Sam Newell Road.	<p>An alignment that transitioned from Independence Boulevard. to Monroe Road. along Conference Drive. was evaluated as part of the recent LPA refinement process. However, the alignment would have increased the potential for property acquisitions and relocations and introduced additional risks associated with the amount of reconstruction required for widening Monroe Road. between Conference Drive. and McAlpine Creek. Due to the potential for increased impacts and project risks, the alignment has not been recommended.</p> <p>A similar alignment was also considered in the previous <i>Southeast Corridor Transit Study</i> (2016) but was not advanced for the same reasons. Additionally, an alignment option that would have transitioned along Sam Newell Road. was also evaluated during the <i>Southeast Corridor Transit Study</i>, but ultimately eliminated from further consideration.</p> <p>The LPA shown during the public meetings (September-October 2020) and previously adopted by the MTC, continues to be the staff recommendation with minor modifications. The staff recommended alignment better meets the project goal of promoting development opportunities on Monroe Road. between Village Lake Drive. and downtown Matthews.</p>
	Ground-level station in SW corner of McAlpine Creek Park with flyover bridge across the existing railroad	A ground-level station in the southwest corner of McAlpine Creek Park would not be feasible due to topography, geometric constraints, and environmental constraints. Due to the environmental and geographic constraints, a station would need to be elevated. Additionally, such a station location would not be located along the recommended LPA route.

Table 14: Other Considerations Identified by Participants and (Continued)

FOCUS AREA	OTHER CONSIDERATIONS (ALIGNMENTS OR STATIONS)	RALTIONALE
6	Alignment along the CSX railroad corridor between CPCC and Indian Trail with station behind Town Hall; consider express route	The route options from CPCC Levine to Stallings and Indian Trail were developed in recognition of areas that have been identified for potential development that could be supported by light rail, as well as close access to Independence Boulevard. for park-and-ride users. A CSX alignment is inconsistent with the future development goals. Express service for light rail is difficult to offer because additional tracks would need to be constructed for faster express trains to bypass trains serving all stations.
	Alignment along E. John Street / Old Monroe Road. between I-485 and Indian Trail	The route options from CPCC Levine (the previously adopted LPA terminus) to Stallings and Indian Trail were developed in recognition of areas identified for potential development that could be supported by light rail, and for the close access to Independence Boulevard. for park-and-ride users. An E. John Street / Old Monroe Road. alignment would be inconsistent with the future development goals.
General	Express route in middle of Independence Boulevard	In 2011, the MTC decided to no longer preserve the median of Independence Boulevard for future exclusive use as a transit fixed guideway, enabling the existing busway to be converted to express lanes and extended. The MTC's decision and the subsequent North Carolina Tolling Authority express lane projects eliminated CATS's ability to pursue a light rail alignment option in the middle of Independence Boulevard.
General	Tunnel or elevated for entire line	Utilizing a tunnel or elevated structures might minimize vehicular conflicts. However, tunneling would also introduce more project risk and cost, and increase the amount of potential construction disruption. Therefore, tunneling or elevating 26 miles would be impractical and cost prohibitive.

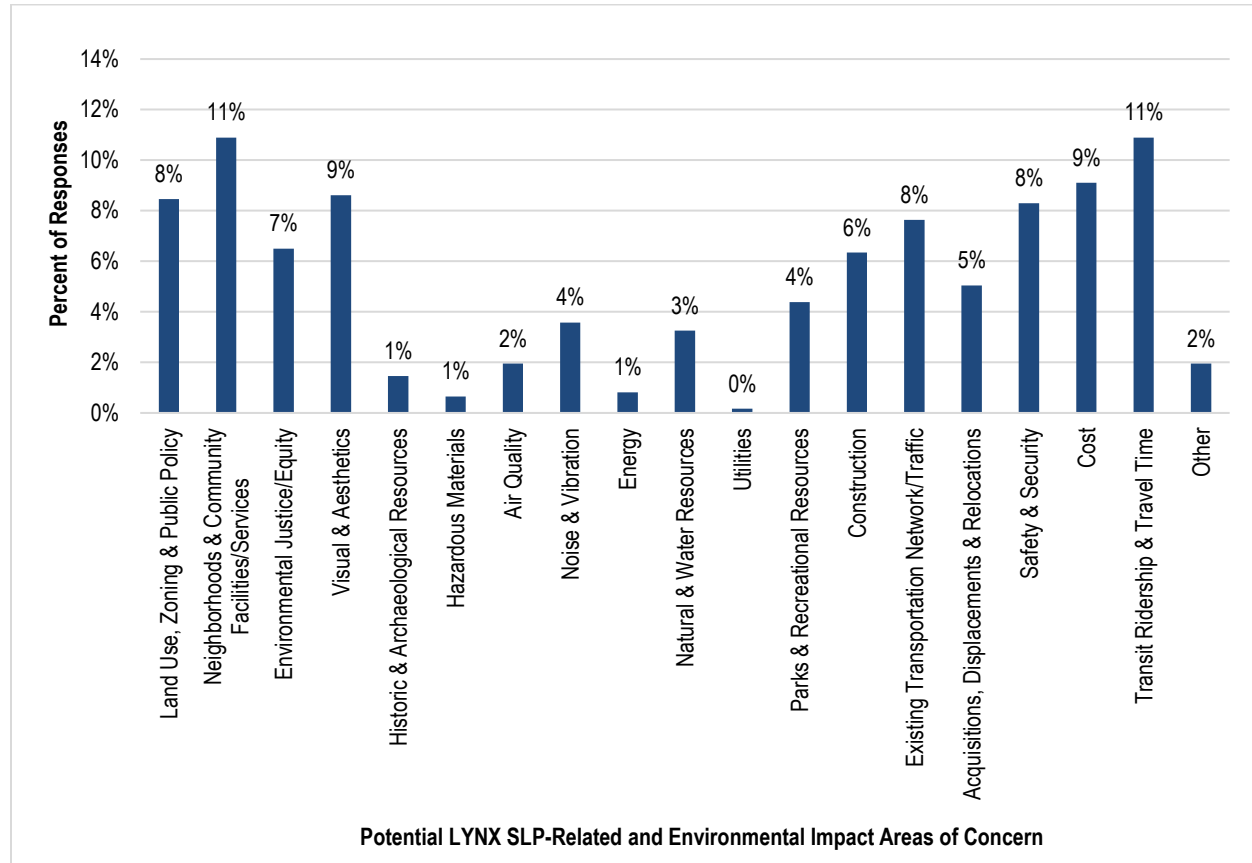
Source: CATS.

Environmental Items of Concern

CATS asked survey participants to select up to three environmental items of concern out of a list of 18 typical areas of study (and an option for other). Of the over 600 selections, the top concerns noted by commenters were: Transit Ridership & Travel Time (11 percent), Neighborhoods & Community Facilities/Services (11 percent), Visual & Aesthetics (9 percent), and Cost (9 percent), as depicted on **Error! Reference source not found.**24. For the open-ended other option, commenters discussed development potential, and the time it will take to complete the LYNX SLP.

The information provided will help identify community priorities as the LYNX SLP advances. CATS will take environmental considerations into account as the LPA is refined and as the environmental review is conducted under NEPA.

Figure 24: Potential LYNX SLP-Related and Environmental Impact Areas of Concern (Percent of Responses by Environmental Impact Areas of Concern)



Source: CATS.

Improving Project Public Involvement

As mentioned previously, CATS continuously looks for ways to improve the engagement process. To help understand who is engaging, CATS asked Early Scoping public participants to provide demographic and socio-economic information. Understanding participant makeup helps CATS improve engagement processes and develop new engagement opportunities for reaching sensitive and hard-to-reach populations, often underrepresented in the engagement process. Given the feedback provided during Early Scoping, CATS will consider additional outreach and engagement methods to improve outreach with sensitive populations.

Based on the self-reported demographics, the majority of survey participants identified as White/Caucasian, speak English as their primary language, make a total family income greater than \$100,000, have regular access to a car, and see themselves riding the LYNX Silver Line occasionally or weekly in the future. CATS will consider additional outreach and engagement methods to reach sensitive populations, such as outreach and material drops to healthcare centers, grocery stores, religious institutions, and other community-based centers.

Additional suggestions for improving outreach methods provided by the survey participants included: in-person venues, television advertisements, phone or text surveys, and/or handouts in additional languages besides English and Spanish. While the COVID-19 pandemic currently makes in-person meetings difficult, due to local restrictions on mass-gathering, CATS will continue to review the opportunities,

should health and safety conditions and local restrictions change. Some of the suggestions were impractical due to cost or feasibility, but CATS will consider other methods like strategically placed yard signs, text surveys, small group meetings, Government Channel television spots, and targeted social media ads.

3.2.4 Live Virtual Public Meeting Comments

As mentioned previously, CATS hosted six live virtual public meetings during the Early Scoping comment period, which included a geographically specific presentation for each of the six focus areas. CATS streamed the meetings to YouTube Live via Zoom. Participants without internet access could participate in the meetings via a call-in number provided by Zoom.

The public could pre-submit questions through email, letter, or phone call for staff to answer during the meeting. Attendees could also type their questions and comments into the YouTube or Zoom chat box throughout the meeting. The LYNX SLP team read and responded to the questions in the order received.

It is important to note that one commenter could respond multiple times on a single issue or ask multiple questions, which could affect the total comment counts and skew the prevalence of a particular issue. Reference Appendix E for copies of comments and questions received as part of the live virtual public meetings.

Focus Area 1 - Tuesday, September 15, 2020

During the live virtual public meeting for Focus Area 1, comments were primarily related to environmental considerations (like development, traffic and parcel impacts) and local connectivity. CATS also received a couple of comments related to an extension of service beyond the proposed LYNX SLP limits, which may be studied regionally in the future through separate efforts, but not as part of the LYNX SLP. The summary below includes a list of comment topics raised during the meeting:

- development opportunities
- traffic in Belmont (during construction)
- potential impacts to specific parcels
- rezoning petition (2020-049) rerouting Moores Chapel Road
- connection to the Piedmont and Northern Railway for single-track light rail service to Gastonia and Mount Holly
- connection to Gaston County Amtrak station
- connection to Center City Charlotte
- connections to other modes (bus service, bicycle lanes, pedestrian trails, airport, etc.)
- questions about bridge structures (across Catawba River, across Wilkinson Boulevard, etc.)
- potential station at ISWA Nature Preserve
- park and ride locations
- funding strategy and partners

Focus Area 2 - Wednesday, September 16, 2020

During the live virtual public meeting for Focus Area 2, much of the discussion revolved around how the LYNX SLP would connect to or coordinate with the airport and future development surrounding the airport. The summary below includes a list of comment topics raised during the meeting:

- eminent domain

- traffic analysis and reduction of lanes
- travel time comparison
- right-of-way improvements
- crosswalks/rail trail/greenway
- connection to airport (station at terminal, development of the airport with the LYNX SLP)
- coordination with water project at Taggart Creek greenway
- coordination with railroad
- parking decks
- project cost
- funding strategy and partners

Focus Area 3 - Thursday, September 17, 2020

During the live virtual public meeting for Focus Area 3, much of the discussion revolved around how the LYNX SLP would interface with the LYNX Blue Line to ensure a smooth transition between the two lines while minimizing potential traffic and community impacts. The summary below includes a list of comment topics raised during the meeting:

- stations near McNinch St, Cedar St, Graham St, Central Avenue
- Wesley Heights access
- consideration of new stadium
- consideration of I-277 reconstruction
- consideration of transfer station / interaction of LYNX Blue Line and Silver Line
- new maintenance facility
- potential effects to roadways
- potential effects to Sugar Creek connection
- acquisitions
- funding strategy and partners

Focus Area 4 - Tuesday, September 22, 2020

During the live virtual public meeting for Focus Area 4, comments were primarily related to environmental considerations (such as potential impacts to natural resources, potential relocations, and equity) and alignment and station locations. The summary below includes a list of comment topics raised during the meeting:

- concerns about natural resources (wetlands and floodplains)
- development opportunities on Monroe Road
- affordable housing/transportation equity
- commercial/residential relocations
- potential impacts to businesses
- travel time
- bicycle and pedestrian connections, including across Independence Boulevard.
- park and ride locations
- consideration of transfer station / interaction of CityLYNX Gold Line and LYNX Silver Line
- Hawthorne Bridge reconstruction
- grade separations at major thoroughfares like Eastway Drive, Sharon Amity Road and Idlewild Road.
- operations (number of trains, etc.)
- preference for faster, straighter route

- lessons learned from other lines
- payment options
- potential impacts of COVID pandemic on funding
- evaluation criteria and decision-making process

Focus Area 5 - Thursday, September 24, 2020

During the live virtual public meeting for Focus Area 5, comments primarily related to environmental considerations (such as potential relocations and cost) and alignment and station locations. The summary below includes a list of comment topics raised during the meeting:

- timeline (planning/design, construction, operation, phasing, etc.)
- benefits and impacts for nearby residents (e.g., Fox Ridge, Cedar Glen, Village Lake)
- study of usage vs cost
- traffic
- residential and non-residential displacements
- potential for noise impacts (Sardis Woods, Galleria area, etc.)
- potential impacts on home values
- potential for increased taxes, personal cost
- potential impacts of McAlpine alignment on greenway and creek
- development opportunities on Monroe
- cost for Town of Matthews
- crossing of thoroughfares (like Sardis Road North and NC-51)
- center-running considerations
- railroad coordination
- station locations
- parking decks
- rail trail and other bicycle and pedestrian amenities
- bike/ped (bridge over I-485, shared bridge with Independence Pointe Parkway)
- frequency of trains

Focus Area 6 - Tuesday, September 29, 2020

During the live virtual public meeting for Focus Area 6, comments primarily related to process, funding, and items that would require additional study, such as an extension to Monroe, Waxhaw or Wingate. The summary below includes a list of comment topics raised during the meeting:

- growth and economic development
- evaluation criteria and decision-making process
- suggestion for extension to Monroe and Wingate
- suggestion for connection to Waxhaw
- timeline
- funding strategy and partners

3.2.5 Email, Phone, or Mail Comments

During the Early Scoping period, CATS received approximately 90 email, phone, or mail questions and comments. Questions and comments were related to environmental considerations like traffic, safety/crime, Americans with Disabilities Act (ADA) requirements and pedestrian access, gentrification,

acquisitions and relocations, and potential impacts to water and natural resources.

Many homeowners and business owners in the corridor asked questions about their specific parcel or property, and how the project might affect property values and taxes. Commenters also indicated interest in development opportunities, project cost, bridge structure locations, construction phasing/timeline, travel time, and/or questions about station parking and ticketing. Several commenters indicated interest in the connection of the LYNX SLP to the airport, with concerns about having more direct access to the airport terminal. There were also a number of suggestions for other alternatives (alignments or stations) to consider, and these were captured in Table 14.

While over 20 commenters indicated support of the LYNX SLP, a handful of commenters opposed the project. Commenters indicating opposition noted concerns related to cost and safety/crime.

Additionally, during the Early Scoping period, CATS received two letters from stakeholders in the area. CATS received a letter from the Monroe Road Advocates (MoRA) on October 7, 2020, which expressed general project support, citing development opportunities and local connectivity improvements. However, MoRA also expressed some concerns and alignment preferences. From Charlottetown Avenue. to Idlewild Road., MoRA expressed support for the LPA or Option 1 due to the enhanced potential for transit-oriented development and urged CATS to forego Option 2. From Idlewild Road to south of I-485 at CPCC Levine, MoRA recommend against the transition Options 1B and 1C, as the options inhibit the full economic development potential of the Monroe Road corridor. They also requested more information to decide whether the LPA or Option 1A would be a better transition, citing environmental concerns (particularly the relocation of residents in naturally affordable housing). MoRA voiced support for the LPA along Monroe Road through Matthews (beyond McAlpine Creek), for increased potential for transit-oriented development and improved local connectivity. Beyond station and alignment comments, MoRA wanted an estimated cost for alignment options.

On October 14, 2020, CATS received a letter from Charlotte Pipe and Foundry citing a preference for the LYNX SLP to run parallel to the Norfolk and Southern rail line in Focus Area 3. Reasons provided were that a straighter alignment would allow for greater train speeds between stations, the allowance for two distanced stations at Morehead and slightly north of Summit Avenue, increased economic development opportunities, and increased connectivity at the Morehead Station and to existing attractions like the Bank of America Stadium and the Rail Trail. They also expressed preference for a "SL LPA Shift" plan which they included in their letter (see Appendix E), which would benefit the development opportunities surrounding their property and allow for increased north-south connectivity with an at-grade crossing at McNinch Street.

4 APPLICABILITY OF COMMENTS TO LPA REFINEMENT

The majority of the comments received during the Early Scoping period reflect an understanding and implied support for the previous planning studies, the preliminary purpose and need statement, potential environmental issues for more detailed study, alignment refinement options, and public involvement methods. CATS considered suggestions for alignment refinement options and station locations, and either incorporated these suggestions during the refinement process, or identified them as previously eliminated or currently eliminated from further study for the reasons identified in Table 14. This process of evaluating and eliminating alternatives may be used for documentation in the NEPA evaluation.

The *LPA Refinement Report* documents, among other things, the high-level environmental screening that occurred prior to Early Scoping and the continuous evaluation since Early Scoping. The *LPA Refinement Report* includes evaluation criteria based on previous planning studies' goals and objectives and the preliminary purpose and need statement. Therefore, the studied alignment refinement options remain consistent with the purpose and need.

5 NEXT STEPS

The planning analysis completed to date resulted in a refined planning-level light rail transit alternative (or refined LPA). The MTC and ultimately the Charlotte region MPOs are responsible for adopting refinements to the LPA.

The *LPA Refinement Report* documents the alignment refinement process. CATS and FTA anticipate that the refined LPA will be a “proposed action” subject to environmental review under NEPA and other environmental laws and regulations.

In addition to the Early Scoping meetings described in this *Early Scoping Report*, CATS and FTA will subsequently conduct scoping activities, as required by NEPA. Scoping helps to identify the nature and scope of environmental issues to be addressed in the NEPA document. If the proposed action would result in significant impacts, requiring an environmental impact statement (EIS), FTA will publish a Notice of Intent (NOI) to prepare an EIS in the Federal Register. The NOI will announce the dates and locations for EIS scoping meetings.

LYNX SILVER LINE PROJECT Early Scoping Report Appendix

03 2021



LYNX SILVER LINE PROJECT

Early Scoping Report - Appendix

Prepared by: Three Oaks Engineering for WSP USA

Date: March 2021

Prepared for: CATS
City of Charlotte

Date: March 2021

Record of Revisions

Rev.	Date Issued	Pages Affected	Comments
00	03 2021		Initial Version

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APPENDIX A – EARLY SCOPING NOTICE *(FEDERAL REGISTER)*

appropriate. The request should also state what expertise you would bring to the NPOAG as related to issues and concerns with aircraft flights over tribal lands and national parks. The term of service for NPOAG members is 3 years.

On August 13, 2014, the Office of Management and Budget issued revised guidance regarding the prohibition against appointing or not reappointing federally registered lobbyists to serve on advisory committees (79 FR 47482).

Therefore, before appointing an applicant to serve on the NPOAG, the FAA and NPS will require the prospective candidate to certify that they are not a federally registered lobbyist.

Issued in El Segundo, CA, on August 26, 2020.

Keith Lusk,

*Program Manager, Special Programs Staff,
Western-Pacific Region.*

[FR Doc. 2020–19064 Filed 8–28–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Early Scoping Notice for Charlotte Area Transit System (CATS) Proposed LYNX Silver Line Project in the Charlotte Metropolitan Area, North Carolina

AGENCY: Federal Transit Administration, Transportation (DOT).

ACTION: Early scoping notice.

SUMMARY: The Federal Transit Administration (FTA) and the Charlotte Area Transit System (CATS) issue this early scoping notice to advise other agencies and the public that they intend to explore, through the early scoping process of the Council on Environmental Quality (CEQ), proposed light rail transit in the West and Southeast Corridors, now known as the proposed LYNX Silver Line Project (SLP).

DATES: Written comments on the scope of the ongoing planning analysis, including previous studies developed by local planning and transportation agencies, purpose and need, alternatives to be considered, potential impacts to be assessed, and public outreach methods should be sent to CATS by October 14, 2020. See **ADDRESSES** below for the address to which written public comments may be sent. Instructions for participating in online and live virtual early scoping meetings are available at <http://RideTransit.org/LYNXSilverLine>, along with early scoping materials.

CATS will conduct live virtual public meetings on the following dates:
 Tuesday, September 15, 2020 at 5:30 p.m.; Focus Area 1: Wilkinson Boulevard (City of Belmont to I–485)
 Wednesday, September 16, 2020 at 5:30 p.m.; Focus Area 2: Wilkinson Boulevard (I–485 to West Morehead Street)
 Thursday, September 17, 2020 at 5:30 p.m.; Focus Area 3: Center City (West Morehead Street to Charlottetowne Avenue)
 Tuesday, September 22, 2020 at 5:30 p.m.; Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Road)
 Thursday, September 24, 2020 at 5:30 p.m.; Focus Area 5: Independence Boulevard (Idlewild Road to just south of I–485 at CPCC Levine)
 Tuesday, September 29, 2020 at 5:30 p.m.; Focus Area 6: Union County Extension

Individuals who require special assistance to participate in early scoping should contact Ms. Ajonelle Poole, CATS Public and Community Relations Specialist, at 704–336–RIDE or LYNXSilverLine@publicinput.com at least seven days prior to the meetings. Ms. Poole can also be contacted for hard copies of the early scoping materials.

An interagency early scoping meeting will be conducted virtually on Monday, September 14, 2020 from 9:30 a.m. to 11:30 a.m. Representatives of Native American tribal governments and of Federal, State and local agencies that may have an interest in the project will be invited by phone, letter, or email.

In addition to the early scoping meetings described herein, CATS and FTA will conduct the scoping activities required by the subsequent NEPA process to identify the nature and scope of environmental issues to be addressed in the NEPA document. If the proposed action resulting from the planning analysis would have significant impacts requiring an environmental impact statement (EIS), FTA will publish a Notice of Intent (NOI) to prepare an EIS in the **Federal Register**, and that NOI will announce the dates and locations for EIS scoping meetings.

ADDRESSES: Written comments should be sent to Ms. Ajonelle Poole, CATS Public and Community Relations Specialist, 600 E. Fourth Street, Charlotte, NC 28202, phone: 704–336–RIDE, email: LYNXSilverLine@publicinput.com. The details of early scoping meetings are given above under **DATES**.

FOR FURTHER INFORMATION CONTACT: Ms. Julia Walker, Environmental Protection Specialist, Region 4, Federal Transit

Administration, 230 Peachtree Street NW, Suite 1400, Atlanta, GA 30303, phone: 404–865–5600, email: julia.walker@dot.gov.

SUPPLEMENTARY INFORMATION: The early scoping process will be part of the ongoing planning analysis required by Title 49, United States Code (U.S.C.) Sec. 5309. Early scoping meetings have been planned and are announced below. The planning analysis completed to date has resulted in a locally preferred, planning-level light rail transit alternative which was adopted by the Metropolitan Transit Commission (MTC) and the metropolitan planning organizations (MPOs) for the Charlotte region. CATS recently initiated further study to refine the locally preferred alternative, which will then be the “proposed action” subject to environmental review under the National Environmental Policy Act (NEPA) and other environmental laws and regulations.

The SLP Corridor is approximately 26 miles in length. From the City of Belmont, it traverses through Center City Charlotte, and the Town of Matthews, with a potential two-mile extension into Union County. The transit improvements passing through these communities would serve residential neighborhoods and employment centers, key destinations like Charlotte Douglas International Airport, future Charlotte Gateway Station (with intercity rail and bus connections), Bank of America Stadium, BB&T Ballpark, Ovens Auditorium, Bojangles Coliseum, Novant Health Presbyterian and Matthews Medical Center, and Central Piedmont Community College, and will connect to the existing CATS LYNX Blue Line Light Rail and the CATS CityLYNX Gold Line Streetcar.

At the conclusion of the planning analysis, the MTC will adopt a refined locally preferred planning-level alternative, which will then be the “proposed action” subject to an appropriate environmental review under NEPA. If the proposed action would have significant impacts, FTA and CATS would initiate an EIS by conducting a scoping process to determine the appropriate scope of the EIS. In particular, the purpose and need for the project, the range of alternatives to be considered in the EIS, the environmental and community impacts to be evaluated, and the evaluation methodologies to be used would be subject to public and interagency review and comment, in accordance with 40 CFR parts 1500–1508 and 23 CFR part 771.

Previous Studies

Rapid transit has been discussed in Charlotte for decades, and in 1998, the City of Charlotte prepared the 2025 Integrated Transit/Land Use Plan. This was the original transit and land use plan that proposed using rapid transit to support focusing future growth in Charlotte's key centers and corridors. The West Corridor (along Wilkinson Boulevard) and the Southeast Corridor (along Independence Boulevard) were two of the identified corridors. Since 1998, there have been various planning efforts, and the plan has since been updated to the 2030 Transit System Plan.

In 2016, CATS completed the Southeast Corridor Transit Study, which considered various transit technologies and alignments. The MTC approved the recommendation of a light rail locally preferred alternative for the 13-mile Southeast Corridor from Center City Charlotte to the Mecklenburg and Union County border. The locally preferred alternative resulted from a detailed technical evaluation and outreach effort to the public and stakeholders.

More recently, CATS studied various technology and alignment alternatives for the West Corridor and Center City as part of the LYNX System Update, and in February 2019, the MTC adopted a light rail locally preferred alternative for the West Corridor, and combined the West and Southeast Corridor locally preferred alternatives as one continuous 26-mile light rail corridor from Belmont to Matthews known as the LYNX Silver Line. An extension into Union County will also be evaluated, as directed by the MTC.

Purpose and Need for Action

Previous planning analysis and discussions with stakeholders have helped to identify key transportation needs in the West and Southeast Corridors. These needs will be refined and detailed during planning and through environmental review, as analysis continues, and input is received from the public, stakeholders, and regulatory agencies. Initially, the key transportation concerns are continued population and employment growth in the Charlotte region, a congested roadway network with increased travel times, reduced reliability of the transportation system, and local goals to address equity concerns such as limited transportation options for transit-dependent populations, and inadequate connectivity between and access to transit, affordable housing, employment,

and community services by environmental justice populations.

The preliminary purpose of the SLP is to provide high-capacity transit service in dedicated right-of-way along the US 74 (Wilkinson Boulevard), Cedar Street/Graham Street, 11th Street, US 74 (Independence Boulevard), and Monroe Road transportation corridors that:

- Provides a competitive and reliable alternative to automobiles;
- Improves local connectivity between and access to transit, housing, employment, and community services in the corridor;
- Promotes opportunities for development consistent with local vision, goals, plans, and policies;
- Provides a transit system that is financially sustainable to build, operate, and maintain; and,
- Preserves and protects the natural and built environment.

Alternatives

FTA and CATS are considering refinements to the light rail locally preferred alternative which came out of the Southeast Corridor Transit Study and the LYNX System Update, including shifts in alignment to address new opportunities and risks, and terminus options including an approximate two-mile extension into Union County.

In addition to what is described above, other reasonable alternatives identified through the early scoping process will be considered for potential inclusion in the planning analysis.

FTA Procedures

Early scoping is an optional element of the National Environmental Policy Act (NEPA) process that is particularly useful in situations where, as here, alignment variations are under consideration in a broadly-defined study area. While NEPA scoping normally begins with issuance of a Notice of Intent which describes the proposed action, it "may be initiated earlier, as long as there is appropriate public notice and enough information available on the proposal so that the public and relevant agencies can participate effectively." See the Council on Environmental Quality's "Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations," 46 FR 18026, 18030 (1981). In this case, the available information is more than adequate to permit the public and relevant agencies to participate effectively in early scoping and the planning analysis. Early scoping can also serve to link transportation planning and NEPA. CATS intends to formalize the Federal

Planning and Environmental Linkages (PEL) process with the initiation of early scoping, so that the results of planning studies may be considered during the formal NEPA environmental review process.

CATS may seek New Starts funding for the proposed project under 49 U.S.C. Sec. 5309 and will, therefore, be subject to New Starts regulation (49 CFR part 611). The New Starts regulation requires a planning analysis that leads to the selection of a locally preferred alternative by CATS and the inclusion of the locally preferred alternative in the long-range transportation plan adopted by MPOs. The planning analysis will examine alignments, station locations, costs, funding, ridership, economic development, land use, engineering feasibility, and environmental factors in the study area. The New Starts regulation also requires the submission of certain project-justification information in support of a request to initiate the engineering phase.

Authority: 49 CFR 622.101, 23 CFR 771.111, and 40 CFR 1501.7.

Yvette Taylor,
Regional Administrator.

[FR Doc. 2020-19069 Filed 8-28-20; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF THE TREASURY

Open Meeting of the Federal Advisory Committee on Insurance

AGENCY: Departmental Offices, U.S. Department of the Treasury.

ACTION: Notice of open meeting.

SUMMARY: This notice announces that the U.S. Department of the Treasury's Federal Advisory Committee on Insurance ("Committee") will meet via teleconference on Tuesday, September 29, 2020 from 12:30 p.m.–4:30 p.m. Eastern Standard Time. The meeting is open to the public.

DATES: The meeting will be held via teleconference on Tuesday, September 29, 2020, from 12:30 p.m.–4:30 p.m. Eastern Time.

ADDRESSES: The Committee meeting will be held via teleconference and is open to the public. The public can attend remotely via live webcast at www.yorkcast.com/treasury/events/2020/09/29/faci. The webcast will also be available through the Committee's website at <https://home.treasury.gov/policy-issues/financial-markets-financial-institutions-and-fiscal-service/federal-insurance-office/federal-advisory-committee-on-insurance-faci>.

APPENDIX B – AGENCY INVITATIONS/ EARLY SCOPING LETTERS

From: [Paschal, Susan F.](#)
To: [Adrian Miller \(amiller@cityofbelmont.org\)](#); [Alex Robinson \(arobinson@cityofbelmont.org\)](#); [Alex Sewell \(asewell@stallingsnc.org\)](#); [Allison Collins \(allison.collins@fema.dhs.gov\)](#); [Amanetta Somerville \(Somerville.Amanetta@epa.gov\)](#); [Amy Chapman \(amy.chapman@ncdenr.gov\)](#); [Anita Barnett \(anita.barnett@nps.gov\)](#); [Auref Aslami \(aaslami@ncdot.gov\)](#); [Bobby Walston \(bwalston@ncdot.gov\)](#); [Brett Canipe \(bdcnipe@ncdot.gov\)](#); [Brett Gendoes \(brett.gendoes@faa.gov\)](#); [Brian Hanks \(bhanks@ncdot.gov\)](#); [Cathy Dowd \(cathryn.dowd@usda.gov\)](#); [David Shaeffer \(david.l.shaeffer@usace.army.mil\)](#); [David Williams \(dwilliams@gastongov.com\)](#); [Dena Diorio \(William.Carroll@mecklenburgcountync.gov\)](#); [Denise Cleveland-Leggett \(Denise.C.Cleveland-Leggett@hud.gov\)](#); [Dwayne Patterson \(dwayne.patterson@ncparks.gov\)](#); [EBCI; Ebenezer Gujjarlapudi \(Ebenezer.Gujjarlapudi@mecklenburgcountync.gov\)](#); [Elizabeth Toombs \(elizabeth-toombs@cherokee.org\)](#); [Gordon Myers \(gordon.myers@ncwildlife.org\)](#); [Greg Atchley \(greg.atchley@ncdps.gov\)](#); [Hal Pitts \(Hal.R.Pitts@uscg.mil\)](#); [Hazen Blodgett \(hblodgett@matthewsnc.gov\)](#); [Heather Hildebrandt \(hhildebrandt@ncdot.gov\)](#); [Jack Thomson \(jack.thomson@mecklenburgcountync.gov\)](#); [James Eden \(jeden@ncdot.gov\)](#); [Janet Mizzi \(janet_mizzi@fws.gov\)](#); [Jason Orthner \(jorthner@ncdot.gov\)](#); [Jay Camp \(jcamp@matthewsnc.gov\)](#); [Joe Hudyncia \(joseph.hudyncia@ncagr.gov\)](#); [John Jamison \(johnjamison@ncdot.gov\)](#); [John Sullivan III \(john.sullivan@dot.gov\)](#); [John Winkle \(john.winkle@dot.gov\)](#); [Karen Williams \(kwilliams@stallingsnc.org\)](#); [Kim Eagle \(kim.eagle@gastongov.com\)](#); [Machelle Sanders \(machelle.sanders@doa.nc.gov\)](#); [Mark Stafford \(mstafford@ncdot.gov\)](#); [Mark Watson \(mark.watson@unioncountync.gov\)](#); [Mary O'Driscoll \(mary.odriscoll@ferc.gov\)](#); [Michael Reese \(mikereese@ncdot.gov\)](#); [Michelle Nance \(mnance@centralina.org\)](#); [Randi Gates \(randig@cityofgastonia.com\)](#); [Raymond Allen \(ria@indiantrail.org\)](#); [Renee Gledhill-Earley; Robert Cook \(rwcook@charlottenc.gov\)](#); [Russell Townsend \(russtown@nc-cherokee.com\)](#); [SHPO \(Environmental.Review@ncdcr.gov\)](#); [Stephanie Madson \(stephanie.madson@fema.dhs.gov\)](#); [Timothy Beard \(timothy.beard@usda.gov\)](#); [Union County Historic Preservation Commission \(ucheritage@unioncountync.gov\)](#); [W. Lee Jones Jr. \(Lee.Jones@MecklenburgCountyNC.gov\)](#); [Wenonah George Haire \(wenonahh@ccppcrafts.com\)](#); [Whitney Warrior \(wwarrior@ukb-nsn.gov\)](#)
Cc: [Walker, Julia \(FTA\)](#); ["Kelly Goforth"](#); [Mock, Andrew](#); [Nichols, Jenna](#); [Wallace, Brett P.](#); [193757.001 CATS SILVERLINE](#)
Subject: CATS LYNX Silver Line - Early Scoping
Date: Monday, August 31, 2020 5:39:00 PM
Attachments: [CATS SLP AgencyMemo_20200821_jcw.pdf](#)
[image001.png](#)

Dear Agency Representative –

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed LYNX Silver Line Project. We are asking for written comments and/or your participation in an Early Scoping Meeting scheduled for Monday, September 14, 2020, 9:30am-11:30am. Due to the pandemic, we will be holding the meeting virtually. A Microsoft Teams Meeting invitation will follow.

Attached is a memo which includes a brief overview of the LYNX Silver Line and a project location map. A link to additional project information is posted on the CATS website at <http://RideTransit.org/LYNXSilverLine>. Should you have other questions or concerns, please contact Mr. Andy Mock, CATS Senior Project Manager, by phone (704-507-1635) or by email (amock@ci.charlotte.nc.us).

We kindly request written comments be sent by October 14, 2020. If you are not the appropriate contact for your agency, please let us know who is, so we can reach out prior to the scheduled meeting. Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner

Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

WSP USA
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203

wsp.com



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

230 Peachtree St.,
N.W., Suite 800
Atlanta, GA 30303
404-865-5600

Date: August 27, 2020

Re: Charlotte Area Transit System (CATS) LYNX Silver Line Project, Gaston, Mecklenburg
and Union Counties

Dear Agency Representative:

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed LYNX Silver Line Project (Project) in Gaston, Mecklenburg and Union Counties, in accordance with the National Environmental Policy Act (NEPA). The FTA is the lead agency and CATS is the Project sponsor. This letter invites your agency to participate in Early Scoping during the current planning-level phase. A Project Location Map is included for reference.

Rapid transit has been discussed in Charlotte for decades, and in 1998, CATS prepared the 2025 Integrated Transit / Land Use Plan. This was the original transit and land use plan that proposed using rapid transit to support focusing future growth in Charlotte's key centers and corridors. The West Corridor (along Wilkinson Boulevard) and the Southeast Corridor (along Independence Boulevard) were two of the identified corridors. Since 1998, there have been various planning efforts, and the plan has since been updated to the 2030 Transit System Plan. In 2016, CATS completed the Southeast Corridor Transit Study, which considered various transit technologies and alignments. The Metropolitan Transit Commission (MTC) approved the recommendation of a light rail locally preferred alternative for the 13-mile Southeast Corridor from Center City Charlotte to the Mecklenburg and Union County border. The locally preferred alternative resulted from a detailed technical evaluation and outreach effort to the public and stakeholders.

More recently, CATS studied various technology and alignment alternatives for the West Corridor and Center City as part of the LYNX System Update, and in February 2019, the MTC adopted a light rail locally preferred alternative for the West Corridor, and combined the West Corridor and Southeast Corridor locally preferred alternatives as one continuous 26-mile light rail corridor from Belmont to Matthews known as the LYNX Silver Line. An extension into Union County will also be evaluated, as directed by MTC. CATS is currently assessing new opportunities and risks, in order to refine the locally preferred alternative and help determine the alignment (and options) that may be carried forward into NEPA and the environmental impact statement (EIS).

The preliminary purpose of the Project is to provide high-capacity transit service in dedicated right-of-way along the US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard) and Monroe Road transportation corridors that provides a competitive and reliable alternative to automobiles; improves local connectivity between and access to transit, housing, employment, and community services in the corridor; promotes opportunities for development consistent with local vision, goals, plans, and policies; provides a

transit system that is financially sustainable to build, operate, and maintain; and, preserves and protects the natural and built environment.

At the conclusion of the planning-level screening and analysis, the MTC will adopt a refined locally preferred planning-level alternative, which will then be the “proposed action” subject to an appropriate environmental review under NEPA. If the proposed action would have significant impacts, FTA and CATS would initiate an EIS by conducting a scoping process to determine the appropriate scope of the EIS. In particular, the purpose and need for the project, the range of alternatives to be considered in the EIS, the environmental and community impacts to be evaluated, and the evaluation methodologies to be used would be subject to public and interagency review and comment, in accordance with 40 CFR parts 1500-1508 and 23 CFR part 771.

Your agency has been identified as one that has jurisdiction in the Project Corridor. The FTA and CATS greatly appreciate your input, and we invite you to an Agency Early Scoping Meeting for the Project. Due to circumstances surrounding the novel coronavirus, this meeting will be conducted virtually. The meeting will be held on Monday, September 14, 2020, 9:30am – 11:30am. A Microsoft Teams Meeting invitation will follow.

In addition, you are welcome to review project and meeting information at <http://RideTransit.org/LYNXSilverLine> or attend any of the live virtual Public Early Scoping Meetings at 5:30 p.m. on September 15, 16, 17, 22, 24 or 29, 2020. Should you have other questions or concerns, please contact Mr. Andy Mock, CATS Senior Project Manager, by phone (704-507-1635) or by email (amock@ci.charlotte.nc.us).

We kindly ask for a written response via email to this letter by October 14, 2020. Thank you for your cooperation and interest in the proposed LYNX Silver Line Project.

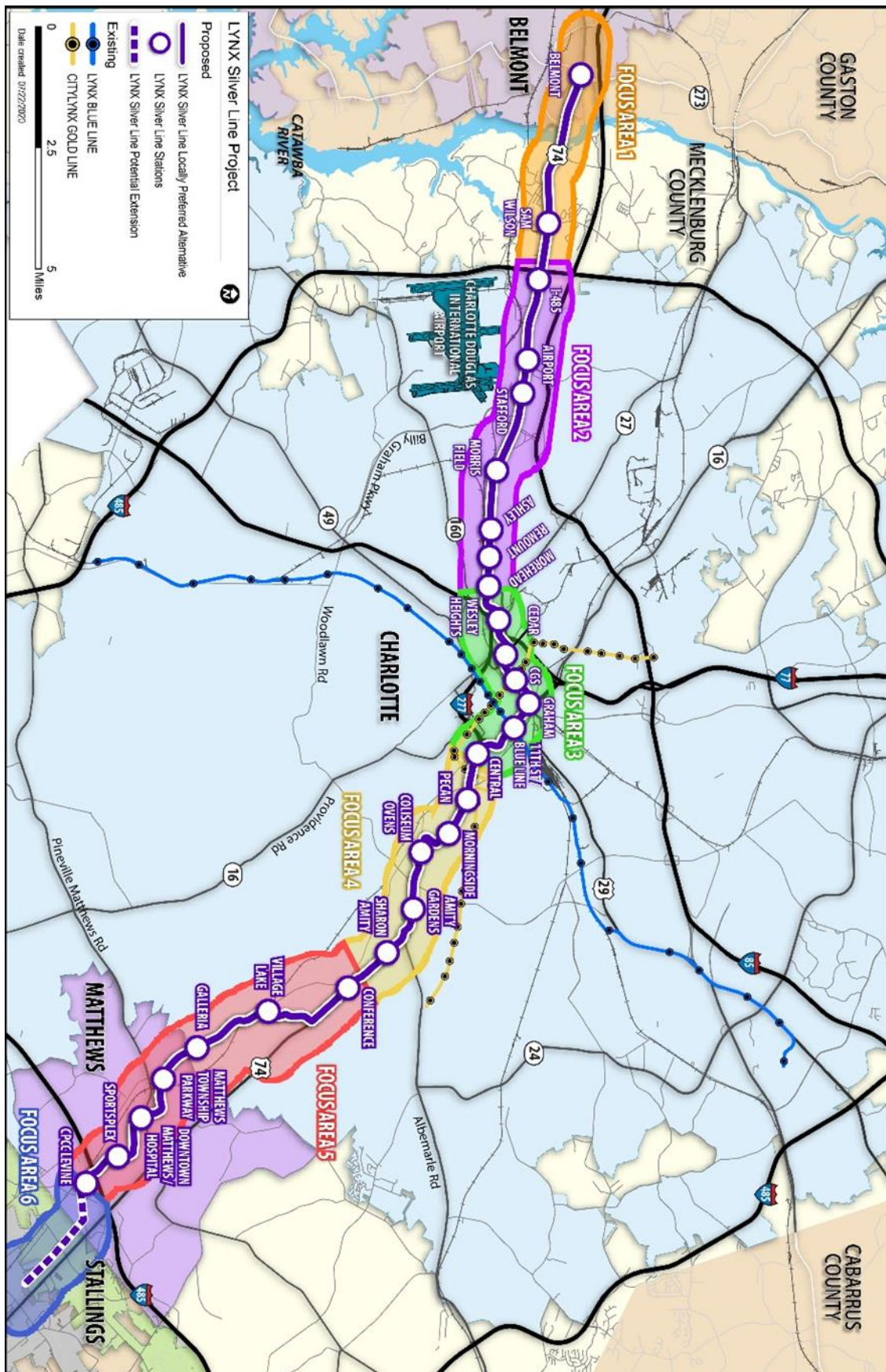
Sincerely,

B. Keith Melton for

Yvette G. Taylor, Ph.D.
Regional Administrator

Enclosure: Project Location Map

Cc: Carrie Walker, FTA Region IV
Kelly Goforth, CATS
Andy Mock, CATS
Jenna Nichols, CATS



From: [Paschal, Susan F.](#)
To: Environmental.Review@ncdcr.gov; renee.gledhill-earley@ncdcr.gov
Cc: [Walker, Julia \(FTA\)](#); ["Kelly Goforth"](#); [Mock, Andrew](#); [Nichols, Jenna](#); [Wallace, Brett P.](#); [193757.001 CATS SILVERLINE](#)
Subject: CATS LYNX Silver Line - Notification of Undertaking
Date: Monday, August 31, 2020 6:05:00 PM
Attachments: [CATS SLP SHPOLtr_20200820_jcw.pdf](#)
[image001.png](#)

Good evening -

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed light rail project, and we are asking for written comments and/or your participation in an Early Scoping Meeting scheduled for Monday, September 14, 2020, 9:30am-11:30am. You may have already received an agency scoping memo, as well. Due to the pandemic, we will be holding the meeting virtually. A Microsoft Teams Meeting invitation will follow.

Additionally, we have attached a Notification of Undertaking for the LYNX Silver Line Project. Should you have questions or concerns specific to Section 106, please contact Ms. Carrie Walker, FTA Environmental Protection Specialist, by phone (404-865-5645) or by email (julia.walker@dot.gov).

Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner

Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

WSP USA
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203

wsp.com



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

230 Peachtree St.,
N.W., Suite 800
Atlanta, GA 30303
404-865-5600

August 27, 2020

Ms. Renee Gledhill-Earley
Environmental Review Coordinator
NCDNCR – State Historic Preservation Office
Mail Service Center 4617
Raleigh, North Carolina 27699-4617

Re: Notification of Undertaking – Charlotte Area Transit System (CATS) LYNX Silver Line Project, Gaston, Mecklenburg and Union Counties

Dear Ms. Gledhill-Earley:

The Federal Transit Administration's (FTA) grant recipient, the Charlotte Area Transit System (CATS), is initiating project development and implementation activities for the LYNX Silver Line Project (Project), a proposed rail project. The Project would connect the City of Belmont in Gaston County, to Center City Charlotte and the Town of Matthews in Mecklenburg County, with a potential two-mile extension into Union County. The Project's alignment is primarily along US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard) and Monroe Road. CATS would construct a vehicle maintenance facility and approximately 27 stations on this alignment. A Project Location Map is enclosed for your reference.

The FTA has determined that the Project is an undertaking pursuant to the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800. We look forward to consulting with your office on this Project. To that end, the FTA will be proposing an Area of Potential Effects (APE) based upon the anticipated project activities and the potential effects the Project could have on cultural resources. The APE would include parcels immediately adjacent to the proposed improvements. The proposed archaeological APE would be the footprint where subsurface construction activity will take place. These will be developed following additional refinement of the locally preferred alternative, which is occurring in 2020 as part of an early planning-level screening and analysis.

Additionally, the FTA and CATS greatly appreciate your input, and we invite you to an Agency Early Scoping Meeting for the Project. Due to circumstances surrounding the novel coronavirus, this meeting will be conducted virtually. The meeting will be held on Monday, September 14, 2020, 9:30am – 11:30am. A Microsoft Teams Meeting invitation will follow.

Furthermore, you are welcome to review project and meeting information at <http://RideTransit.org/LYNXSilverLine> or attend any of the live virtual Public Early Scoping Meetings at 5:30 p.m. on September 15, 16, 17, 22, 24 or 29, 2020.

Notification of Undertaking – CATS LYNX Silver Line Project

Please contact Ms. Julia Carrie Walker of our staff by phone (404-865-5645) or email (julia.walker@dot.gov) should you have other questions or concerns. Thank you for your cooperation and interest in the proposed LYNX Silver Line Project.

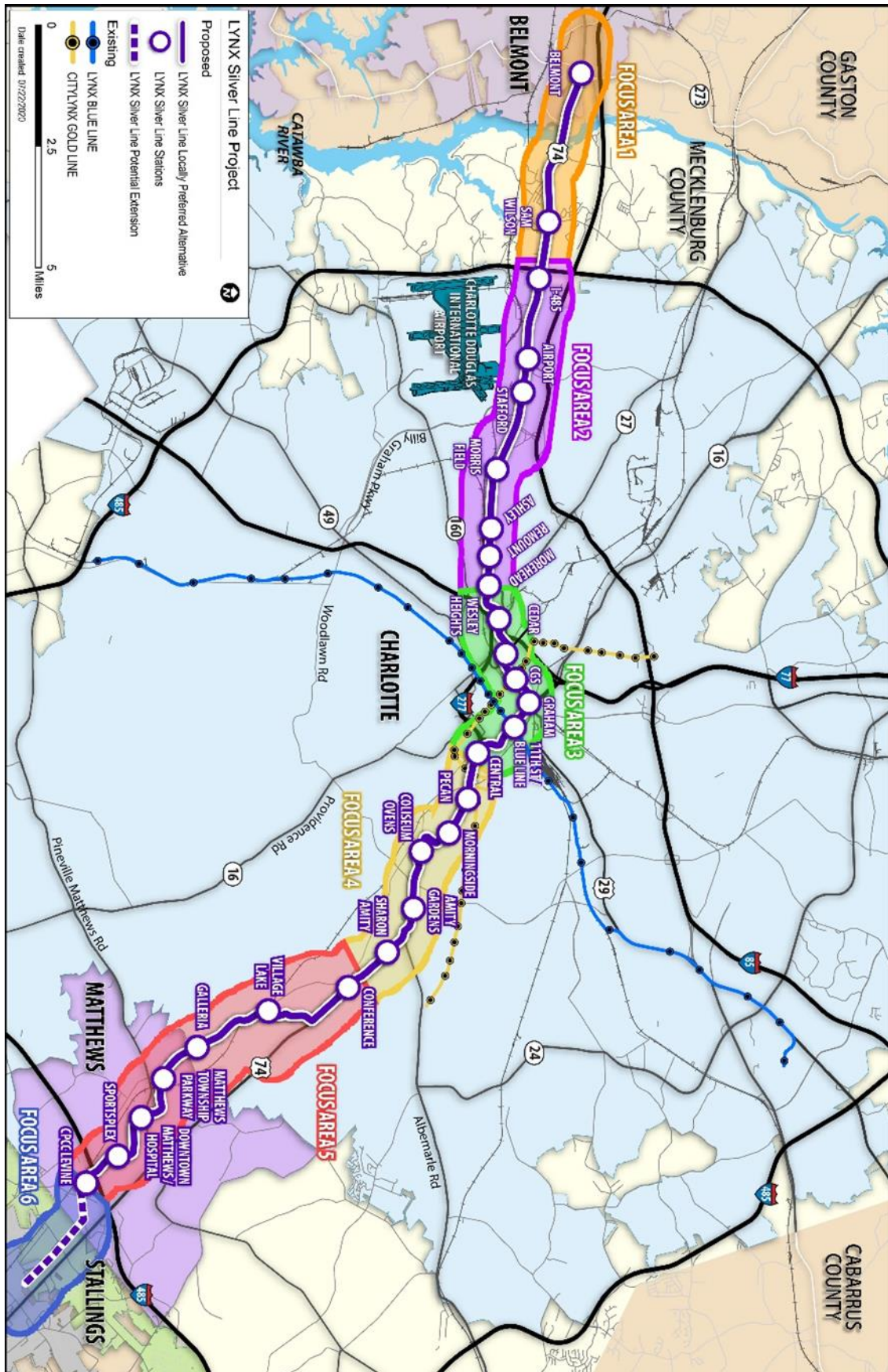
Sincerely,

B. Keith Melton for

Yvette G. Taylor, Ph.D.
Regional Administrator

Enclosure: Project Location Map

Cc: Kelly Goforth, CATS
Andy Mock, CATS
Jenna Nichols, CATS



From: [Paschal, Susan F.](#)
To: wenonahh@ccppcrafts.com
Cc: [Walker, Julia \(FTA\)](#); ["Kelly Goforth"](#); [Mock, Andrew](#); [Nichols, Jenna](#); [Wallace, Brett P.](#); [193757.001 CATS SILVERLINE](#)
Subject: CATS LYNX Silver Line - Notification of Undertaking
Date: Monday, August 31, 2020 6:09:00 PM
Attachments: [CATS SLP CatawbaLtr_20200820.pdf](#)
[image001.png](#)

Good evening -

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed light rail project, and we are asking for written comments and/or your participation in an Early Scoping Meeting scheduled for Monday, September 14, 2020, 9:30am-11:30am. You may have already received an agency scoping memo, as well. Due to the pandemic, we will be holding the meeting virtually. A Microsoft Teams Meeting invitation will follow.

Additionally, we have attached a Notification of Undertaking for the LYNX Silver Line Project. Should you have questions or concerns specific to Section 106, please contact Ms. Carrie Walker, FTA Environmental Protection Specialist, by phone (404-865-5645) or by email (julia.walker@dot.gov).

Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner

Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

WSP USA
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203

wsp.com



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

230 Peachtree St.,
N.W., Suite 800
Atlanta, GA 30303
404-865-5600

August 27, 2020

Dr. Wenonah George Haire, DMD
Tribal Historic Preservation Officer
Catawba Indian Nation
1536 Tom Steven Road
Rock Hill, SC 29730

Re: Notification of Undertaking – Charlotte Area Transit System (CATS) LYNX Silver Line Project, Gaston, Mecklenburg and Union Counties

Dear Dr. Haire:

The Federal Transit Administration's (FTA) grant recipient, the Charlotte Area Transit System (CATS), is initiating project development and implementation activities for the LYNX Silver Line Project (Project), a proposed rail project. The Project would connect the City of Belmont in Gaston County, to Center City Charlotte and the Town of Matthews in Mecklenburg County, with a potential two-mile extension into Union County. The Project's alignment is primarily along US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard) and Monroe Road. CATS would construct a vehicle maintenance facility and approximately 27 stations on this alignment. A Project Location Map is enclosed for your reference.

The Federal Transit Administration (FTA) may assist CATS by providing grant funding for the Project and has determined that this would be an undertaking pursuant to Section 106 of the National Historic Preservation Act ("Section 106"). Further, Section 106 requires FTA to initiate consultation with federally recognized tribes.

FTA will soon be preparing to document environmental impacts for the proposed Project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed Project so that we may try to avoid impacts.

Additionally, the FTA and CATS greatly appreciate your input, and we invite you to an Agency Early Scoping Meeting for the Project. Due to circumstances surrounding the novel coronavirus, this meeting will be conducted virtually. The meeting will be held on Monday, September 14, 2020, 9:30am – 11:30am. A Microsoft Teams Meeting invitation will follow.

Furthermore, you are welcome to review project and meeting information at <http://RideTransit.org/LYNXSilverLine> or attend any of the live virtual Public Early Scoping Meetings at 5:30 p.m. on September 15, 16, 17, 22, 24 or 29, 2020.

Notification of Undertaking – CATS LYNX Silver Line Project

Please contact Ms. Julia Carrie Walker of our staff by phone (404-865-5645) or email (julia.walker@dot.gov) should you have other questions or concerns. Thank you for your cooperation and interest in the proposed LYNX Silver Line Project.

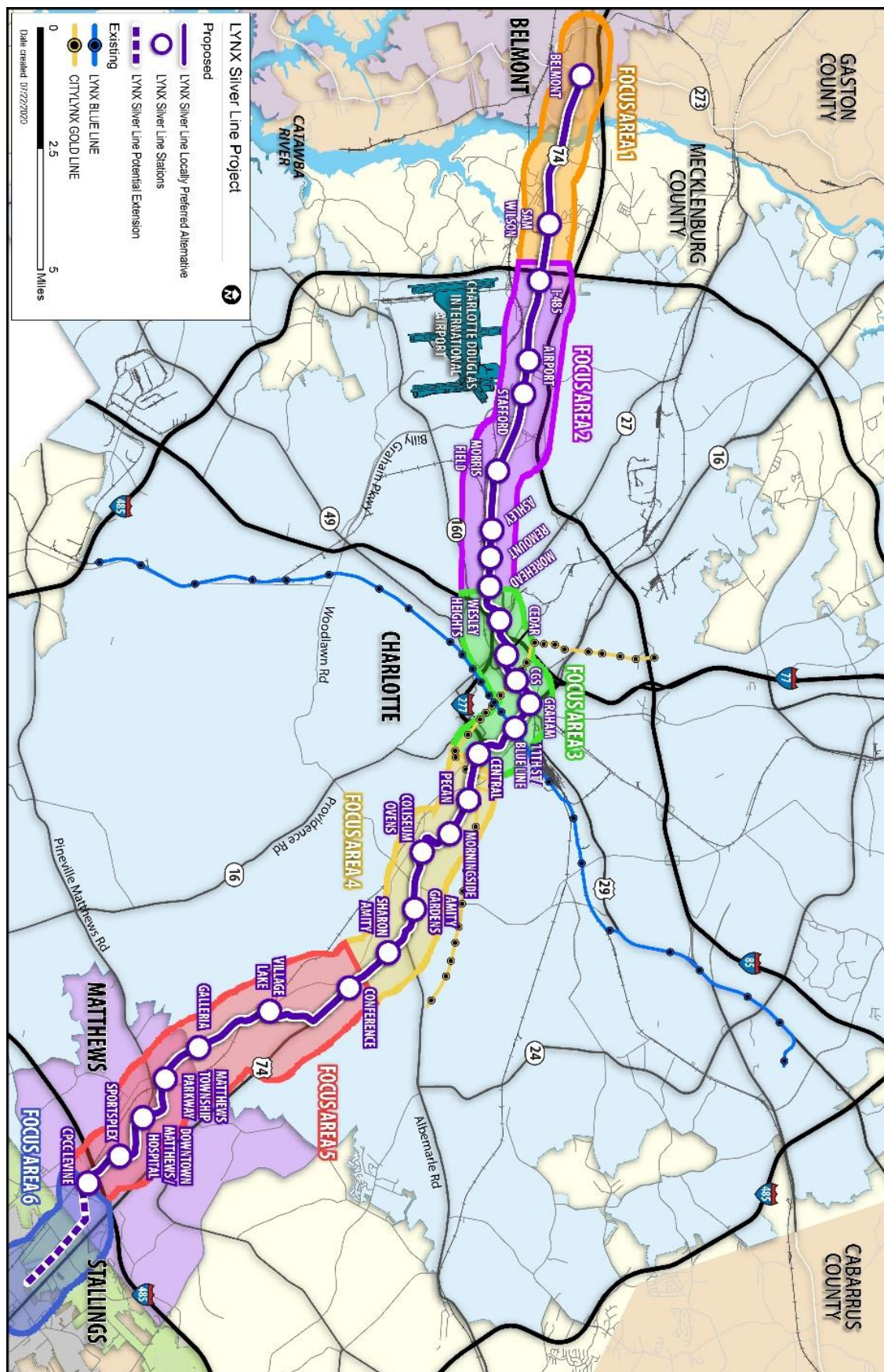
Sincerely,

B. Keith Melton for

Yvette G. Taylor, Ph.D.
Regional Administrator

Enclosure: Project Location Map

Cc: Kelly Goforth, CATS
Andy Mock, CATS
Jenna Nichols, CATS



From: [Paschal, Susan F.](#)
To: elizabeth-toombs@cherokee.org
Cc: [Walker, Julia \(FTA\)](#); ["Kelly Goforth"](#); [Mock, Andrew](#); [Nichols, Jenna](#); [Wallace, Brett P.](#); [193757.001 CATS SILVERLINE](#)
Subject: CATS LYNX Silver Line - Notification of Undertaking
Date: Monday, August 31, 2020 6:11:00 PM
Attachments: [CATS SLP Cherokee Ltr 20200820 jcw.pdf](#)
[image001.png](#)

Good evening -

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed light rail project, and we are asking for written comments and/or your participation in an Early Scoping Meeting scheduled for Monday, September 14, 2020, 9:30am-11:30am. You may have already received an agency scoping memo, as well. Due to the pandemic, we will be holding the meeting virtually. A Microsoft Teams Meeting invitation will follow.

Additionally, we have attached a Notification of Undertaking for the LYNX Silver Line Project. Should you have questions or concerns specific to Section 106, please contact Ms. Carrie Walker, FTA Environmental Protection Specialist, by phone (404-865-5645) or by email (julia.walker@dot.gov).

Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner

Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

WSP USA
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203

wsp.com



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

230 Peachtree St.,
N.W., Suite 800
Atlanta, GA 30303
404-865-5600

August 27, 2020

Ms. Elizabeth Toombs
Tribal Historic Preservation Officer
Cherokee Nation
PO Box 948
Tahlequah, OK 74465

Re: Notification of Undertaking – Charlotte Area Transit System (CATS) LYNX Silver Line Project, Gaston, Mecklenburg and Union Counties

Dear Ms. Toombs:

The Federal Transit Administration's (FTA) grant recipient, the Charlotte Area Transit System (CATS), is initiating project development and implementation activities for the LYNX Silver Line Project (Project), a proposed rail project. The Project would connect the City of Belmont in Gaston County, to Center City Charlotte and the Town of Matthews in Mecklenburg County, with a potential two-mile extension into Union County. The Project's alignment is primarily along US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard) and Monroe Road. CATS would construct a vehicle maintenance facility and approximately 27 stations on this alignment. A Project Location Map is enclosed for your reference.

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Notification of Undertaking – CATS LYNX Silver Line Project

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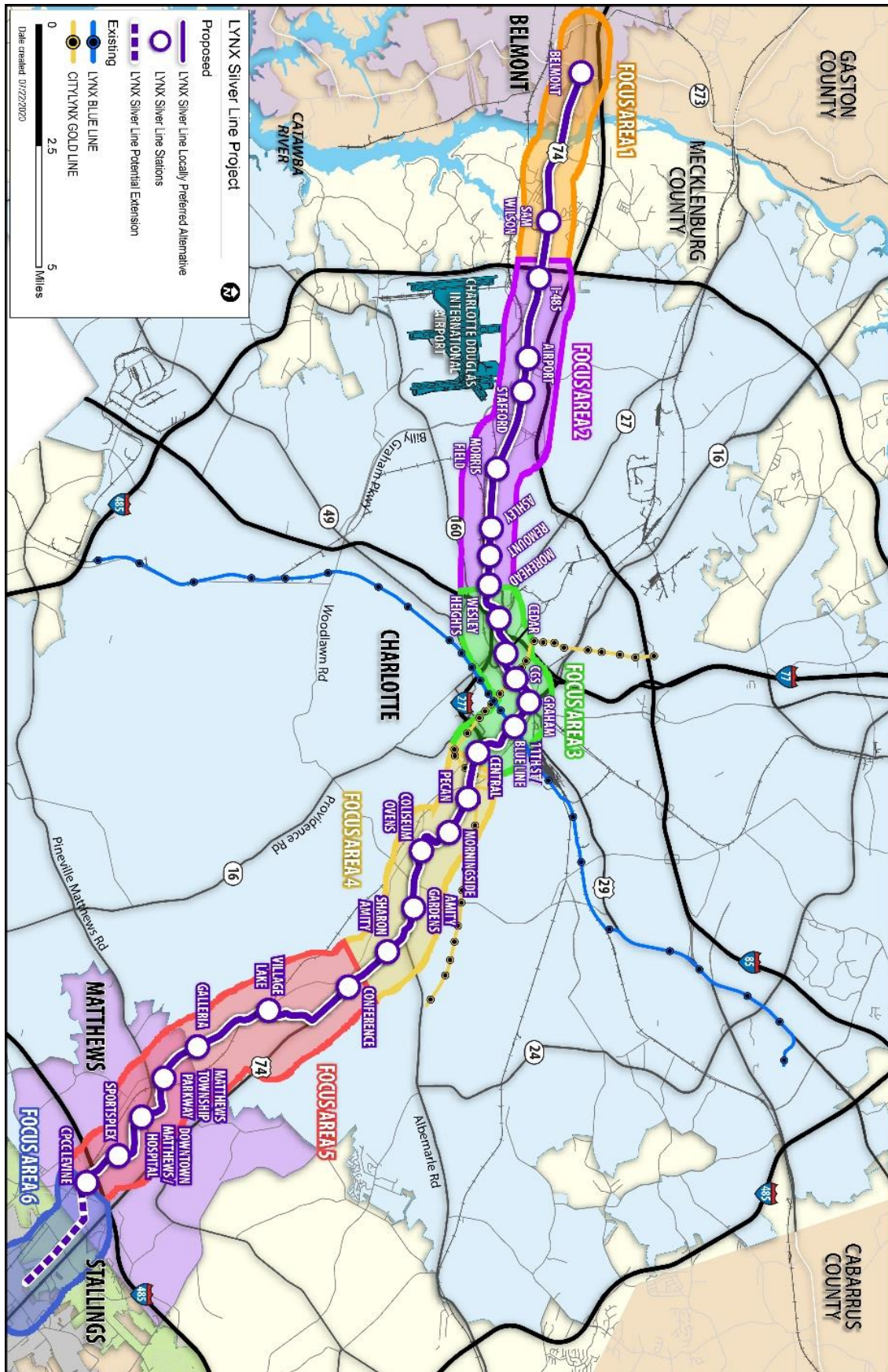
Sincerely,

B. Keith Melton for

Yvette G. Taylor, Ph.D.
Regional Administrator

Enclosure: Project Location Map

Cc: Kelly Goforth, CATS
Andy Mock, CATS
Jenna Nichols, CATS



From: [Paschal, Susan F.](#)
To: russtown@nc-cherokee.com; syerka@nc-cherokee.com
Cc: [Walker, Julia \(FTA\)](#); ["Kelly Goforth"](#); [Mock, Andrew](#); [Nichols, Jenna](#); [Wallace, Brett P.](#); [193757.001 CATS SILVERLINE](#)
Subject: CATS LYNX Silver Line - Notification of Undertaking
Date: Monday, August 31, 2020 6:13:00 PM
Attachments: [CATS SLP EBCILtr_20200820_jcw.pdf](#)
[image001.png](#)

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Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner

Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

WSP USA
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203

wsp.com



U.S. Department
of Transportation
**Federal Transit
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REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

230 Peachtree St.,
N.W., Suite 800
Atlanta, GA 30303
404-865-5600

August 27, 2020

Mr. Russell Townsend
Tribal Historic Preservation Officer
Eastern Band of Cherokee Indians
2077 Governors Island Road
Bryson City, NC 28713

Re: Notification of Undertaking – Charlotte Area Transit System (CATS) LYNX Silver Line Project, Gaston, Mecklenburg and Union Counties

Dear Mr. Townsend:

The Federal Transit Administration's (FTA) grant recipient, the Charlotte Area Transit System (CATS), is initiating project development and implementation activities for the LYNX Silver Line Project (Project), a proposed rail project. The Project would connect the City of Belmont in Gaston County, to Center City Charlotte and the Town of Matthews in Mecklenburg County, with a potential two-mile extension into Union County. The Project's alignment is primarily along US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard) and Monroe Road. CATS would construct a vehicle maintenance facility and approximately 27 stations on this alignment. A Project Location Map is enclosed for your reference.

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Notification of Undertaking – CATS LYNX Silver Line Project

Please contact Ms. Julia Carrie Walker of our staff by phone (404-865-5645) or email (julia.walker@dot.gov) should you have other questions or concerns. Thank you for your cooperation and interest in the proposed LYNX Silver Line Project.

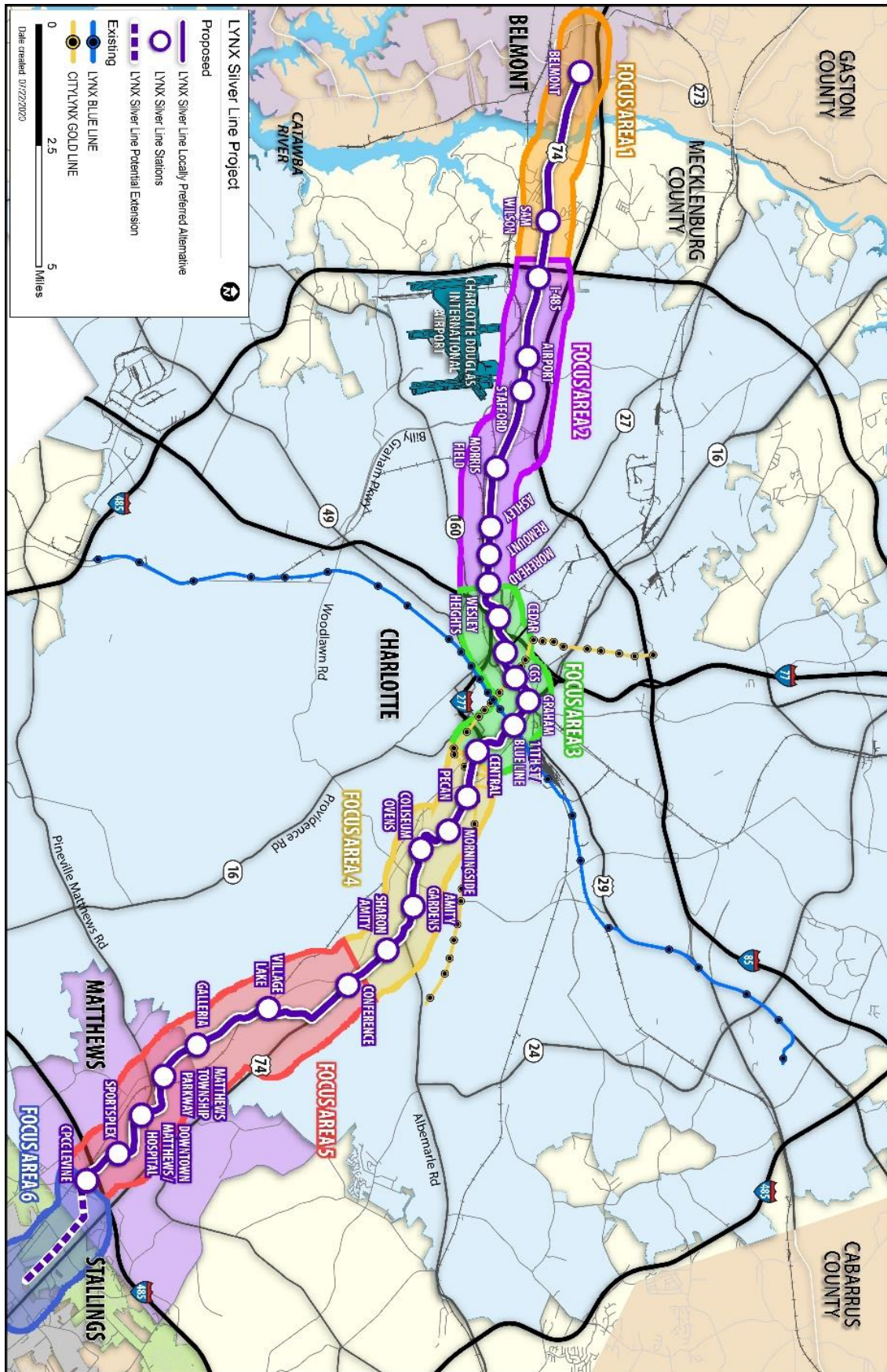
Sincerely,

B. Keith Melton for

Yvette G. Taylor, Ph.D.
Regional Administrator

Enclosure: Project Location Map

Cc: Kelly Goforth, CATS
Andy Mock, CATS
Jenna Nichols, CATS



From: [Paschal, Susan F.](#)
To: ["vwarrior@ukb-nsn.gov"](mailto:vwarrior@ukb-nsn.gov)
Cc: ["Walker, Julia \(FTA\)"; "Kelly Goforth"; Mock, Andrew; Nichols, Jenna; Wallace, Brett P.; 193757.001 CATS SILVERLINE](#)
Subject: CATS LYNX Silver Line - Notification of Undertaking
Date: Monday, August 31, 2020 6:15:00 PM
Attachments: [CATS SLP UKBCILtr_20200821_jcw.pdf](#)
[image001.png](#)

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Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner

Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

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230 Peachtree St.,
N.W., Suite 800
Atlanta, GA 30303
404-865-5600

August 27, 2020

Whitney Warrior
Tribal Historic Preservation Officer
United Keetoowah Band of Cherokee Indians
PO Box 1245
Tahlequah, OK 74465

Re: Notification of Undertaking – Charlotte Area Transit System (CATS) LYNX Silver Line Project, Gaston, Mecklenburg and Union Counties

Dear Ms. Warrior:

The Federal Transit Administration's (FTA) grant recipient, the Charlotte Area Transit System (CATS), is initiating project development and implementation activities for the LYNX Silver Line Project (Project), a proposed rail project. The Project would connect the City of Belmont in Gaston County, to Center City Charlotte and the Town of Matthews in Mecklenburg County, with a potential two-mile extension into Union County. The Project's alignment is primarily along US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard) and Monroe Road. CATS would construct a vehicle maintenance facility and approximately 27 stations on this alignment. A Project Location Map is enclosed for your reference.

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Notification of Undertaking – CATS LYNX Silver Line Project

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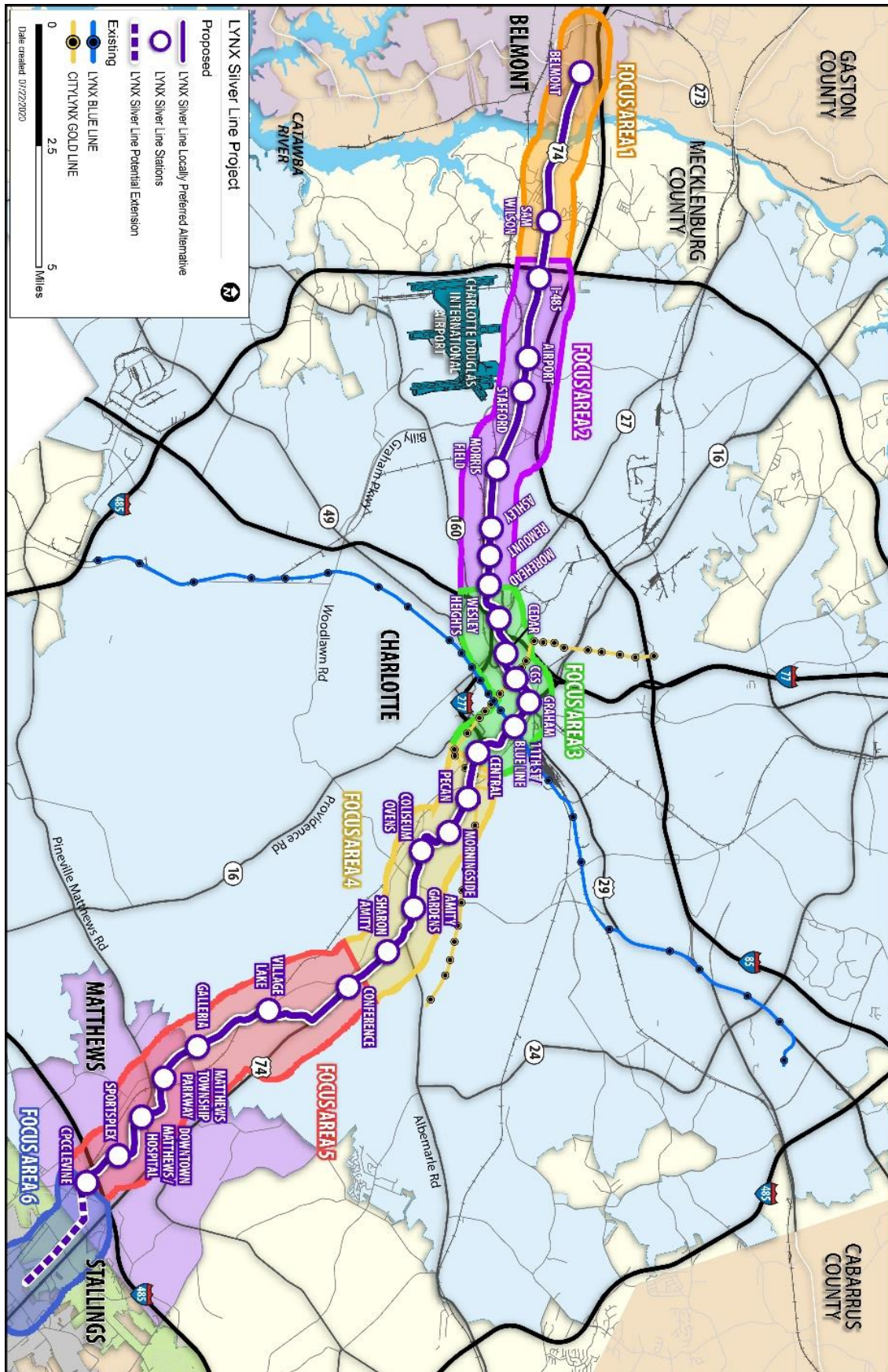
Sincerely,

B. Keith Melton for

Yvette G. Taylor, Ph.D.
Regional Administrator

Enclosure: Project Location Map

Cc: Kelly Goforth, CATS
Andy Mock, CATS
Jenna Nichols, CATS



APPENDIX C – PUBLIC NOTICES AND OUTREACH

APPENDIX C.1 – MAILER

Name
Street Address
City, State, Zip

Get social with us: Follow CATS
on Facebook, Twitter and Instagram.
Visite nuestras redes sociales: siga
a CATS en Facebook, Twitter e Instagram.

704-336-7433 (RIDE)

LYNXSilverLine@publicinput.com


600 E. Fourth Street
Charlotte, NC 28202



Silver Line


Take the survey and provide feedback on the comment map at <http://ridetransit.org/LYNXSilverLine> by October 14, 2020. Additional comments may be submitted using the methods below:

- **Phone:** 704-336-7433 (RIDE)
- **Email:** LYNXSilverLine@publicinput.com
- **Mail:** CATS, 600 E. Fourth Street, Charlotte, NC 28202

Translation: visit <http://ridetransit.org/LYNXSilverLine> and click  for Española, Tiếng Việt, 中文, français, русский, ગુજરાતી, 한국어, ~~~~~, etc.

Responda la encuesta y deje sus comentarios en el mapa ubicado en <http://ridetransit.org/LYNXSilverLine> antes del 14 de octubre de 2020. También puede enviar sus comentarios a través de los siguientes métodos:

- **Teléfono:** 704-336-7433 (RIDE)
- **Email:** LYNXSilverLine@publicinput.com
- **Correo:** CATS, 600 E. Fourth Street, Charlotte, NC 28202





Traducción: visite <http://ridetransit.org/LYNXSilverLine> y pulse  para versiones en español, Tiếng Việt, 中文, français, русский, ગુજરાતી, 한국어, ~~~~~, etc.



The LYNX Silver Line is a proposed 26-mile light rail project from the City of Belmont, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. Community feedback is paramount in developing this regional infrastructure – that's why we need your input! CATS is currently refining the proposed alignment, or locally preferred alternative, and is conducting early scoping in collaboration with the Federal Transit Administration.

From August 31 - October 14, 2020, CATS will solicit community feedback on the ongoing planning analysis.





Visit <http://RideTransit.org/LYNXSilverLine> to...

-  **Review project materials.** Hard copy materials are available upon request.
-  **Provide your input** through an online survey and the comment map.
-  **Join a live virtual public meeting.**
-  **Contact** the project team directly with your questions at the phone number, email or mailing address provided.

La línea de tren ligero LYNX Silver Line es un proyecto de 26 millas desde la ciudad de Belmont que atraviesa el centro de Charlotte y el poblado de Matthews, con el potencial de extenderse hasta el condado Union. Los comentarios de la comunidad son vitales para desarrollar esta infraestructura regional ¡y por eso necesitamos su opinión! Actualmente, CATS está refinando la alineación propuesta, es decir, la alternativa preferida localmente, y está realizando los estudios iniciales en colaboración con la Administración Federal de Transporte Público.

Entre el 31 de agosto y el 14 de octubre de 2020, CATS solicitará los comentarios de la comunidad sobre el actual análisis de planeación.

Visite <http://RideTransit.org/LYNXSilverLine> para...

-  **Revisar los materiales del proyecto.** También puede solicitar copias impresas.
-  **Brindar su opinión** a través de una encuesta en línea y el mapa para comentarios.
-  **Participar en una reunión pública virtual.**
-  **Contactar** directamente al equipo del proyecto para hacer preguntas utilizando el número de teléfono, email o dirección de correo postal proporcionados.



Silver Line

Participate in a LIVE virtual public meeting!

CATS will conduct live virtual public meetings, including a presentation and Q+A. To allow for more focused public engagement, the corridor has been split into six "Focus Areas." Each meeting will concentrate on a particular "Focus Area" (see schedule below) and will be available to watch live. Visit <http://RideTransit.org/LYNXSilverLine> for more information about how to access and watch the live meetings. Members of the public can submit comments during the meeting or prior to the meeting by emailing LYNXSilverLine@publicinput.com or calling 704-336-7433 (RIDE). Individuals requiring special assistance to participate in these meetings should contact CATS using the methods provided at least seven days prior to the live meeting.

¡Participe en una reunión pública virtual EN VIVO!

CATS celebrará reuniones públicas virtuales en vivo, incluyendo una presentación y sesión de preguntas y respuestas. Con la idea de focalizar la participación pública, el corredor ha sido dividido en seis "Áreas de enfoque." Cada reunión se concentrará en un "Área de enfoque" en particular (ver calendario abajo) y será transmitida en vivo. Visite <http://RideTransit.org/LYNXSilverLine> para obtener más información sobre cómo participar y ver las reuniones en vivo. El público puede enviar sus comentarios durante la reunión o antes, enviando un email a LYNXSilverLine@publicinput.com o llamando al 704-336-7433 (RIDE). Aquellas personas que requieran asistencia especial para participar en estas reuniones deberán contactar a CATS, utilizando los métodos proporcionados, al menos siete días antes de la reunión en vivo.

LIVE VIRTUAL PUBLIC MEETINGS | REUNIONES PÚBLICAS VIRTUALES EN VIVO

Tuesday, September 15, 2020 | 5:30 p.m.
Martes, 15 de septiembre de 2020 | 5:30 p.m.
Focus Area 1 | Área de enfoque 1: Wilkinson
Boulevard (City of Belmont to I-485)

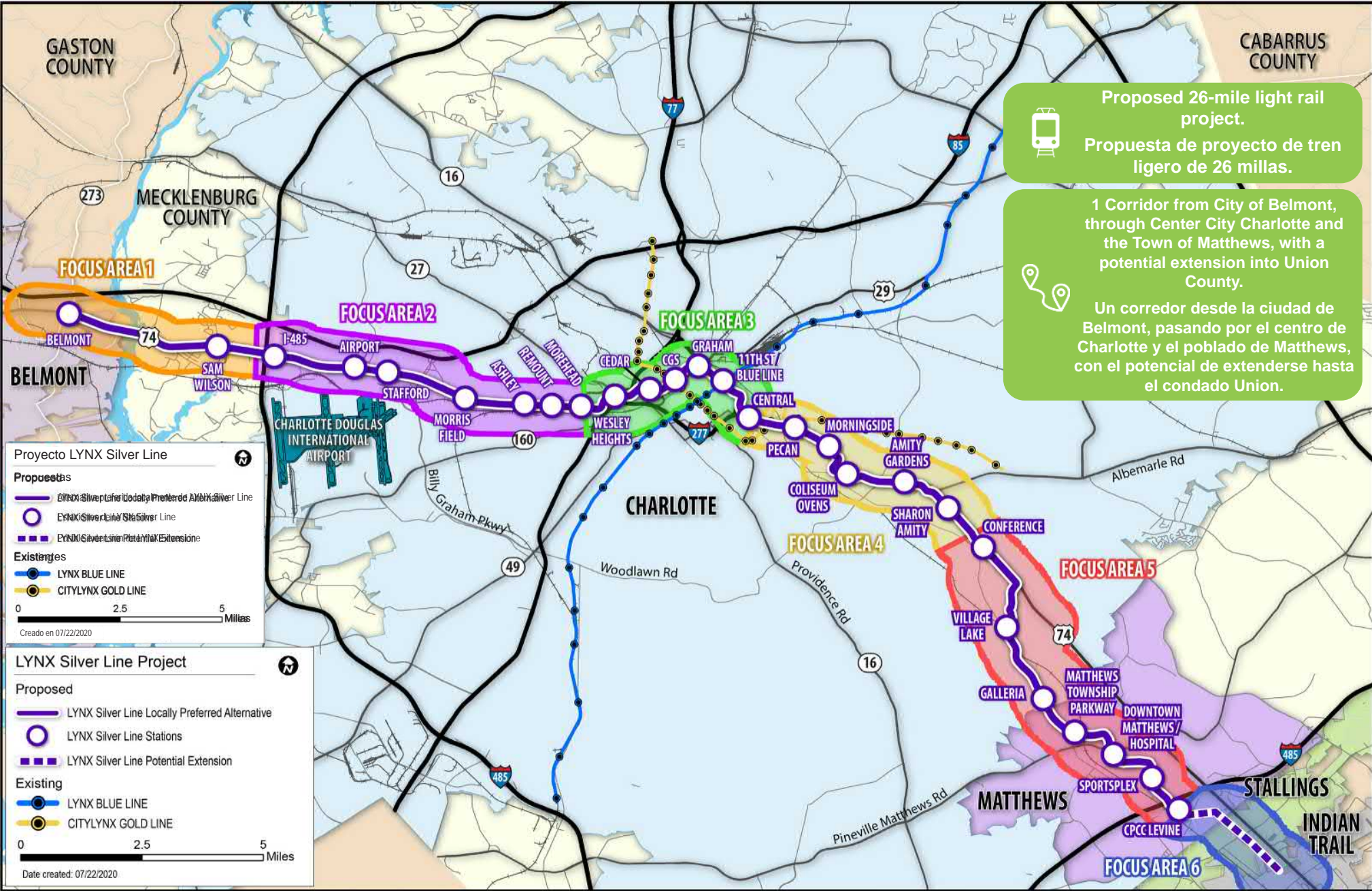
Wednesday, September 16, 2020 | 5:30 p.m.
Miércoles, 16 de septiembre de 2020 | 5:30 p.m.
Focus Area 2 | Área de enfoque 2: Wilkinson
Boulevard (I-485 to West Morehead Street)

Thursday, September 17, 2020 | 5:30 p.m.
Jueves, 17 de septiembre de 2020 | 5:30 p.m.
Focus Area 3 | Área de enfoque 3: Center City (West
Morehead Street to Charlotte Avenue)

Tuesday, September 22, 2020 | 5:30 p.m.
Martes, 22 de septiembre de 2020 | 5:30 p.m.
Focus Area 4 | Área de enfoque 4: Independence
Boulevard (Charlotte Avenue to Idlewild Rd)

Thursday, September 24, 2020 | 5:30 p.m.
Jueves, 24 de septiembre de 2020 | 5:30 p.m.
Focus Area 5 | Área de enfoque 5: Independence
Blvd (Idlewild Rd to just south of I-485 at CPCC Levine)

Tuesday, September 29, 2020 | 5:30 p.m.
Martes, 29 de septiembre de 2020 | 5:30 p.m.
Focus Area 6 | Área de enfoque 6: Union County
Extension



APPENDIX C.2 – E-BLAST/E-MAIL NOTIFICATIONS

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Wednesday, September 2, 2020 10:39 PM
To: Behlke, Kristen
Subject: RE: Silver line update
Attachments: CATS WANTS YOUR COMMENTS ON THE LYNX SILVER LINE PROJECT .docx

Hey Kristen,

Thank you for attending the meeting last week and for including some SLP information in your newsletter. Please see article attached.

I'm glad you reached out. I wanted to follow up and see if you had any questions from the meeting, and to reiterate the purpose of this Round 2 Engagement around the LYNX Silver Line.

The LYNX Silver Line project is currently in Pre-Project Development and conducting Early Scoping. As part of the Pre-Project Development phase, the project team is refining the locally preferred alternative or "LPA." This includes evaluating different alignment options to create a buildable project.

Community feedback is a vital part of this refining effort. From **August 31 - October 14, 2020**, CATS will engage with the public, regulatory agencies, partners and stakeholders, to solicit feedback on the ongoing planning effort. I encourage you to visit <http://RideTransit.org/LYNXSilverLine> and check out the Online Open House to view project information, the interactive comment map and survey. Our goal is to share this information with as many people as we can.

As always, please don't hesitate to reach out to me with any questions, comments or concerns.

Please let me know if you have any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943
Media Line: (980) 722-0311

From: Behlke, Kristen <kbehlke@ci.charlotte.nc.us>
Sent: Friday, August 28, 2020 11:02 AM
To: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Subject: Silver line update

Hi Ajonelle,

Happy to share the Silver Line outreach efforts beginning 8/31 in General Services weekly E-news (email goes to 650+ employees). If you send something I will include it in our issue next week. Great job today.

Thank you,

Kristen

Kristen T. Behlke
Senior Public Information Specialist
City of Charlotte | Department of General Services
704-258-4020
kbehlke@charlottenc.gov
CharlotteNC.gov



----- Forwarded message -----

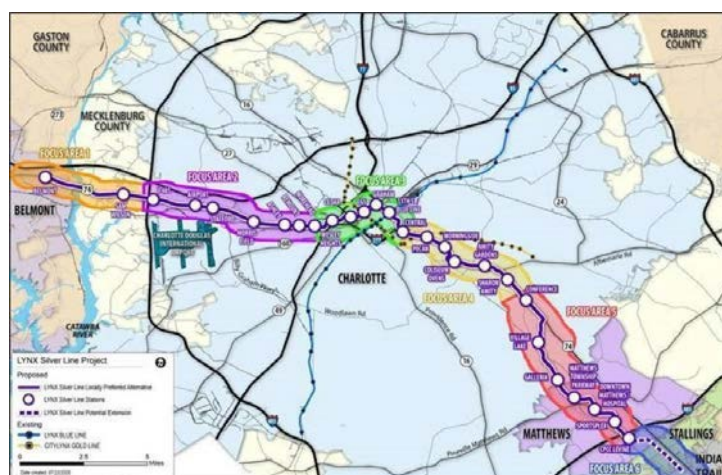
From: **CATS Rider's Alerts** <Updates@charlottenc.gov>

Date: Fri, Sep 4, 2020 at 6:13 PM

Subject: CATS to Host Public Meetings during Second Round of LYNX Silver Line Project Engagement



CATS to Host Public Meetings during Second Round of LYNX Silver Line Project Engagement



The LYNX Silver Line light rail project has entered the Pre-Project Development phase. The project team is currently making refinements to the proposed light rail alignment, also known as the locally preferred alternative (LPA). CATS will present several refined LYNX Silver Line alignment options to the public starting Tuesday, September 15 when CATS will kick-off a series of live virtual public meetings. Each meeting will include a presentation and Q&A session with the project team. The 26-mile alignment has been sectioned into six focus areas.

LIVE VIRTUAL PUBLIC MEETINGS	
Tuesday, September 15, 2020 5:30 p.m. Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)	Wednesday, September 16, 2020 5:30 p.m. Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)
Thursday, September 17, 2020 5:30 p.m. Focus Area 3: Center City (West Morehead Street to Charlotte Avenue)	Tuesday, September 22, 2020 5:30 p.m. Focus Area 4: Independence Boulevard (Charlotte Avenue to Idlewild Road)
Thursday, September 24, 2020 5:30 p.m. Focus Area 5: Independence Blvd (Idlewild Road to just south of I-485 at CPCC Levine)	Tuesday, September 29, 2020 5:30 p.m. Focus Area 6: Union County Extension

The LYNX Silver Line Project has also entered into *Early Scoping*, a Federal Transit Administration (FTA) public planning period that allows the public to provide comment on a project before entering a formal National Environmental Policy Act (NEPA) process. **From August 31 – October 14**, all public comments on the LYNX Silver Line project will be registered with the FTA and will help the LYNX Silver Line team make project development decisions that will refine the alignment.

For more information on upcoming live virtual public meetings and to provide public input, visit RideTransit.org/LYNXSilverLine.

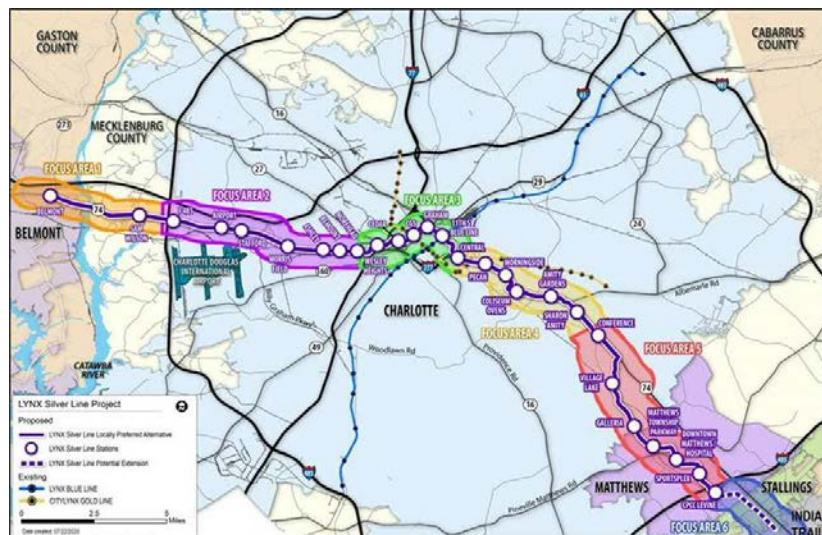
From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Friday, September 4, 2020 12:00 PM
Subject: LYNX Silver Line Pre-Project Development and Early Scoping

Good afternoon,

The Charlotte Area Transit System (CATS) is continuing its mission to expand transit and mobility options through the 2030 Transit Corridor System Plan. The LYNX Silver Line, a key component to the plan, is a proposed 26-mile light rail project from the City of Belmont in Gaston County, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County.

The LYNX Silver Line project is currently in Pre-Project Development and conducting Early Scoping. As part of Pre-Project Development, the project team is refining the locally preferred alternative or "LPA." This includes evaluating different alignment options to create a buildable project. Early Scoping is a Federal Transit Administration (FTA) public planning period that allows the public to provide comment on a project before entering a formal National Environmental Policy Act (NEPA) process.

Community feedback is a vital part of this refining effort. From **August 31 - October 14, 2020**, CATS will engage with the public, regulatory agencies, partners and stakeholders, to solicit feedback on the ongoing planning effort. CATS will conduct live virtual public meetings which includes a presentation and Q&A with the project team. The 26-mile alignment has been sectioned into six focus areas to allow the project team and public to concentrate on particular areas of interest.



LIVE VIRTUAL PUBLIC MEETINGS	
<p>Tuesday, September 15, 2020 5:30 p.m.</p> <p>Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)</p>	<p>Wednesday, September 16, 2020 5:30 p.m.</p> <p>Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)</p>
<p>Thursday, September 17, 2020 5:30 p.m.</p> <p>Focus Area 3: Center City (West Morehead Street to Charlotte Towne Avenue)</p>	<p>Tuesday, September 22, 2020 5:30 p.m.</p> <p>Focus Area 4: Independence Boulevard (Charlotte Towne Avenue to Idlewild Road)</p>
<p>Thursday, September 24, 2020 5:30 p.m.</p> <p>Focus Area 5: Independence Blvd (Idlewild Road to just south of I-485 at CPCC Levine)</p>	<p>Tuesday, September 29, 2020 5:30 p.m.</p> <p>Focus Area 6: Union County Extension</p>

Visit <http://RideTransit.org/LYNXSilverLine> for more information. There you can:
Get information on upcoming live virtual public meetings
View the Online Open House to see project information, an interactive comment map and participate in a survey
Sign your neighborhood or community group up for a virtual meeting with project team

Please reach out to me with any questions, comments or concerns.

Have a great weekend!

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](http://CharlotteAreaTransitSystem.com)
Cell: (980) 307-9943
Media Line: (980) 722-0311

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Friday, September 18, 2020 12:13 PM
Subject: LYNX Silver Line Update- 3 meetings done, 3 more to go!

Hello and happy Friday!

This week, CATS held three of our six public meetings for the LYNX Silver Line project. Our Focus Area 1 meeting had more than 160 viewers at one point! Thank you to everyone who participated in these meetings. We have two meetings next week and I anticipate them to be just as engaging!

We continue to encourage you to visit <http://RideTransit.org/LYNXSilverLine> to stay informed about the project. To view the interactive alignment map and to provide input via a survey, click on the link at the top of the page that says “[*Online Open House.*](#)” Upcoming meeting dates, times and virtual meeting links can be found by clicking [Virtual Meetings September 15-29, 2020](#), or by scrolling down the website page.

If you were unable to join us for Focus Area 1-3 meetings, be sure to check them out below and on the CATS YouTube page.

[LYNX Silver Line Focus Area 1: Wilkinson Boulevard](#)

[LYNX Silver Line Focus Area 2: Wilkinson Boulevard](#)

[LYNX Silver Line Focus Area 3: Center City](#)

Also available ([here](#)) and on the website, is a project toolkit with informational materials including the overview video, a project handout and printable survey.

Throughout this refinement effort, the LYNX Silver Line team is always looking for opportunities to engage with neighborhood associations and community organization along the alignment. If your board or organization is interested in a virtual one-on-one meeting with the project team, please let me know.

Thank you for your continued support of the LYNX Silver Line project. Please don’t hesitate to reach out to me with any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Thursday, October 1, 2020 3:15 PM
To: Blaser, Leslie
Subject: LYNX Silver Line Update and survey link

Hey Leslie,

Hope all is well. I wanted to reach out to make sure you received the information below. As a note, we are really pushing for people to take the project survey. If you have any upcoming newsletters, community notices, or need language for anything, please let me know and I'll be happy to provide.

If you need a direct link to the survey, just click ([here](#)).

Hope this help! Please let me know if you have any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943
Media Line: (980) 722-0311

From: Poole, Ajonelle
Sent: Thursday, October 1, 2020 2:51 PM
Subject: LYNX Silver Line Update!

Hello everyone and happy almost-Friday!

This week, we held the last of our **SIX** virtual public meetings for the LYNX Silver Line project! If you missed one, don't worry! You can view the recorded meetings for each focus area below and on [CATS' YouTube page](#).

Although the public meetings are over, we are still collecting public input on the project during the Early Scoping period. Project information, the interactive map and the survey will be available on the [Online Open House](#) until **October 14**. Be sure to provide your feedback as public input is a vital part of the refinement effort.

We will continue to engage with neighborhoods and communities along the alignment to explain the various refinement options and considerations. **Any neighborhoods, community organization, homeowners' associations, chambers, business groups, etc., that are interested in a virtual one-on-one meeting with the project team, please reach out to me and I will set one up.**

Please continue to visit <http://RideTransit.org/LYNXSilverLine> to stay up-to-date on the project. We will regularly update the website with new information, including a FAQ document that will address questions asked during the public meetings.

Thank you all for your continued support of the LYNX Silver Line project! Please don't hesitate to reach out to me with any questions.

- Recorded LYNX Silver Line Public Meetings by Focus Area**
- Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485):** https://www.youtube.com/watch?v=v8c03qzCT_Q&t=2287s
 - Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street):** <https://www.youtube.com/watch?v=cRPq06H0N5g>
 - Focus Area 3: Center City (West Morehead Street to Charlottetowne Avenue):** <https://www.youtube.com/watch?v=wbgwilkMveA>
 - Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Rd):** <https://www.youtube.com/watch?v=j6o3C9qBTtA&t=168s>
 - Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine):** <https://www.youtube.com/watch?v=cTGkzh7P54Q>
 - Focus Area 6: Union County Extension:** <https://www.youtube.com/watch?v=hIMbEfQVKfU>

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Thursday, October 1, 2020 2:51 PM
Subject: LYNX Silver Line Update!

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Although the public meetings are over, we are still collecting public input on the project during the Early Scoping period. Project information, the interactive map and the survey will be available on the [Online Open House](#) until **October 14**. Be sure to provide your feedback as public input is a vital part of the refinement effort.

We will continue to engage with neighborhoods and communities along the alignment to explain the various refinement options and considerations. **Any neighborhoods, community organization, homeowners' associations, chambers, business groups, etc., that are interested in a virtual one-on-one meeting with the project team, please reach out to me and I will set one up.**

Please continue to visit <http://RideTransit.org/LYNXSilverLine> to stay up-to-date on the project. We will regularly update the website with new information, including a FAQ document that will address questions asked during the public meetings.

Thank you all for your continued support of the LYNX Silver Line project! Please don't hesitate to reach out to me with any questions.

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- Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street):** <https://www.youtube.com/watch?v=cRPq06H0N5g>
- Focus Area 3: Center City (West Morehead Street to Charlotte Avenue):** <https://www.youtube.com/watch?v=wbgwilkMveA>
- Focus Area 4: Independence Boulevard (Charlotte Avenue to Idlewild Rd):** <https://www.youtube.com/watch?v=j6o3C9qBTtA&t=168s>
- Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine):** <https://www.youtube.com/watch?v=cTGkzh7P54Q>
- Focus Area 6: Union County Extension:** <https://www.youtube.com/watch?v=hIMbEfQVKfU>

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Thursday, October 1, 2020 3:23 PM
To: Blaser, Leslie
Subject: RE: LYNX Silver Line Update and survey link

Of course. I'll make it similar to the NextDoor post. *Thanks so much!* -APoole

LYNX SILVER LINE SURVEY

We recently held the last of our **SIX** virtual public meetings for the LYNX Silver Line project! If you missed one, don't worry! You can view the recorded meetings on [CATS' YouTube page](#). We are still collecting public input on the LYNX Silver Line project during the Early Scoping period. Project information, the interactive map and the survey will be available on the [Online Open House](#) until **October 14**. Be sure to provide your feedback as public input is a vital part of the refinement effort. The survey is also available by clicking ([here](#)).

The LYNX Silver Line project team continues to engage with neighborhoods and communities along the alignment about the various refinement options and considerations. Any neighborhoods, community organization, homeowners' associations, chambers, business groups, etc., that are interested in a virtual one-on-one meeting with the project team, email TellTransit@charlottenc.gov.

Visit <http://RideTransit.org/LYNXSilverLine> to stay up-to-date on the project. We will regularly update the website with new information, including a FAQ document that will address questions asked during the public meetings. Also available on the website is a project toolkit with informational materials including the overview video, a project handout and printable survey.

From: Blaser, Leslie <Leslie.Blaser@ci.charlotte.nc.us>
Sent: Thursday, October 1, 2020 3:17 PM
To: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Subject: RE: LYNX Silver Line Update and survey link

Hey!
We have our HNS newsletter going out next week. Could you send a blurb for me to include in that?

Thanks so much!

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Thursday, October 1, 2020 3:15 PM
To: Blaser, Leslie <Leslie.Blaser@ci.charlotte.nc.us>
Subject: LYNX Silver Line Update RE: survey link

Hey Leslie,

Hope all is well. I wanted to reach out to make sure you received the information below. As a note, we are really pushing for people to take the project survey. If you have any upcoming newsletters, community notices, or need language for anything, please let me know and I'll be happy to provide.

If you need a direct link to the survey, just click ([here](#)).

Hope this help! Please let me know if you have any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943
Media Line: (980) 722-0311

From: Poole, Ajonelle
Sent: Thursday, October 1, 2020 2:51 PM
Subject: LYNX Silver Line Update!

Hello everyone and happy almost-Friday!

This week, we held the last of our **SIX** virtual public meetings for the LYNX Silver Line project! If you missed one, don't worry! You can view the recorded meetings for each focus area below and on [CATS' YouTube page](#).

Although the public meetings are over, we are still collecting public input on the project during the Early Scoping period. Project information, the interactive map and the survey will be available on the [Online Open House](#) until **October 14**. Be sure to provide your feedback as public input is a vital part of the refinement effort.

We will continue to engage with neighborhoods and communities along the alignment to explain the various refinement options and considerations. **Any neighborhoods, community organization, homeowners' associations, chambers, business groups, etc., that are interested in a virtual one-on-one meeting with the project team, please reach out to me and I will set one up.**

Please continue to visit <http://RideTransit.org/LYNXSilverLine> to stay up-to-date on the project. We will regularly update the website with new information, including a FAQ document that will address questions asked during the public meetings.

Thank you all for your continued support of the LYNX Silver Line project! Please don't hesitate to reach out to me with any questions.

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Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine): <https://www.youtube.com/watch?v=cTGkzh7P54Q>
Focus Area 6: Union County Extension: <https://www.youtube.com/watch?v=hIMbEfQVKfU>

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Friday, October 9, 2020 7:21 AM
Subject: LYNX SILVER LINE: Early Scoping Ends October 14



Silver Line

LYNX SILVER LINE

Early Scoping Ends October 14

Virtual public meetings for the LYNX Silver Line have concluded, but CATS is still collecting public comments during the Early Scoping period. Early Scoping ends **October 14**.

Public input is a vital part of the refinement effort and will help the project team make decisions. Visit the **Online Open House** at <http://RideTransit.org/LYNXSilverLine>. There you can view information about the project, explore the interactive project map and take our [survey](#). Printable project materials can be downloaded via the project [toolkit](#).

Be sure to visit the website to stay up-to-date on the project. For more information, call CATS Customer Service at 704-336-7433(RIDE).

Please let me know if you have any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943
Media Line: (980) 722-0311

----- Forwarded message -----

From: **City of Charlotte, NC Updates** <Updates@charlottenc.gov>

Date: Tuesday, October 13, 2020

Subject: Early Scoping Ends October 14



LYNX SILVER LINE

Early Scoping Ends October 14

Virtual public meetings for the LYNX Silver Line have concluded, but CATS is still collecting public comments during the Early Scoping period. Early Scoping ends **October 14**.

Public input is a vital part of the refinement effort and will help the project team make decisions. Visit the **Online Open House** at <http://RideTransit.org/LYNXSilverLine>. There you can view information about the project, explore the interactive project map and take our [survey](#). Printable project materials can be downloaded via the project [toolkit](#).

Be sure to visit the website to stay up-to-date on the project. For more information, call CATS Customer Service at [704-336-RIDE](tel:704-336-RIDE) (7433).

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**LYNX SILVER LINE***Early Scoping Ends October 14*

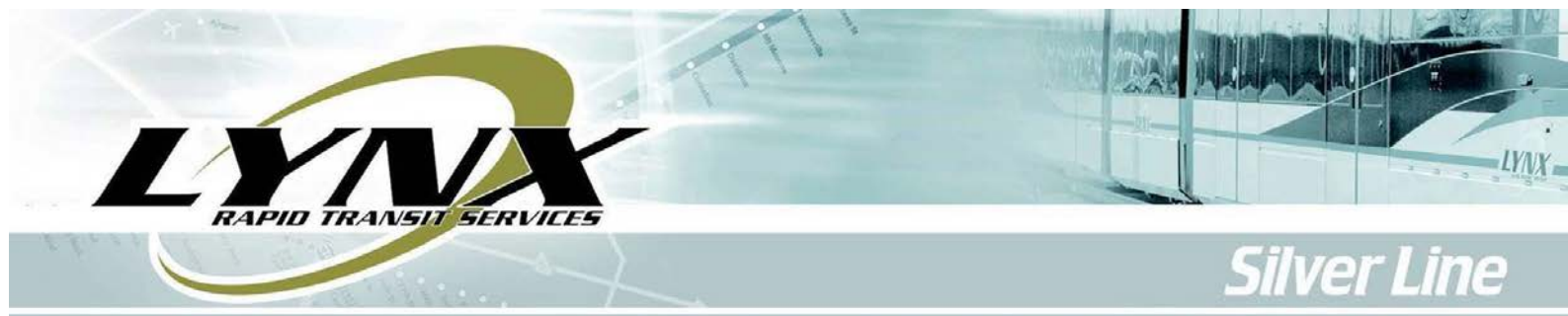
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Public input is a vital part of the refinement effort and will help the project team make decisions. Visit the **Online Open House** at <http://RideTransit.org/LYNXSilverLine>. There you can view information about the project, explore the interactive project map and take our [survey](#). Printable project materials can be downloaded via the project [toolkit](#).

Be sure to visit the website to stay up-to-date on the project. For more information, call CATS Customer Service at **704-336-RIDE (7433)**.

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[Unsubscribe](#) or [manage your subscriptions](#) · [Support](#) · [Privacy policy](#)

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Tuesday, October 13, 2020 7:05 AM
Subject: ICYMI: Early Scoping Ends October 14



LYNX SILVER LINE

Early Scoping Ends October 14

Virtual public meetings for the LYNX Silver Line have concluded, but CATS is still collecting public comments during the Early Scoping period. Early Scoping ends **October 14**. Public input is a vital part of the refinement effort and will help the project team make decisions. Visit the **Online Open House** at <http://RideTransit.org/LYNXSilverLine>. There you can view information about the project, explore the interactive project map and take our [survey](#). Printable project materials can be downloaded via the project [toolkit](#). Hard copies of the handout and survey have also been distributed to libraries in the Southeast and West corridors. Be sure to visit the website to stay up-to-date on the project. For more information, call CATS Customer Service at 704-336-7433(RIDE).

Please let me know if you have any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943
Media Line: (980) 722-0311

APPENDIX C.3 – SOCIAL MEDIA NOTIFICATIONS



CATSRideTransit

7,577 Tweets

Follow



CATSRideTransit @CATSRideTransit · Sep 3

For the next few weeks, comments on the project will be registered w/ the FTA & help the LYNX Silver Line team make project development decisions while refining the alignment. Visit ridetransit.org/LYNXSilverLine to learn more.



7



Show this thread



CATSRideTransit @CATSRideTransit · Sep 3

Early Scoping is part of the Federal Transit Administration (FTA) public planning period that allows the public to provide comment on a project before entering a formal National Environmental Policy Act (NEPA) process.



1



5





CATSRideTransit

7,577 Tweets

Follow



CATSRideTransit @CATSRideTransit · Sep 3

CATS is looking for your input on the [#LYNXSilverLine](#) project during an early scoping period from August 31 – October 14. Learn more about the project and how you can provide feedback!



LYNX Silver Line Early Scoping Online Open House
This Story Map provides information for the Charlotte Silver Line Extension.
wspgeo.maps.arcgis.com



2



7



17



[Show this thread](#)



CATSRideTransit

7,577 Tweets

Follow



CATSRideTransit @CATSRideTransit · Sep 4

#ICYMI CATS is refining the LYNX Silver Line alignment and we want your feedback! Visit bit.ly/32V90Nj to view an interactive comment map and to take our survey!



LYNX Silver Line Early Scoping Online Open House
This Story Map provides information for the Charlotte Silver Line Extension.
wspgeo.maps.arcgis.com



1



4



4





Charlotte Area Transit System (CATS)

September 4 · 🌐



#ICYMI CATS is refining the LYNX Silver Line alignment and we want your feedback! Visit <https://bit.ly/32V90Nj> to view an interactive comment map and to take our survey!



CHARLOTTENC.GOV

Transit Planning

Official website for the city of Charlotte, North Carolina.



1

 Like

 Comment

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Charlotte Area Transit System (CATS)

September 6 · 🌐



#ICYMI CATS is refining the LYNX Silver Line alignment and we want your feedback! Visit <https://bit.ly/32V90Nj> to view an interactive comment map and to take our survey!



CHARLOTTENC.GOV

Transit Planning

Official website for the city of Charlotte, North Carolina.



2

1 Share

 Like

 Comment

 Share



CATSRideTransit

7,577 Tweets

Follow



CATSRideTransit @CATSRideTransit · Sep 6

#ICYMI CATS is refining the LYNX Silver Line alignment and we want your feedback! Visit bit.ly/32V90Nj to view an interactive comment map and to take our survey!



LYNX Silver Line Early Scoping Online Open House
This Story Map provides information for the Charlotte Silver Line Extension.

wspgeo.maps.arcgis.com



1





Charlotte Area Transit System (CATS)

September 8 · 🌐



#ICYMI CATS is refining the LYNX Silver Line alignment and we want your feedback! Visit <https://bit.ly/32V90Nj> to view an interactive comment map and to take our survey!



CHARLOTTENC.GOV

Transit Planning

Official website for the city of Charlotte, North Carolina.



1



Comment



Share



CATSRideTransit

7,577 Tweets

Follow



CATSRideTransit @CATSRideTransit · Sep 8

CATS is refining the LYNX Silver Line & we want your input! Join us for a special [#AskCATS](#) this Thursday to learn more about the project & the work we're doing!





CATSRideTransit

7,577 Tweets

Follow



CATSRideTransit @CATSRideTransit · Sep 9

CATS is refining the LYNX Silver Line & we want your input! Join us for a special [#AskCATS](#) TOMORROW to learn more about the project & chat with the project team!

The graphic is a white rectangle with rounded corners, set against a light blue background. On the left, there is a blue speech bubble containing the CATS logo, with a red speech bubble pointing to it that contains the word "Ask" in red. To the right of this, the text "Join us **LIVE** to ask your questions about the **LYNX SILVER LINE**" is displayed. Below this text is a Facebook Live logo, consisting of a blue square with a white "f" and a red rectangle with the word "LIVE" in white. At the bottom, the text "CATS FACEBOOK PAGE" is written in black, and "SEPTEMBER 10 AT 12:30 P.M." is written in red.

Ask

Join us **LIVE** to ask your questions about the **LYNX SILVER LINE**

f LIVE

CATS FACEBOOK PAGE

SEPTEMBER 10 AT 12:30 P.M.





Charlotte Area Transit System (CATS)

September 9 · 🌐



CATS is refining the LYNX Silver Line & we want your input! Join us for a special [#AskCATS](#) TOMORROW to learn more about the project & chat with the project team!

Ask



Join us **LIVE** to ask your
questions about the
LYNX SILVER LINE



LIVE

CATS FACEBOOK PAGE
SEPTEMBER 10 AT 12:30 P.M.

2 Shares



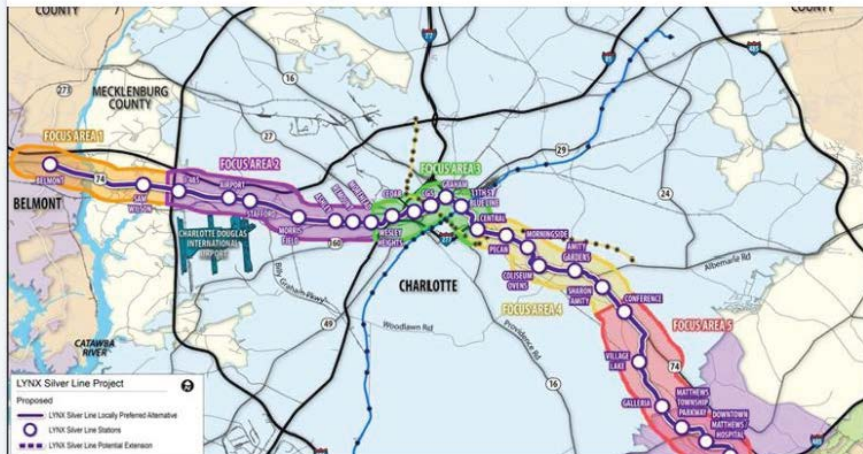


Charlotte Area Transit System (CATS)

September 9 · 🌐



CATS will be hosting a special [#AskCATS](#) to showcase new routing options for the LYNX Silver Line. We encourage you to participate and share your thoughts and questions with us **THIS THURSDAY!**



THU, SEP 10

#AskCATS- LYNX Silver Line

20 people interested

☆ Interested

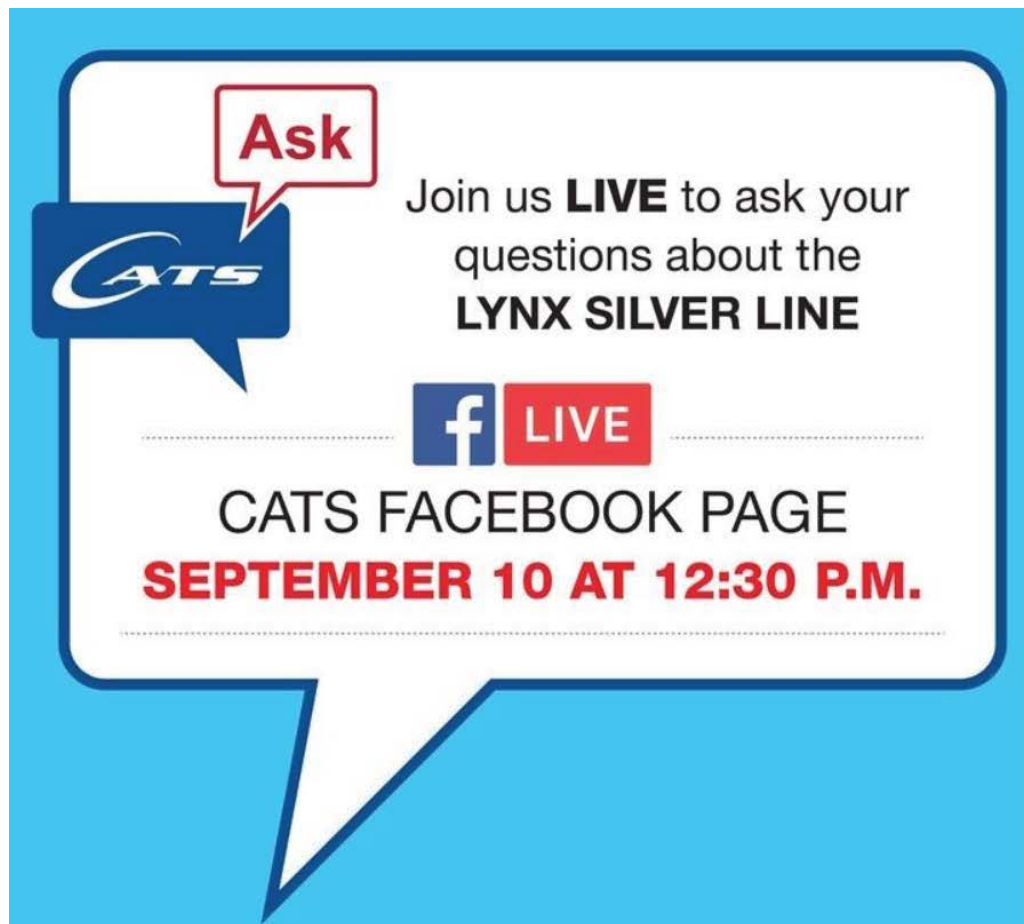


3

Like


Comment

Share



Ask

Join us **LIVE** to ask your questions about the **LYNX SILVER LINE**

 **LIVE**

CATS FACEBOOK PAGE
SEPTEMBER 10 AT 12:30 P.M.

The graphic is a large blue speech bubble with a white border. Inside, there's a red speech bubble with the word 'Ask' in white. Below it, the CATS logo is in a blue speech bubble. The main text is in black and red. At the bottom, there's a Facebook LIVE logo and the event details in black and red.



ridecats • [Follow](#)



ridecats CATS is refining the LYNX Silver Line & we want your input! Join us for a special #AskCATS TOMORROW to learn more about the project & chat with the project team!

5w



7 likes

SEPTEMBER 9

Add a comment...

[Post](#)



CATSRideTransit

7,641 Tweets

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🔄 CATSRideTransit Retweeted



City of Gastonia @CityofGastonia · Sep 10

Want to know more about the proposed [#LYNXSilverLine](#)? Attend next week's virtual public meetings! Sept. 15 focuses on the Gaston County segment. Sept. 16 is about the route from I-485 east to [#CLTAirport](#) & west edge of Uptown Charlotte.



CATSRideTransit @CATSRideTransit · Sep 10

Chat with the [#LYNXSilverLine](#) project team! Join us for live virtual public meetings starting next week! Visit bit.ly/3gWAwf6 for more info!

Tuesday, September 15, 2020 | 5:30 p.m.

Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)

Wednesday, September 16, 2020 | 5:30 p.m.

Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)

Thursday, September 17, 2020 | 5:30 p.m.

Focus Area 3: Center City (West Morehead Street to Charlotte Avenue)

Tuesday, September 22, 2020 | 5:30 p.m.

Focus Area 4: Independence Boulevard (Charlotte Avenue to Idlewild Road)

Thursday, September 24, 2020 | 5:30 p.m.

Focus Area 5: Independence Blvd (Idlewild Road to just south of I-485 at CPCC Levine)

Tuesday, September 29, 2020 | 5:30 p.m.

Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSilverLine for meeting links and information.



🔄 3

👍 5



CATSRideTransit @CATSRideTransit · Sep 10

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Tuesday, September 29, 2020 | 5:30 p.m.

Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSilverLine for meeting links and information.



🔄 2

👍 3





Charlotte Area Transit System (CATS)

September 10 · 🌐



Don't forget to join us for a special [#AskCATS](#) TODAY at 12:30p. Learn more about the LYNX Silver Line project, why we're doing Pre-Project Development & Early Scoping, and ask the project team your questions!

Ask



Join us **LIVE** to ask your
questions about the
LYNX SILVER LINE



CATS FACEBOOK PAGE
SEPTEMBER 10 AT 12:30 P.M.



1

7 Shares



CATSRideTransit @CATSRideTransit · Sep 10

The #LYNXSilverLine project team wants to hear from you! Learn more about what the team has been working on. Visit bit.ly/3hdPjFN and provide input in the survey!



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "[Project Overview](#)" and "LYNX Silver Line Alignment Options" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact Information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicingur.com.

Name

Email



Charlotte Area Transit System (CATS)

September 10 · 🌐



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Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "[Project Overview](#)" and "[LYNX Silver Line Alignment Options](#)" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact Information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Email



3



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7,577 Tweets

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CATSRideTransit @CATSRideTransit · Sep 10



Don't forget to join us for a special [#AskCATS](#) TODAY at 12:30p. Learn more about the LYNX Silver Line project, why we're doing Pre-Project Development & Early Scoping, and ask the project team your questions!



1





CATSRideTransit @CATSRideTransit · Sep 11

Chat with the #LYNXSilverLine project team! Join us for live virtual public meetings starting next week! Visit bit.ly/3gWAwf6 for more info!

Tuesday, September 15, 2020 | 5:30 p.m.

Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)

Wednesday, September 16, 2020 | 5:30 p.m.

Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)

Thursday, September 17, 2020 | 5:30 p.m.

Focus Area 3: Center City (West Morehead Street to Charlottetowne Avenue)

Tuesday, September 22, 2020 | 5:30 p.m.

Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Road)

Thursday, September 24, 2020 | 5:30 p.m.

Focus Area 5: Independence Blvd (Idlewild Road to just south of I-485 at CPCC Levine)

Tuesday, September 29, 2020 | 5:30 p.m.

Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSilverLine for meeting links and information.



1



2





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City of Belmont @cityofbelmont · Sep 11



The @CATSRideTransit LYNX Silver Line team will be holding a virtual meeting on the potential alignments for the light rail line that is proposed to come into Gaston County on Tuesday, 9/15 @ 5:30 PM. For more information on the purposed alignments visit:



Transit Planning
charlottenc.gov



Charlotte Area Transit System (CATS)

September 12 · 🌐



The [#LYNXSilverLine](#) project team wants to hear from you! Learn more about what the team has been working on. Visit <https://bit.ly/3hdPjFN> and provide input in the survey!



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "[Project Overview](#)" and "[LYNX Silver Line Alignment Options](#)" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Name

Email

Email Address



5

2 Comments 1 Share



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CATSRideTransit @CATSRideTransit · Sep 12

Chat with the [#LYNXSilverLine](#) project team! Join us for live virtual public meetings starting next week! Visit bit.ly/3gWafw6 for more info!

Tuesday, September 15, 2020 | 5:30 p.m.

Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)

Wednesday, September 16, 2020 | 5:30 p.m.

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Tuesday, September 29, 2020 | 5:30 p.m.

Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSilverLine for meeting links and information.





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1



CATSRideTransit @CATSRideTransit · Sep 12

Chat with the [#LYNXSilverLine](#) project team! Join us for live virtual public meetings starting next week! Visit bit.ly/3gWAFw6 for more info!

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Tuesday, September 29, 2020 | 5:30 p.m.

Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSilverLine for meeting links and information.



CATSRideTransit Retweeted



City of Gastonia @CityofGastonia · Sep 14

Questions about the proposed [#LYNXSilverLine](#)? Recommendations? [@CATSRideTransit](#) wants to hear from you! Check out this week's schedule of virtual meetings.

Tuesday & Wednesday's meetings focus on the segments in & closest to Gaston County.

Tuesday, September 15, 2020 | 5:30 p.m.

Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)

Wednesday, September 16, 2020 | 5:30 p.m.

Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)

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Focus Area 5: Independence Blvd (Idlewild Road to just south of I-485 at CPCC Levine)

Tuesday, September 29, 2020 | 5:30 p.m.

Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSilverLine for meeting links and information.





Charlotte Area Transit System (CATS)

September 14 · 🌐



The #LYNXSilverLine project team wants to hear from you! Learn more about what the team has been working on. Visit <https://bit.ly/3hdPjFN> and provide input in the survey!



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "Project Overview" and "LYNX Silver Line Alignment Options" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact Information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Email



4



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CATSRideTransit @CATSRideTransit · Sep 14

The [#LYNXSilverLine](#) project team wants to hear from you! Learn more about what the team has been working on. Visit bit.ly/3hdPjFN and provide input in the survey!



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the ["Project Overview"](#) and ["LYNX Silver Line Alignment Options"](#) tabs before completing this survey. Please provide your comments by October 14, 2026.

Contact Information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@pubinput.com.

Name

Name

Email

Email Address





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CATSRideTransit @CATSRideTransit · Sep 14

The LYNX Silver Line project is comprised of how many different programs?

A. One (1)

0%

B. Two (2)

25%

C. Three (3)

66.7%

D. Four (4)

8.3%

12 votes · Final results



[Show this thread](#)



CATSRideTransit @CATSRideTransit · Sep 14

This week we're kicking off a series of virtual public meetings about the LYNX Silver Line and our current refinement work.

So... think it's a good time to bring back the quiz questions. ••





CATSRideTransit

7,577 Tweets

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City of Gastonia @CityofGastonia · Sep 14

Questions about the proposed [#LYNXSilverLine](#)? Recommendations? [@CATSRideTransit](#) wants to hear from you! Check out this week's schedule of virtual meetings.

Tuesday & Wednesday's meetings focus on the segments in & closest to Gaston County.

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Tuesday, September 22, 2020 | 5:30 p.m.

Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Road)

Thursday, September 24, 2020 | 5:30 p.m.

Focus Area 5: Independence Blvd (Idlewild Road to just south of I-485 at CPCC Levine)

Tuesday, September 29, 2020 | 5:30 p.m.

Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSilverLine for meeting links and information.





Charlotte Area Transit System (CATS)

September 15 · 🌐



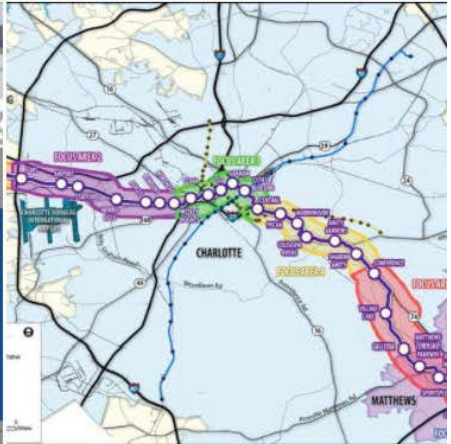
#ICYMI we have our FIRST live virtual #LYNXSilverLine public meeting tonight at 5:30p. Get an overview of the project, talk about possible refinement options & ask the project team questions about Focus Area 1. Click <https://bit.ly/2R7aEWL> for meeting info!



**PUBLIC MEETING
ANNOUNCEMENT**

**LYNX Silver Line
Public Meeting**

VIRTUAL MEETING



Online Open House



**LYNX Silver Line:
Tradeoffs**

**Focus Area 1: (E
the LYNX Silver**

The proposed light rail needs the Wilks River Bridge. Th both sides of the river, but opt either to the center of Wilks River.

Click the alignment options to
• LRA along the north
• Option 1: Center of W
• Option 2: South side



8

5 Comments 10 Shares



CATSRideTransit @CATSRideTransit · Sep 15

#ICYMI we have our FIRST live virtual #LYNXSilverLine public meeting tonight at 5:30p. Get an overview of the project, talk about possible refinement options & ask the project team questions about Focus Area 1. Click bit.ly/2R7aEWL for meeting info!





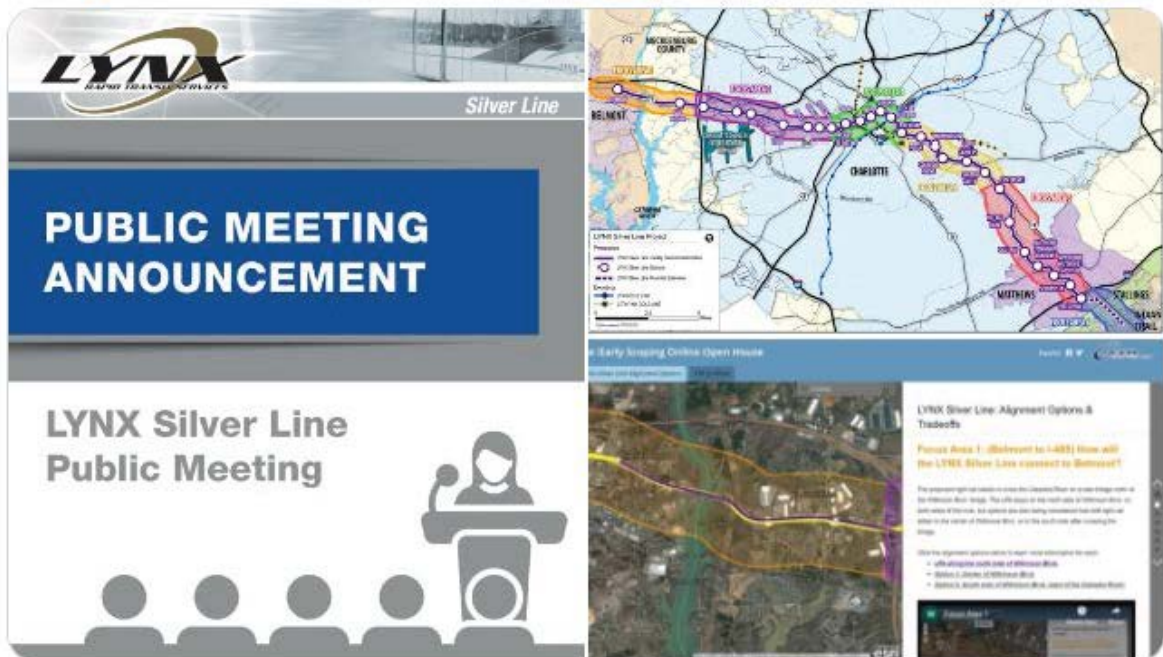
Tweet



CATSRideTransit
@CATSRideTransit



#ICYMI we have our FIRST live virtual #LYNXSilverLine public meeting tonight at 5:30p. Get an overview of the project, talk about possible refinement options & ask the project team questions about Focus Area 1. Click bit.ly/2R7aEWL for meeting info!



7:00 AM · Sep 15, 2020 · Sprout Social

2 Retweets 1 Quote Tweet



Charlotte Area Transit System (CATS)

September 16 · 🌐



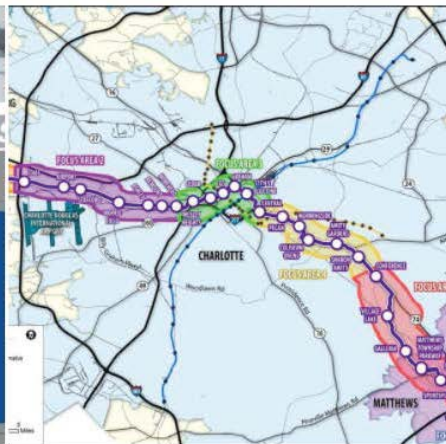
Join us for the second live virtual [#LYNXSilverLine](#) public meeting today at 5:30p. We will discuss Focus Area 2 and take questions from you! Click <https://bit.ly/2R7aEWL> for meeting info.



PUBLIC MEETING ANNOUNCEMENT

LYNX Silver Line Public Meeting

VIRTUAL MEETING



Online Open House

Tell Us More



LYNX Silver Line: Tradeoffs

Focus Area Two LYNX Silver Line and to Wilkinson

The LFA operates along Wilk roadway between I-485 and I-77 Wilkinson Blvd. as it continues include constructing light rail at the airport area and constructs south of Wilkinson Blvd. east considered that builds light rail of Wilkinson Blvd.

- Click the alignment options below:
- LFA along Wilkinson Blvd
 - Option 1: Along Future Graham Pkwy
 - Option 2: Next to the Billy Graham Pkwy



5

1 Comment 2 Shares



CATSRideTransit @CATSRideTransit · Sep 16

Join us for the second live virtual [#LYNXSilverLine](#) public meeting today at 5:30p. We will discuss Focus Area 2 and take questions from you! Click bit.ly/2R7aEWL for meeting info.





CATSRideTransit @CATSRideTransit · Sep 16

Q: The proposed LYNX Silver Line is comprised of which two transit corridors?

A. Southeast & West

47.1%

B. North & South

0%

C. Southeast & Southwest

23.5%

D. East & West

29.4%

17 votes · Final results



2



1



CATSRideTransit @CATSRideTransit · Sep 17

Answer: A. The LYNX Silver Line combines the Southeast Corridor (Matthews into Center City) and West Corridor (Center City to Belmont) into a single alignment.

Some of you might remember this from the LYNX System Update study!



1



1



CATSRideTransit @CATSRideTransit · Sep 22

Question: The LYNX Silver Line will use which type of guideway?

A. Center-running (tracks are in the middle of roadways)

B. Side-running (tracks are next to roadways)

C. Grade-separated (tracks are under or over roadways)

D. All of the above



CATSRideTransit

7,641 Tweets

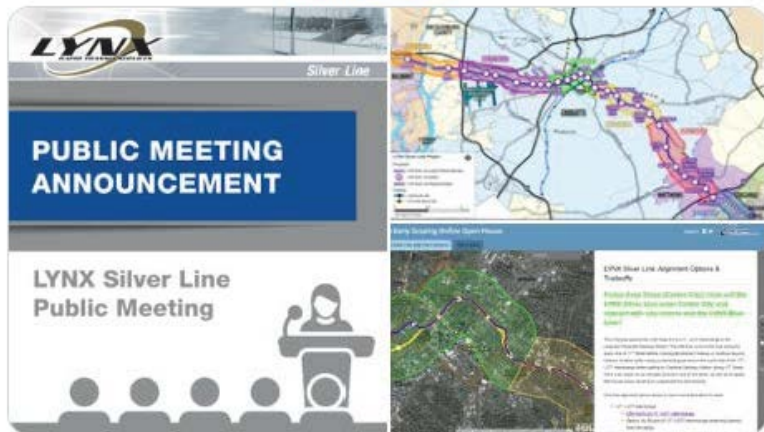
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CATSRideTransit @CATSRideTransit · Sep 17

Today is another virtual [#LYNXSilverLine](#) public meeting at 5:30p and it's all about Focus Area 3. Join us! bit.ly/2R7aEWL



12





Charlotte Area Transit System (CATS)

September 17 · 🌐



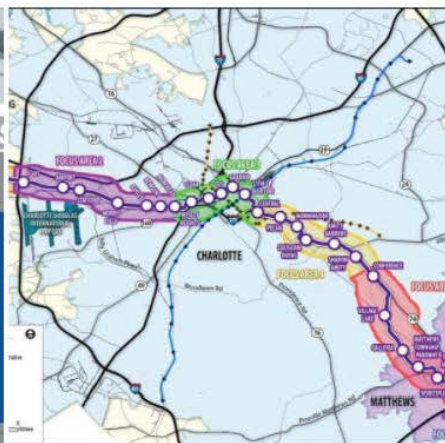
Today is another virtual [#LYNXSilverLine](#) public meeting at 5:30p and it's all about Focus Area 3. Join us! <https://bit.ly/2R7aEWL>



**PUBLIC MEETING
ANNOUNCEMENT**

**LYNX Silver Line
Public Meeting**

VIRTUAL MEETING



Online Open House



**LYNX Silver Line:
Tradeoffs**

**Focus Area Three
LYNX Silver Line
Interact with city
Line?**

The LPA goes around the most proposed Charlotte Gateway 1 south side of 11th Street before Uptown. Another option being I-277 interchange before getting there is an option on an elevated that travels below street level.

Click the alignment options to

- 1. I-277 / I-277 interchange
- 2. LPA north of I-277
- 3. Option 1A: South from the west



9

5 Comments 3 Shares



CATSRideTransit

7,641 Tweets

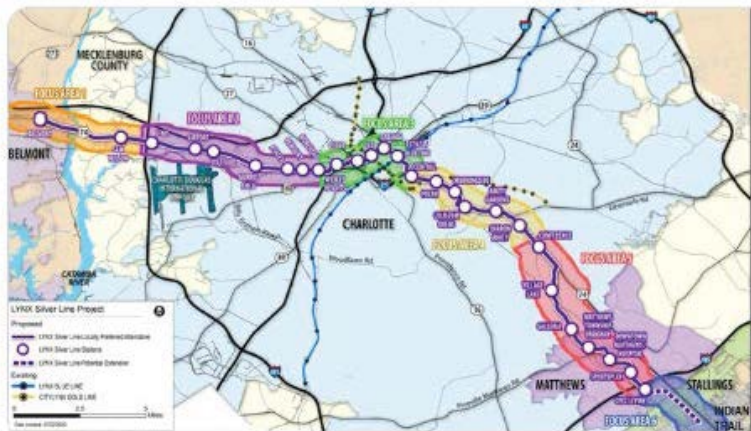
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↳ CATSRideTransit Retweeted



Town of Indian Trail @IndianTrailGOV · Sep 18

@CATSRideTransit will be holding a virtual meeting on Tuesday, Sept. 9/29 @ 5:30pm to discuss the potential alignments for the LYNX Silver Line that is proposed to come into Indian Trail. More: ridetransit.org/LYNXsilverline





Charlotte Area Transit System (CATS)

September 19 · 🌐



The #LYNXSilverLine project team wants to hear from you! Learn more about what the team has been working on. Visit <https://bit.ly/3hdPjFN> and provide input in the survey!



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "Project Overview" and "LYNX Silver Line Alignment Options" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information, if you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Email



3

1 Comment 1 Share





Charlotte Area Transit System (CATS)

September 21 at 1:00 PM · 🌐



The #LYNXSilverLine project team wants to hear from you! Learn more about what the team has been working on. Visit <https://bit.ly/3hdPjFN> and provide input in the survey!



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "Project Overview" and "LYNX Silver Line Alignment Options" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact Information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Email



3



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Comment



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Charlotte Area Transit System (CATS)

September 22 at 2:50 PM · 🌐



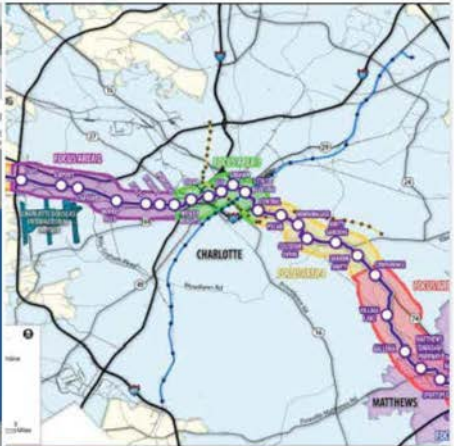
Tonight's meeting, Focus Area 4 of the #LYNXSilverLine, highlights Independence Blvd (Charlottetowne Ave to Idlewild Rd). Click <https://bit.ly/32V90Nj> to view the interactive comment map & see what is proposed in this area! Don't forget to share your feedback!



PUBLIC MEETING ANNOUNCEMENT

LYNX Silver Line Public Meeting

VIRTUAL MEETING



Online Open House



LYNX Silver Line: Tradeoffs

Focus Area Four Idlewild Rd. J: Ho operate along in Bojangles Colliar

The proposed right-of-way will run from Charlotte-Mecklenburg Ave. and Idlewild Rd. as it exists, right-of-way near Bojangles Colliar, considered that keep the prop. Blvd. beyond the Bojangles Co. further to the east.

Click the alignment options for:

- LPA along the south
- Option 1: Behind the
- Option 2: Along the m



5

**CATS Ride Transit**

7,641 Tweets

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CATSRideTransit @CATSRideTransit · Sep 22

Tonight's meeting, Focus Area 4 of the [#LYNXSilverLine](#), highlights Independence Blvd (Charlottetowne Ave to Idlewild Rd). Click bit.ly/32V90Nj to view the interactive comment map & see what is proposed in this area! Don't forget to share your feedback!



1



2





Charlotte Area Transit System (CATS)

September 24 at 11:06 AM · 🌐



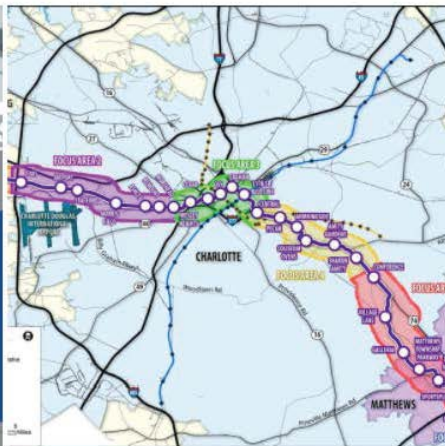
Today we are presenting Focus Area 5. Be sure to join us at 5:30p. Click <https://bit.ly/2R7aEWL> for the virtual meeting link and info!



PUBLIC MEETING ANNOUNCEMENT

LYNX Silver Line Public Meeting

VIRTUAL MEETING



Online Open House

Tell Us More



**LYNX Silver Line:
Tradeoffs**

**Focus Area 5 (Idl
485 at GPCC Lev
Silver Line transi
Blvd. to Monroe
alignment throu**

There are three main choices t
needs to

1. transition from the Indep
2. run along Monroe Rd. o
and Pineville-Matthews
3. travel through the Town
of I-485.

The LPA runs adjacent to the s
southwest on reserved right-of
Rd. It continues in the center o
Newell Rd., through the Novat



2

1 Share



CATSRideTransit @CATSRideTransit · 1h

Need more info about the LYNX Silver Line? Check out this video that provides a comprehensive overview:



LYNX Silver Line Overview Video

The LYNX Silver Line light rail project is in the Pre-Project Development phase and currently making ...
[youtube.com](#)



CATSRideTransit @CATSRideTransit · 1h

The [#LYNXSilverLine](#) project team wants to hear from you! Learn more about what the team has been working on. Visit bit.ly/3hdPjFN and provide input in the survey!



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the ["Busiest Question"](#) and ["LYNX Silver Line Alignment Options"](#) tabs before completing this survey. Please provide your comments by October 18, 2020.

Contact information

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email lynx@dmvva.com.

Name

Name

Email

Email address





CATSRideTransit

7,641 Tweets

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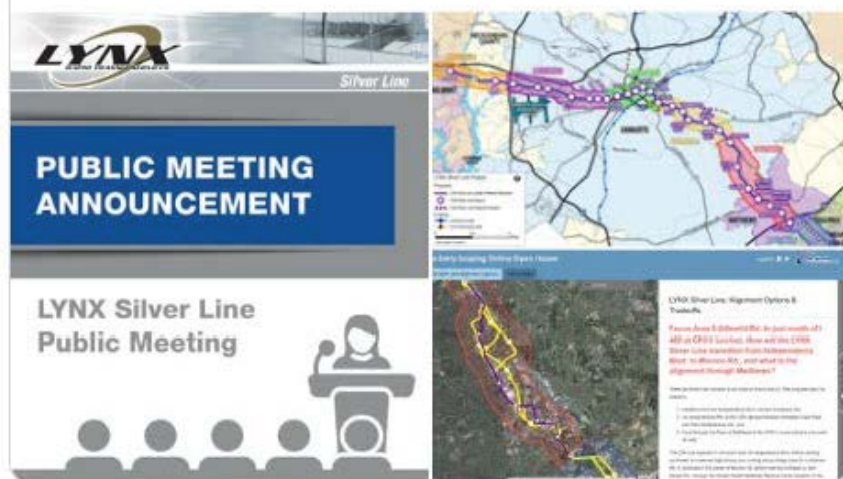
Town of Matthews @townofmatthews · Sep 24

Focus Area 5 includes Matthews. Tune in to the virtual public meeting tonight...



CATSRideTransit @CATSRideTransit · Sep 24

Today we are presenting Focus Area 5. Be sure to join us at 5:30p. Click bit.ly/2R7aEWL for the virtual meeting link and info!



3

10



CATSRideTransit @CATSRideTransit · Sep 24

During this phase of Pre-Project Development, the project team is refining the adopted alignment. What decisions are important as the team refines the alignment?

- A. Design constraints & environment impact
- B. Public input
- C. Land use in each station area
- D. All of the above

A. Design & Environmental

0%

Public input

0%

Land use at stations

0%

All of the above

100%

7 votes · Final results



CATSRideTransit

7,641 Tweets

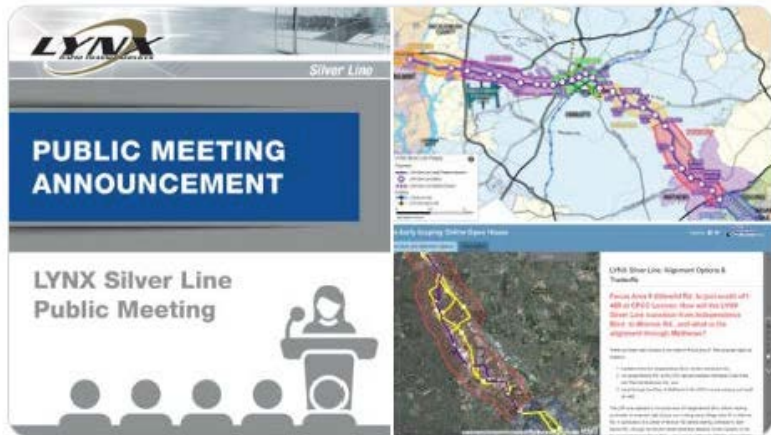
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CATSRideTransit @CATSRideTransit · Sep 24

Today we are presenting Focus Area 5. Be sure to join us at 5:30p. Click bit.ly/2R7aEWL for the virtual meeting link and info!



2



4





Charlotte Area Transit System (CATS)

September 25 at 12:07 PM · 🌐



The #LYNXSilverLine project team wants to hear from you! Learn more about what the team has been working on. Visit <https://bit.ly/3hdPjFN> and provide input in the survey!



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "[Project Overview](#)" and "[LYNX Silver Line Alignment Options](#)" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Email



3

2 Shares



Like



Comment



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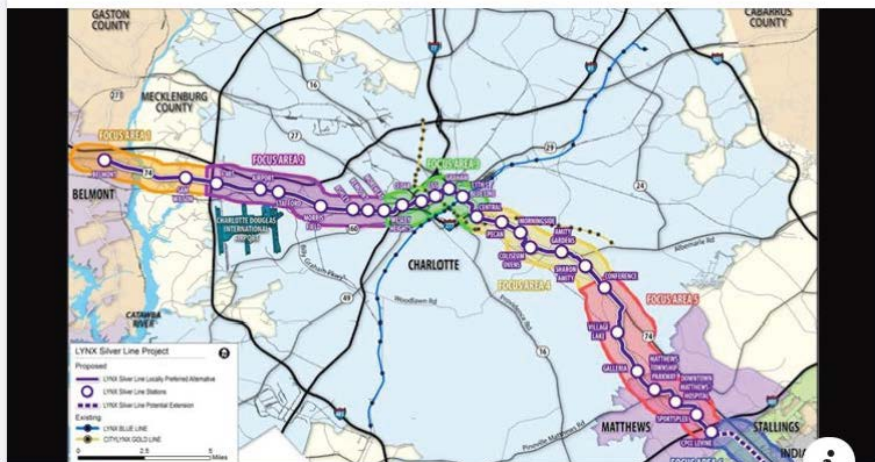


Charlotte Area Transit System (CATS)

September 25 at 12:15 PM · 🌐



Need more info about the LYNX Silver Line? Check out this video that provides a comprehensive overview: <https://bit.ly/368bHHG>



YOUTUBE.COM

LYNX Silver Line Overview Video

The LYNX Silver Line light rail project is in the Pre-Project Develop...



7

6 Shares



Like



Comment



Share



Write a comment...





Charlotte Area Transit System (CATS)

September 28 at 7:13 AM · 🌐



The #LYNXSilverLine project team wants to hear from you! Learn more about what the team has been working on. Visit <https://bit.ly/3hdPjFN> and provide input in the survey!



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Contact information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name:

Email:



4

1 Comment 1 Share





Charlotte Area Transit System (CATS)

September 29 at 8:35 AM · 🌐

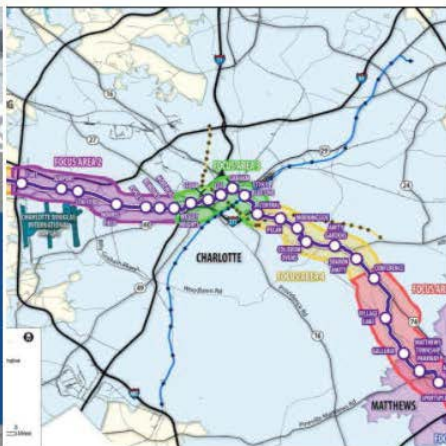
Today is our LAST live virtual public meeting- Focus Area 6! Join us to hear what the potential end of the #LYNXSilverLine could look like. Click <https://bit.ly/2R7aEWL> for meeting info.



PUBLIC MEETING ANNOUNCEMENT

LYNX Silver Line Public Meeting

VIRTUAL MEETING



Online Open House



LYNX Silver Line:
Tradeoffs

Focus Area Six (Should the LYNX Indian Trail?)

The proposed light rail may not. Currently, there is no LRA in the area. The proposed light rail on Phyllis, or along Matthews-Indian Trail.

Click the alignment options below:

- Option 1A: Independence
- Option 1B: Independence
- Option 2: Matthews-Indian Trail



3

3 Shares



Charlotte Area Transit System (CATS)

September 30 at 2:15 PM · 🌐



Missed our last 6 meetings? That's okay. Visit ridetransit.org/LYNXSilverLine to view the recorded meetings. Also, check out our interactive project map of possible refinement options. Be sure to take the survey to share your input.



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "[Project Overview](#)" and "[LYNX Silver Line Alignment Options](#)" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact Information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Name

Email

Email Address





Charlotte Area Transit System (CATS)



October 1 at 11:20 AM · 🌐

Missed a LYNX Silver Line virtual public meeting? No problem! You can still view Focus Area 1-6 meetings here: <https://bit.ly/34eqhBZ>



YOUTUBE.COM

Charlotte Area Transit System

This is the official YouTube channel of Charlotte Area Transit Syste...



2

1 Comment 1 Share





Charlotte Area Transit System (CATS)

October 2 at 12:12 PM · 🌐



The #LYNXSilverLine project team wants to hear from you! Learn more about what the team has been working on. Visit <https://bit.ly/3hdPjFN> and provide input in the survey!



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Contact Information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Email



2

1 Share



Like



Comment



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Charlotte Area Transit System (CATS)

October 3 at 9:17 AM · 🌐



Missed a LYNX Silver Line virtual public meeting? No problem! You can still view Focus Area 1-6 meetings here: <https://bit.ly/34eqhBZ>



YOUTUBE.COM

Charlotte Area Transit System

This is the official YouTube channel of Charlotte Area Transite...



3

1 Comment





Charlotte Area Transit System (CATS)

October 4 at 5:25 PM · 🌐



The #LYNXSilverLine project team wants to hear from you! Learn more about what the team has been working on. Visit <https://bit.ly/3hdPjFN> and provide input in the survey!



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "[Project Overview](#)" and "LYNX Silver Line Alignment Options" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Name

Email

Email Address



1



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Charlotte Area Transit System (CATS)

October 6 at 10:14 AM · 🌐



Missed a LYNX Silver Line virtual public meeting? No problem! You can still view Focus Area 1-6 meetings here: <https://bit.ly/34eqhBZ>



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Charlotte Area Transit System

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There's still time to share your input with the [#LYNXSilverLine](#) project team. The survey closes October 14 so be sure to share your valuable input here: <https://bit.ly/3hdPjFN>



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "[Project Overview](#)" and "LYNX Silver Line Alignment Options" tabs before completing this survey. Please provide your comments by October 14, 2020.

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Name

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The #LYNXSilverLine project team wants to hear from you! Learn more about what the team has been working on. Visit <https://bit.ly/3hdPjFN> and provide input in the survey!



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Contact information:

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Name

Name

Email

Email Address



2

1 Share



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Charlotte Area Transit System (CATS)

October 11 at 5:02 PM · 🌐



The [#LYNXSilverLine](#) project team wants to hear from you! Learn more about what the team has been working on. Visit <https://bit.ly/3hdPjFN> and provide input in the survey!



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Contact information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Email



2



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Charlotte Area Transit System (CATS)

October 13 at 8:30 AM · 🌐



Just one more day to take our [#LYNXSilverLine](#) survey. Public input is one of the factors that helps the project team make decisions. Please provide input here: <https://bit.ly/3hdPjFN>



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "Project Overview" and "LYNX Silver Line Alignment Options" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Name

Email

Email Address



5

1 Comment 5 Shares



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Charlotte Area Transit System (CATS)

October 14 at 9:50 AM · 🌐



Today is the LAST day to take our [#LYNXSilverLine](#) survey. Public input is one of the factors that helps the project team make decisions. Please provide input here: <https://bit.ly/3hdPjFN>



Below is the survey for the proposed LYNX Silver Line project. Review the information found on the ["Project Overview"](#) and ["LYNX Silver Line Alignment Options"](#) tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name:

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Nextdoor Post

The LYNX Silver Line is a proposed 26-mile light rail project from the City of Belmont, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. The Charlotte Area Transit System (CATS) is currently refining the proposed alignment, or locally preferred alternative (LPA), and is conducting early scoping in collaboration with the Federal Transit Administration (FTA). From August 31 – October 14, 2020, we will solicit feedback on the ongoing planning analysis. Please visit

<http://RideTransit.org/LYNXSilverLine> to participate in the online open house, view information about the live virtual public meetings, and learn how to submit public comments. Translation services and printed copies of materials are available upon request by calling 704-336-RIDE (7433) or emailing LYNXSilverLine@publicinput.com.

↑ 57 ↓ r/Charlotte · Posted by u/CATSRideTransit 19 days ago

Comprehensive Update on LYNX Silver Line

Discussion

This week, we held the last of our SIX virtual public meetings for the LYNX Silver Line project! If you missed one, don't worry! You can view the recorded meetings for each focus area below and on CATS' YouTube page.

Although the public meetings are over, we are still collecting public input on the project during the Early Scoping period. Project information, the interactive map and the survey will be available on the Online Open House until October 14. Be sure to provide your feedback as public input is a vital part of the refinement effort.

We will continue to engage with neighborhoods and communities along the alignment to explain the various refinement options and considerations. Any neighborhoods, community organization, homeowners' associations, chambers, business groups, etc., that are interested in a virtual one-on-one meeting with the project team, please reach out to Ajonelle Poole at Ajonelle.Poole@ci.charlotte.nc.us.

Please continue to visit RideTransit.org/LYNXSilverLine to stay up-to-date on the project. We will regularly update the website with new information, including a FAQ document that will address questions asked during the public meetings.

Recorded LYNX Silver Line Public Meetings by Focus Area

- Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485): https://www.youtube.com/watch?v=v8c03qzCT_Q&t=2287s
- Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street): <https://www.youtube.com/watch?v=cRPq06H0N5g>
- Focus Area 3: Center City (West Morehead Street to Charlottetowne Avenue): <https://www.youtube.com/watch?v=wbgwilkMveA>
- Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Rd): <https://www.youtube.com/watch?v=j6o3C9qBTtA&t=168s>
- Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine): <https://www.youtube.com/watch?v=cTGkzh7P54Q>
- Focus Area 6: Union County Extension: <https://www.youtube.com/watch?v=hIMbEfQVKfU>

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↑ 2 ↓ [r/publictransit](#) Crossposted by [u/CATSRideTransit](#) 28 days ago

Join CATS for Virtual Meetings about the LYNX Silver Line!

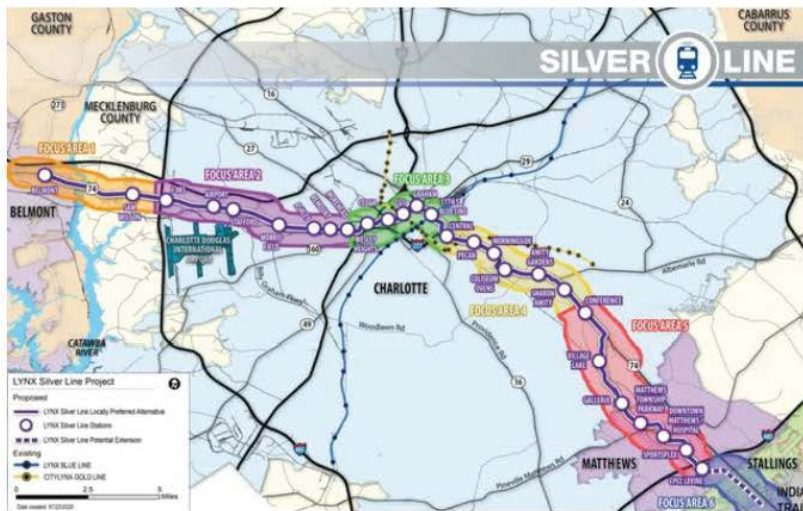


Sorry, this post has been removed by the moderators of [r/publictransit](#).

Moderators remove posts from feeds for a variety of reasons, including keeping communities safe, civil, and true to their purpose.

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Join CATS for Virtual Meetings about the LYNX Silver Line! [Events/Happenings](#)



LIVE VIRTUAL PUBLIC MEETINGS

Tuesday, September 15, 2020 | 5:30 p.m.

Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)

Wednesday, September 16, 2020 | 5:30 p.m.

Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)

Thursday, September 17, 2020 | 5:30 p.m.

Focus Area 3: Center City (West Morehead Street to Charlotte Avenue)

Tuesday, September 22, 2020 | 5:30 p.m.

Focus Area 4: Independence Boulevard (Charlotte Avenue to Idlewild Road)

Thursday, September 24, 2020 | 5:30 p.m.

Focus Area 5: Independence Blvd (Idlewild Road to just south of I-485 at CPCC Levine)

Tuesday, September 29, 2020 | 5:30 p.m.

Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSilverLine for meeting links and information.



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CATS looking for feedback on Silver Line!

[r/Charlotte](#) · Posted by u/CATSRideTransit 28 days ago

CATS looking for feedback on Silver Line! [Discussion](#)

The LYNX Silver Line light rail project has entered the Pre-Project Development phase. The project team is currently making refinements to the proposed light rail alignment, also known as the locally preferred alternative (LPA).

CATS will present several refined LYNX Silver Line alignment options to the public starting Tuesday, September 15 when CATS will kick-off a series of live virtual public meetings. Each meeting will include a presentation and Q&A session with the project team. The 26-mile alignment has been sectioned into six focus areas.

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Tuesday, September 22, 5:30 p.m. Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Road)

Thursday, September 24, 5:30 p.m. Focus Area 5: Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine)

Tuesday, September 29, 5:30 p.m. Focus Area 6: Union County Extension

The LYNX Silver Line Project has entered into Early Scoping, a Federal Transit Administration (FTA) public planning period that allows the public to provide comment on a project before entering a formal National Environmental Policy Act (NEPA) process. From August 31 – October 14, all public comments on the LYNX Silver Line project will be registered with the FTA and help the LYNX Silver Line team make project development decisions that will help with the refinement of the alignment.

For more information on upcoming live virtual public meetings and information on how to provide public input, visit RideTransit.org/LYNXSilverLine.

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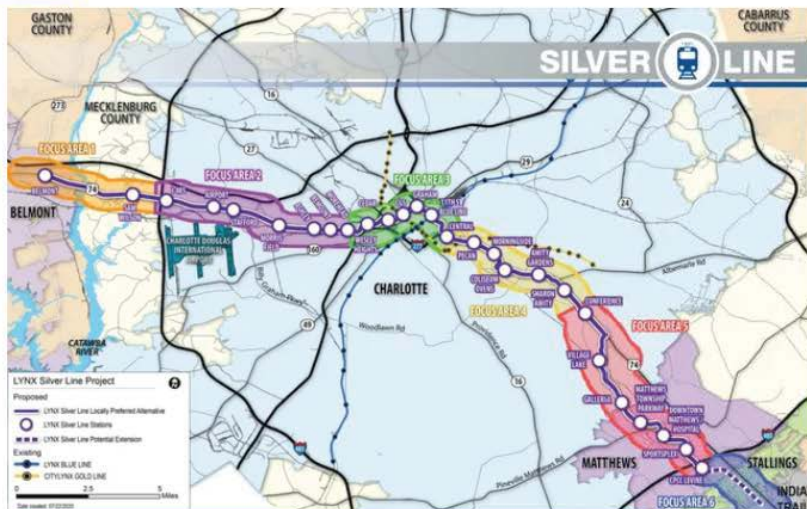
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r/Charlotte · Posted by u/CATSRideTransit 28 days ago

Join CATS for Virtual Meetings about the LYNX Silver Line!

Events/Happenings



LIVE VIRTUAL PUBLIC MEETINGS

Tuesday, September 15, 2020 | 5:30 p.m.
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Focus Area 3: Center City (West Morehead Street to Charlotte Avenue)

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Focus Area 5: Independence Blvd (Idlewild Road to just south of I-485 at CPCC Levine)

Tuesday, September 29, 2020 | 5:30 p.m.
Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSILVERLINE for meeting links and information.



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A subreddit for Charlotte, North Carolina. Where residents and visitors alike can share news, events, gatherings, stories, and more. Tirades, Welcome to Charlotte, Things to do, Buying/Selling, and Charity are all weekly topics.

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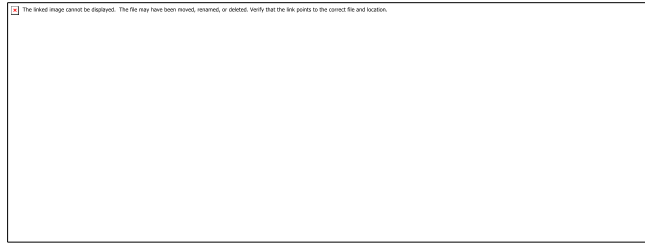


APPENDIX C.4 – MEDIA RELEASES AND COVERAGE

CATS Media List - August 2020 Updated

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Molly Grantham	mgrantham@wbtv.com
NBC News Desk	newsdesk@nbcuni.com
news@usnews.group	news@usnews.group
Newsdesk - Business Journal	charlotte@bizjournals.com
Newsdesk - Charlotte Post	newsroom@thecharlottepost.com
Newsdesk - FOX46	newstips@fox46.com
Newsdesk - La Noticia	editor@lanoticia.com
Newsdesk - Observer (Local	localnews@charlotteobserver.com
Newsdesk - WBTv	assignmentdesk@wbtv.com
Newsdesk - WCCB	newsdesk@wccbcharlotte.com



FOR IMMEDIATE RELEASE

September 14, 2020

Contact: Ajonelle Poole

980-307-9943; Ajonelle.Poole@CharlotteNC.gov

CATS to Host Live Virtual Public Meetings on LYNX Silver Line Project

Charlotte, N.C. - The LYNX Silver Line light rail project has entered the Pre-Project Development phase. The project team is currently making refinements to the proposed light rail alignment, also known as the locally preferred alternative (LPA).

CATS will present several refined LYNX Silver Line alignment options to the public starting Tuesday, September 15 when CATS will kick-off a series of live virtual public meetings. Each meeting will include a presentation and Q&A session with the project team. The 26-mile alignment has been sectioned into six focus areas.

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Thursday, September 24, 5:30 p.m.

Focus Area 5: Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine)

Tuesday, September 29, 5:30 p.m.

Focus Area 6: Union County Extension

The LYNX Silver Line Project has entered into *Early Scoping*, a Federal Transit Administration (FTA) public planning period that allows the public to provide comment on a project before entering a formal National Environmental Policy Act (NEPA) process. **From August 31 – October 14**, all public comments on the LYNX Silver Line project will be registered with the FTA and help the LYNX Silver Line team make project development decisions that will help with the refinement of the alignment.

For more information on upcoming live virtual public meetings and information on how to provide public input, visit RideTransit.org/LYNXSilverLine.

###

Please let me know if you have any questions.

Thank you,

Ajonelle Poole

Public and Community Relations Specialist

[Charlotte Area Transit System](https://CharlotteAreaTransitSystem.com)

Cell: (980) 307-9943

Media Line: (980) 722-0311

CATS hosting live virtual meetings on LYNX Silver Line

SEPTEMBER 11, 2020 BY CAROLINA WEEKLY



Passengers depart from the LYNX Blue Line. UCW file photo

CHARLOTTE – The LYNX Silver Line light rail project has entered what Charlotte Area Transit System describes as pre-project development phase. The project team is refining the proposed light rail alignment.

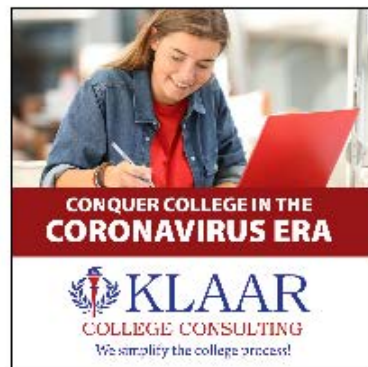
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- Sept. 17, 5:30 p.m. – Focus Area 3: Center City (West Morehead Street to Charlotte Towne Avenue)
- Sept. 22, 5:30 p.m. – Focus Area 4: Independence Boulevard (Charlotte Towne Avenue to Idlewild Road)
- Sept. 24, 5:30 p.m. – Focus Area 5: Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine)
- Sept. 29, 5:30 p.m. – Focus Area 6: Union County Extension

Visit www.RideTransit.org/LYNXSilverLine for more information on upcoming live virtual public meetings and information on how to provide public input.

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LOCAL

CATS will hold public online meetings on new Silver Line light rail corridor

BY BRUCE HENDERSON

SEPTEMBER 14, 2020 12:17 PM



City Council discusses the Silver Line light rail extension. The rail would be three times longer than the Blue Line. BY CHARLOTTE CITY COUNCIL | STEPHANIE BUNAO



The Charlotte Area Transit System will hold a series of six virtual public meetings, beginning Tuesday, on the alignment of the proposed Silver Line light rail route between Matthews and Belmont.

CATS will present route options for each of six legs of the 26-mile line, followed by question-and-answer sessions with the project team.

Charlotte City Council approved a [\\$50 million contract](#) last November to begin work on the project despite unanswered questions on how the city will pay its multi-billion-dollar cost.

TOP ARTICLES



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The project has entered a phase of planning under the Federal Transit Administration that allows the public to comment before environmental studies of it begin. Public comments made through Oct. 14 will help the project team refine the alignment of the rail line and will be registered with the FTA.

More information on the project and how to attend the online meetings is at RideTransit.org/LYNXSilverLine.

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All virtual meetings will begin at 5:30 p.m. The meeting schedule by focus area:

Tuesday: Wilkinson Boulevard (Belmont to Interstate 485).

Wednesday: Wilkinson Boulevard (I-485 to West Morehead Street).

Thursday: Center City (West Morehead Street to Charlottetowne Avenue).

Sept. 22: Independence Boulevard (Charlottetowne Avenue to Idlewild Road).

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Sept. 24: Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine).

Sept. 29: Union County Extension.



Riders board the Lynx Blue Line in uptown Charlotte. CATS will hold a series of six virtual public meetings, beginning Tuesday, on the alignment of the proposed Silver Line light rail route between Matthews and Belmont. *JOHN D. SIMMONS - JSIMMONS@CHARL*

BRUCE HENDERSON

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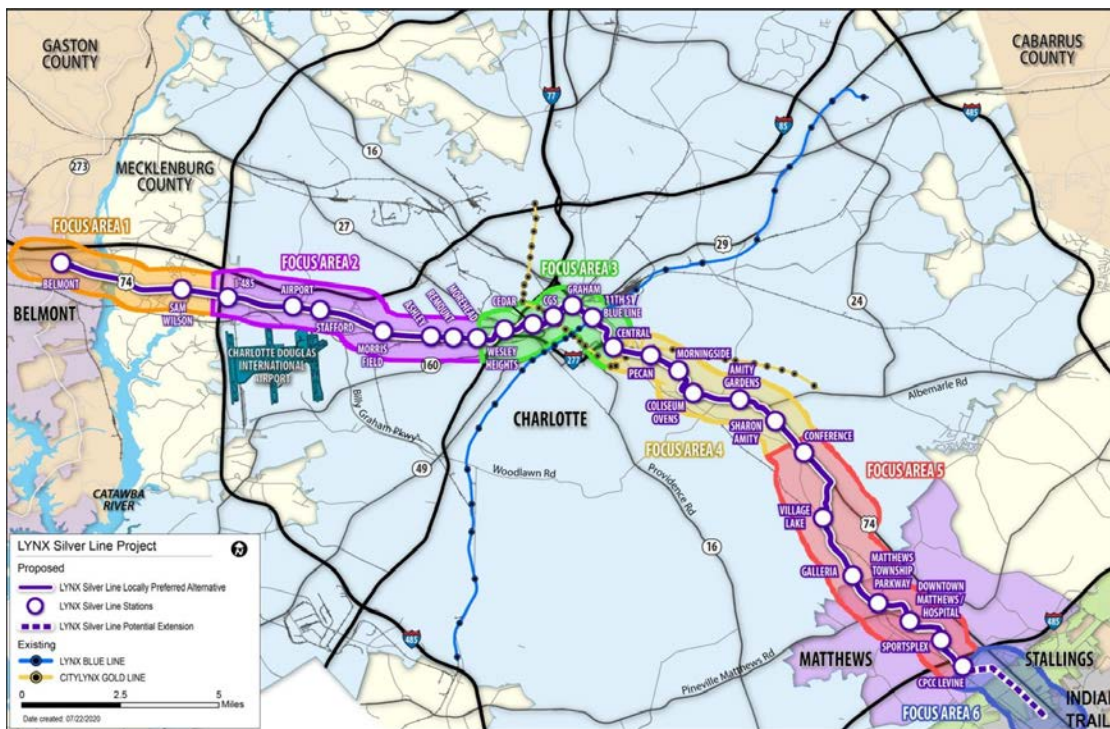
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CATS Public Meetings Seek Comment On Silver Line Route

WFAE | By David Boraks

Published September 15, 2020 at 4:57 PM EDT



Charlotte Area Transit System

Map shows the proposed route for the Lynx Silver Line light rail, from Belmont (left) to Matthews and Union County (lower right).

Charlotte Area Transit System is holding a series of virtual public meetings over the next two weeks seeking comments on the route for the proposed Silver Line light rail.

WFAE
BBC World Service

The 26-mile line would run from Belmont in Gaston County to uptown Charlotte to Matthews, and possibly into Union County. It's still just a long-range plan, and there's no funding or timeline for the project. CATS says picking a final route would help develop preliminary cost estimates.

CATS wants feedback on its preferred route as well as minor variations. Plans call for the line to run from Belmont over the Catawba River on a new bridge east to Interstate 485 along Wilkinson Boulevard to Charlotte Douglas International Airport, then to uptown. From there, it would head southeast along Independence Boulevard toward Matthews.

Six online meetings are planned, focusing on six segments:

- Tuesday, Sept. 15, 5:30 p.m. - Focus Area 1: Wilkinson Boulevard (Belmont to I-485)
- Wednesday, Sept. 16, 5:30 p.m. - Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)
- Thursday, Sept. 17, 5:30 p.m. - Focus Area 3: Center city (West Morehead Street to Charlottetowne Avenue)
- Tuesday, Sept. 22, 5:30 p.m. - Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Road)
- Thursday, Sept. 24, 5:30 p.m. - Focus Area 5: Independence Boulevard (Idlewild Road to just south of I-485 at Central Piedmont Community College Levine)

Tuesday, Sept. 29, 5:30 p.m. - Focus Area 6: Union County Extension
Meeting video links and more information are at ridetransit.org. The site also has an online open house with videos, maps and other information, as well as online comment forms.

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CATS

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David Boraks

David Boraks is a veteran North Carolina journalist who covers housing, energy and the environment, transportation, business and other topics for WFAE.

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Evans, Hart

From: Andrea <ferrandrea@gmail.com>
Sent: Tuesday, September 15, 2020 7:04 AM
To: Ferreira, Andrea
Subject: Fwd: Jacob Blake's father's long drive from Charlotte to Kenosha

----- Forwarded message -----

From: Charlotte Agenda <hi@charlotteagenda.com>
Date: Tuesday, September 15, 2020
Subject: Jacob Blake's father's long drive from Charlotte to Kenosha
To: Ferrandrea@gmail.com



Go "Inside the Training Room" tonight with OrthoCarolina and National Amateur Sports. They'll be talking common foot and ankle injuries at 5 p.m. on [YouTube](#).

Hello Tuesday. It's Michael.

This weekend, Jake Blake will return to Charlotte for the first time since learning his 29-year-old son, Jacob, had been shot by police Kenosha, Wisconsin. The local chapter of My Brother's Keeper is sponsoring a rally for him and his family Sunday at 1 p.m., at Romare Bearden Park.

Big Jake, as his friends and family call him, got the call about the shooting while he was driving to pick up Thai food on South Boulevard on Sunday, August 23.

By now you've probably heard the rest of the story. A shaky video recorded by a neighbor across the street showed Jacob walking away from police officers and around his vehicle, then trying to

get in his car. It shows one officer grabbing Jacob's shirt and tugging on it, then firing shots into his back. Protesters flooded the streets in Wisconsin. Sports leagues canceled games.

But there's more to it than that. I talked to Jake Blake for about an hour last week, while he was in a hotel room near the hospital where his son is paralyzed. We talked about his family's connections to Charlotte (his youngest son is a middle-schooler here), about his connection with his Jacob, and about his father, a civil rights legend from Illinois.

And we talked about what it was like to receive a call like that when you're 800 miles away and unable to go back in time and stop it.

Full Agenda story: [A father's long drive from Charlotte: Jake Blake discusses his son's shooting, and coming home this weekend](#)



VITALS

Weather: 79. Mostly sunny. 0% chance of rain.

Stat: 7.5. Alcohol content of "Toast to Charlotte," one of the seltzers at [Summit Seltzer brewery](#), set to open this Friday. The seltzer is named in honor of the owner's late friend, Charlotte. Some

of the proceeds from each glass of it will go to Read Charlotte.

Do: Attend a [virtual public meeting on the Lynx Silver Line](#) project. CATS is presenting several alignment options for the east-west line from the airport to Matthews. They're doing it in six sections, beginning with tonight's discussion on the Wilkinson Boulevard portion from the city of Belmont to 485. Tomorrow's is Wilkinson from 485 to West Morehead. 5:30 p.m. [Details here](#).

Charlottean: Gerald Pulsinelli, CEO of Viva Chicken, for donating 50 cents for every churro sold to No Kids Hungry. They started the partnership three months ago and have already donated \$11,213.

Happy birthday to Charlotte Agenda [members](#) Dawn O Malley, T.J. Singla, and Bryan Vanhuystee.

ORIGINALS

[A farewell to Bill Spoon's BBQ, which closes Wednesday after 57 years in business \[Purvis\]](#)

When we learned this awful news yesterday, we immediately turned to longtime food writer Kathleen Purvis. Spoon's survived through countless hard times in America. But it couldn't make through 2020. You oughta read this one to the end.

[NFL quarterback Josh McCown's Carmel Park home is on the market for \\$3.95M \[Crane\]](#)

McCown most recently was in the news last year for pulling off the rarest of professional tricks. He was playing quarterback for the Philadelphia Eagles on Sundays, but had arranged with the team to let him stay here each week through Friday to help coach the Myers Park football team.

[Red Ventures is buying CNET Media Group for \\$500 million. Why it matters \[Hopkins\]](#)

This news first came across Monday morning in *The Wall Street Journal*. CNET owns platforms like Gamespot and TVGuide.com.

[New brewery called Petty Thieves opens this weekend just north of Uptown \[Way\]](#)

Expect vintage furniture, a "DIY vibe," and 11 different beers from Charlotte's newest brewery. It's only a half-mile north of Uptown, not far from the Music Factory.

TALKING POINTS

A group of [50 people](#) gathered in Marshall Park on Monday evening to remember the life of Jonathan Ferrell, who was unarmed when a CMPD officer shot and killed him seven years ago [[Twitter](#)]. Ferrell was 24 years old when he was killed in the Bradfield Farms neighborhood of Charlotte on September 14, 2013.

The state elections board launched an app that lets you track your mail-in ballot like it's a package [[web](#)]. If you sent in an absentee ballot this year, or plan to, use [this new Ballottrax tool](#) to make sure it's been received.

Charlotte Black Restaurant Week will run from October 19 through October 31 [[QCityMetro/web](#)]. Black Business Owners of Charlotte extended the event by a week this year.

Rock Hill is considering making its mask mandate indefinite [[Newell/WBTV](#)]. The South Carolina town's mandate was set to expire last week before the council extended it 60 days. Now they want to put it in place until further notice.

#PARTNERNEWS

Criswell & Criswell Plastic Surgery: This month Criswell is welcoming nurse injectors, Annie and Jessica, to the team. They are both surgeon trained injectors and they're offering an [introductory special of \\$10/unit Botox](#) this Friday, September 18. Snag a spot because there's limited availability.

Northwood Ravin: Apartment hunting this fall? There are lots of communities to choose from in Charlotte but Uptown 550 has got to be one of our favorites. We're suckers for a nice view of Uptown and you can live rent-free until November 1 in select units. [Schedule an in-person or virtual tour](#) to check out their luxury tower units and urban flats.

THE CLASSIFIEDS

JOBS

[Lead Product Manager, Innovation Labs](#) at Lowe's.

[Customer Care](#) at Nych Group.

[Marketing Manager](#) at Adams Outdoor Advertising.

[Consultant – Marketing Operations](#) at Verizon.

[Coordinator, Community Support](#) at American Cancer Society.

[Social Experience Staff](#) at Skiptown.

EVENTS

Today – Monday, September 28: [Waverly Gold](#) / Spend money at participating Waverly shops, you'll earn Waverly Gold tokens, which are redeemable at participating restaurants and services / Spend at least \$100 to start earning tokens.

Thursday, September 17: [Engage HER with Queens University – Your Vote, Your Voice, Your Power](#) / Join in a virtual chat with keynote speaker Mayor Vi Lyles and other North Carolina women about public service / Free.

Friday, September 18: [Virtual Skookum Tech Talk – Navigating Virtual Learning: The Ups, Downs, and Finding the Silver Lining](#) / Students, parents, and professionals can get tips and tools for creating a more successful virtual learning experience / Free.

Want more? Check out our [job](#) and [event](#) boards. Hiring? [Post a job](#). Hosting? [Post an event](#).

TODAY'S PHOTO

The South End restaurant Link & Pin is opening its [second location in Huntersville](#) at [9723 Sam Furr Road](#).

Owned by Rob Duckworth of Duckworth's, Link & Pin is fancier than Duckworth's with a chef-driven food menu and a robust cocktail program.

Link & Pin Huntersville will open in mid- to late-October.



WHAT ABOUT THE BONDS?

A committee made up of people from a range of Charlotte industries launched a "[Vote Yes for City Bonds](#)" initiative. The name tells you where they stand, but the web page can be used as a guide to the bonds, even if you don't wind up voting for them.

What bonds are they talking about?

If you live in Charlotte, you'll find three at the end of your ballot in this election.

- **Transportation bond:** \$102 million to build new streets, improve roads, and acquire land. Some of the specific projects include adding sidewalks and bikeways to [Independence corridor](#), improving the [Northeast corridor](#), and the [Dixie Berryhill road areas](#), among others.
- **Housing bond:** \$50 million toward the Housing Trust Fund, the city's affordable housing bucket. A good bit goes to gap funding to help add more affordable units inside market-rate projects.
- **Neighborhood improvement bond:** \$44.5 million for projects in the [Comprehensive Neighborhood Improvement Plan](#) pipeline.

They come at the end of a [very long ballot](#), so start studying early this year.

- Michael

Did your smart, good looking friend forward this to you?

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Andrea Ferreira



Light rail leaders present proposed track alignment in Belmont

By Gavin Stewart

@GavinGazette

Posted Sep 17, 2020 at 10:24 AM

Leaders of the large and complex project to bring to connect Gaston County to uptown Charlotte via light rail held a virtual meeting Tuesday evening to provide an update.

Most recently, leaders brought the Charlotte Area Transit System's LYNX Silver Line project into the pre-project development phase. Once completed, the Silver Line will stretch 26 miles from Belmont to Matthews, through uptown Charlotte.

Gaston County residents could board the light rail along Wilkinson Boulevard in Belmont and not only commute to their uptown Charlotte jobs, but also visit popular Charlotte destinations, such as Charlotte-Douglas International Airport, BB&T Ballpark, Bojangles' Coliseum and Ovens Auditorium.

Project leaders are actively making refinements to the proposed alignment of the light rail -- also called the locally preferred alternative -- as well as looking at ways to incorporate residential and retail opportunities along the light rail in a pedestrian-friendly manner.

The pre-project development phase is scheduled to continue through 2024. The estimated cost of the entire Silver Line and finalized design plans will likely be presented after 2024.

Alignment of light rail

On the Gaston County side, the Silver Line would start near the intersection of Park Street and Wilkinson Boulevard -- in the area formerly occupied by Sub Corral -- continue along the north side of Wilkinson Boulevard and cross the Catawba River.

The Silver Line would cross Browntown Road, Crest Drive, Wallace Avenue, Priscilla Street, Patterson Street and Hazeline Avenue in Belmont, and would not require the reconstruction of Wilkinson Boulevard.

“We don’t have to rebuild the road and that has a lot less impact and cost,” said Andy Mock, senior engineer for the Silver Line project. “Having a side-running conditional allows for the platform to be directly adjacent to the parking, which just takes out some barriers for folks to get out of their vehicle and get into the train.”

However, many cross streets and driveways in Belmont, as well as just east of the Catawba River, must be reconstructed and rerouted.

Mock said projects leaders are also considering starting the Silver Line between the two entrances of the Montcross shopping center along Wilkinson Boulevard.

This option would start the Silver Line either in the median of Wilkinson Boulevard or on the north side of the road.

Similar to many busy Charlotte intersections along the Blue Line, the light rail would cross over Park Street on a large, aesthetic bridge if the Silver Line began west of Park Street.

“Those are some different ideas we’ve been kicking around,” Mock said. “We do recognize that there are significant traffic issues there.”

Running the Silver Line in the middle of Wilkinson Boulevard would require the complete reconstruction of the road. Mock added that two more bridges would be needed to cross in and out of the median on either side of the Catawba River.

“The pro of that option is that it does maintain the side streets and driveways,” Mock said.

The proposed Silver Line alignment avoids impact to Kevin Loftin Riverfront Park, which sits just south of Wilkinson Boulevard at the Catawba River bridge.

Several studies dating back to 1998 led up to the Silver Line team identifying the proposed light rail alignment.

Mock said it’s too early to tell not only the cost of the entire Silver Line but also how many properties will be impacted by construction.

“We’re very far from understanding the footprint of this project and what the right of way needs will be,” Mock said. “Flash forward a couple years and we do complete the design... we will then approach each particular property owner with a proposal for the property that’s needed and we would seek to reach a settlement with each property owner acquire the property necessary for the project.”

Train to Gastonia

CATS leaders are also helping with a study alongside the Centralina Regional Council and Connect Beyond to eventually expand off the Silver Line project to connect 12 counties outside of Mecklenburg County, including Cleveland, Lincoln and York counties.

“Any kind of connections to downtown Gastonia or any jurisdictions along the U.S. 74 corridor would be a part of that effort,” said Jason Lawrence, CATS senior transit planner. “We will be wrapping up that study by the end of next year and will be coordinating with the LYNX Silver Line efforts.”

Gastonia City Council already agreed to provide \$20,000 for the study, as well as \$50,460 equivalent of employee staff time, according to previous reports.

Part of the study means honing in a unified vision for public transit across the region, according to Jason Wager, principal planner for the Centralina Council of Governments.

“We’re talking about over 5,000 square-miles and about 2.6 million people,” Wager said. “Trying to weave together across several different transit agencies and counties and jurisdictions, what does that regional vision look like? Right now it’s fairly wide open.”

You can reach Gavin Stewart at 704-869-1819 or on Twitter @GavinGazette.

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NC: Light rail leaders present proposed track alignment in Belmont

Leaders of the large and complex project to bring to connect Gaston County to uptown Charlotte via light rail held a virtual meeting Tuesday evening to provide an update.

By Gavin Stewart**Source** Gaston Gazette (TNS)

Sep 18th, 2020



A train on the LYNX Blue Line Extension is seen in Mecklenburg County. The Metropolitan Transit Commission in Charlotte on Feb. 27 approved a long-term plan to extend a new light rail route into Gaston County.

CATS/Special to the Gazette (TNS)

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Infrastructure

FL: SunRail leaders narrowly agree to build controversial DeLand extension

The SunRail commission of local leaders agreed Thursday to begin work on a planned 12-mile extension to DeLand from an existing station in DeBary that has been an ongoing controversy.

Oct 30th, 2020

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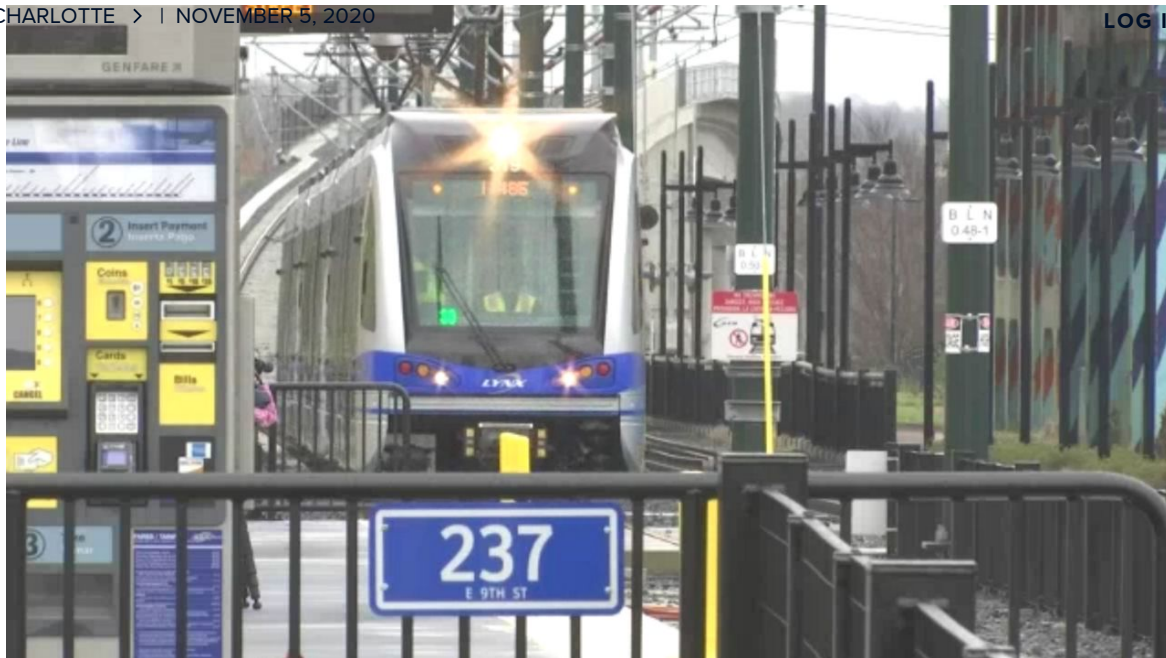
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TRANSIT

'Very Large, Very Complicated': LYNX Silver Line Project Entering New Phase of Development

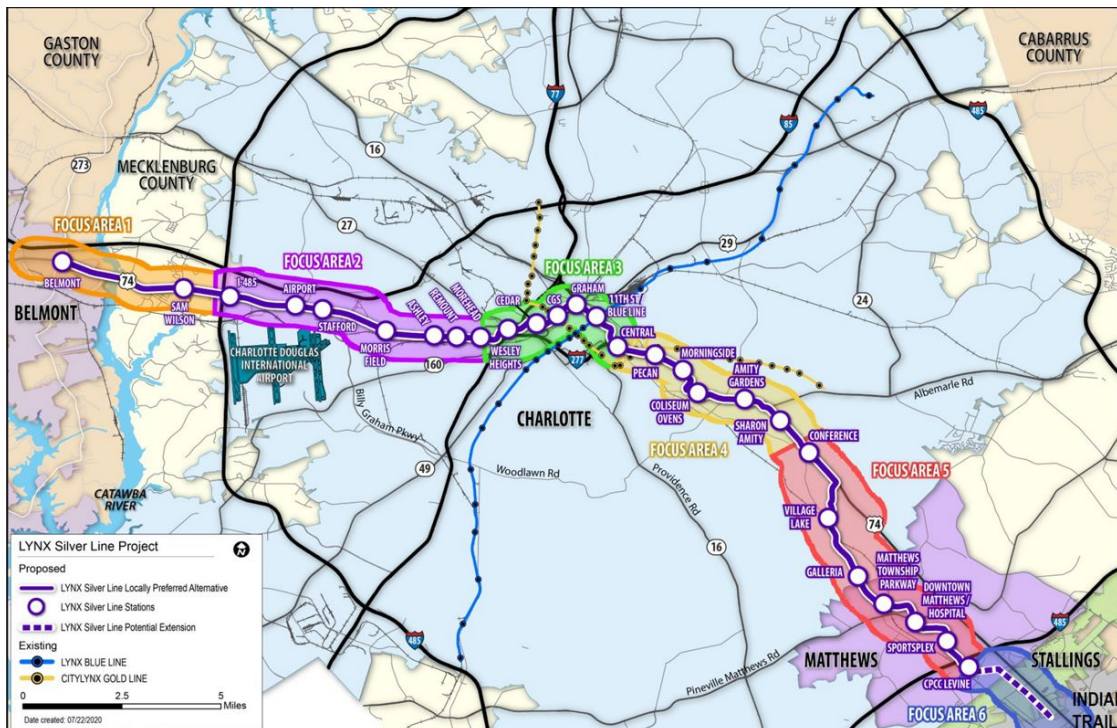
BY SPECTRUM NEWS STAFF | CHARLOTTE
PUBLISHED 5:55 AM ET SEP. 18, 2020

CHARLOTTE, N.C. — The new Lynx Silver Line Light Rail project is now entering the pre-project development phase.

This means the project team is currently making refinements to the proposed light rail alignment. Once they have a more complete cost estimate, they will start to identify funding sources.

Jenna Nichols is the deputy project manager and says this is a big project and it will take some time to complete.

“This project is very large and very complicated. There are a lot of decisions that need to be made between now and that point. Those decisions will dictate the actual timing of the delivery of the project. So, we are shooting for 2030, but again the decisions between now and that point will dictate when we actually open for operations,” she said.



Map of LYNX Silver Line project. (City of Charlotte)

There are three more meetings scheduled for this month, each focusing on a separate part of the project. More information on the meetings can be found on the City of Charlotte’s [website](#).

#ICYMI, CATS is working on this *little* project called the LYNX Silver Line. We thought it would be fun to see how much you already know about the program.

Keep an eye on this thread. Every now and then we'll post a quiz question below. See if you can answer them!

— CATSRideTransit (@CATSRideTransit) July 20, 2020

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CATS seeking community input on expanding into Union County

By Staff Reports Sep 21, 2020 Updated Oct 29, 2020

Residential Real Estate

CBJ Morning Buzz: Charlotte among top picks for those looking to relocate; Local creamery adding uptown shop; Theater in region closes again

By [Jan Wilson](#) — Associate Editor, Charlotte Business Journal

Sep 24, 2020, 10:08am EDT Updated Sep 24, 2020, 2:47pm EDT

More people were looking to move to new cities this summer — and the Queen City remains among the top markets for those searching for their next home, [according to a recent report from Redfin](#). The web-based real estate company puts Charlotte at No. 10 on its list, with roughly 40% of users searching in July for homes here doing so from outside the market. That's roughly the same share reported at this time last year.

The city saw net inflow migration of 2,234 during the month, up from 1,628 at the same time last year.

The report notes that an exodus from expensive cities such as San Francisco and New York, [exacerbated by work-from-home trends](#) in the age of Covid-19, is a major

driver.

“People who can work remotely are re-examining where they want to live, and for most of them that means they’re looking at places that are less expensive,” said Veronica Clyatt, a Redfin agent in Pleasanton, California.

Indeed, even with [steadily rising home prices in the local market](#), the Charlotte area remains among the more affordable major metros in the U.S., according to [a report out this morning from Attom Data Solutions](#). Mecklenburg County is named among a handful of counties nationwide with populations over 1 million where home ownership typically consumes no more than 28% of average local wages. That’s despite also having among the biggest year-over-year jumps in home prices at 14%, per that report.

In other local news:

Charlotte Five reports local ice cream shop Golden Cow Creamery [is expanding with a store in center city](#) next year. The business [announced the move in an Instagram post](#) yesterday.

Charlotte-based [Stone Theaters](#) [has once again closed the Redstone 14 cinema](#) in Indian Land, shortly after the theater reopened after a pandemic-induced shutdown, The Charlotte Observer reports. Despite South Carolina’s Covid-19 restrictions on such businesses being lifted months ago, the decision by major movie studios to hold off on releasing blockbuster titles has left theaters with few options to appeal to customers. The company anticipates reopening some locations in November; however, in North Carolina [movie theaters are still mandated closed](#).

The Charlotte Post reports on presidential hopeful [Joe Biden’s pitch to Black entrepreneurs](#) during his visit to the Queen City yesterday. The former vice president also [stopped by two local restaurants while in town](#). Meanwhile, [President Donald Trump is due in Charlotte](#) again today.

Local NPR affiliate WFAE-FM reports [two GOP members of the state elections board have resigned](#) over recently approved changes for mail-in ballots.

And [QCity Metro has additional details on "Delilah,"](#) a drama series set to air on Oprah Winfrey's cable network next year. It's one of five projects announced by Gov. Roy Cooper that [are set to begin filming in North Carolina](#) by the end of October. The news outlet notes the Oprah Winfrey Network, known as OWN, is returning to town after featuring local Black professionals in its 10-part series, "To Have and To Hold: Charlotte." A holiday movie by Hallmark [was also set to begin filming here this month.](#)

Here are some of CBJ's latest stories on the impact of the pandemic:

- [From local retailers to chains: Rounding up store closures across the Charlotte area](#)
- [SBA opened its PPP forgiveness portal in August. Here's how it's going.](#)
- [Audibles aplenty: Sorting out scenarios for college football in Charlotte](#)
- [Owner of north Charlotte hotels files for Chapter 11 bankruptcy](#)
- [Winter is coming for Charlotte hospitality industry: 'Next six months are going to be scarier'](#)

[Find all of CBJ's coronavirus coverage here.](#)

Yesterday's top-read story on the CBJ website: [Why top agent broke off from Keller Williams Realty to launch own firm](#)

In the national news:

- [Protests grow, two officers shot after grand jury's decision on killing of Breonna Taylor](#) — The New York Times
- [Covid-19 live updates: Trump suggests vaccine approval plans are driven by politics](#) — The Times
- [Exclusive: Palm oil labor abuses tied to worlds top brands, banks](#) — Associated Press
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- [Father, son used-car sellers get \\$5 billion richer in a day](#) — Bloomberg
- [How Tesla plans to make batteries cheap enough for a \\$25,000 car](#) — Ars Technica
- ['Fortnite' creator joins Spotify, Tinder parent Match to challenge Apple's store fees](#) — Reuters

Sports:

The Carolina Panthers have placed star running back Christian McCaffrey on injured reserve, meaning he will miss at least three games due to a high ankle sprain sustained during last week's loss to the Tampa Bay Buccaneers. He'll be replaced by Mike Davis in this coming Sunday's game against the Los Angeles Chargers.

This week and beyond:

The Charlotte Film Festival — happening in virtual format this year — is getting underway and runs through Sunday.

The Charlotte Area Transit System's series of virtual public meetings continues today to seek input on planning for the Lynx Silver Line, a light-rail line that would run from east of the city near Matthews to Gaston County to the west.

As the Covid-19 pandemic continues and CBJ's signature in-person events remain on hold, we have started lining up virtual events. Find more details and sign up here.

By Jen Wilson — Associate Editor, Charlotte Business Journal
Sep 24, 2020, 10:08am EDT Updated Sep 24, 2020, 2:47pm EDT

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CATS considers Silver Line alignments from Charlotte to Matthews

OCTOBER 9, 2020 BY ADMIN

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CATS has been collecting input from residents across the region for the transit in eastern Mecklenburg County for years. MMHW file photo

By Yustin Riopko

The Charlotte Area Transit System is continuing to draft the exact path the LYNX Silver Line will trace through Charlotte from Belmont to Matthews, weighing alignment options and seeking public input.

CATS hosted six virtual meetings between Sept. 15 and 29 to share where they stand on the project and answer questions.

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Alignments were defined in 2019 for each focus area of the 28-mile light rail project, called locally preferred alternatives. Now CATS is reconsidering those locally preferred alternatives and seeking more engagement in light of environmental regulations and other concerns.

Senior project manager Andy Mock called this the pre-project development stage.

"Nothing is set in stone," Mock said. "That's the point of this process. We're asking for your input. We feel like some of [the stations] are pretty well laid out, but we definitely are open to public input on stations, configurations and layouts."

Here's what we know so far.

The Silver Line will exit uptown along the north side of Independence Boulevard and eventually transition by bridge or tunnel to the south side. That first segment will include stops near Pecan and Commonwealth avenues, before eventually connecting into Bojangles Coliseum and Ovens Auditorium. The rail's exact path through and past that area has yet to be determined but will eventually come to Idlewild Road along either the north or south side of Independence Boulevard. Details that could influence that section of the Silver Line include redevelopment opportunities, existing businesses and environmental concerns like wetlands and floodplains.

"This is intended to be a federally funded project that will have to go through a very strenuous environmental review," Mock said. "Anytime you're impacting the natural environment in this way, there's a lot of concerns with how that could affect your permitting and your ability to actually deliver the project."

Following the Silver Line down from Bojangles/Ovens, CATS is also looking to provide a stop just past Eastway Drive and another near Sharon Amity Road.

The next big move is getting from Independence over to Monroe Road. CATS is looking to do this somewhere around Village Lake Drive or the McAlpine Creek area.

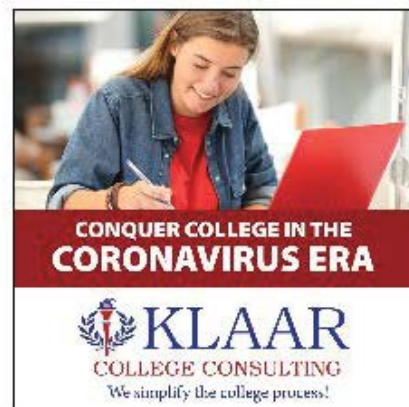
Many of the same constraints in the Bojangles/Ovens area apply here too. An at-grade or street-level station would be more accessible, but might have a more serious impact on water resources like streams and wetlands. The right alignment could lead to redevelopment opportunities. Mock also said decisions at this point will affect the Silver Line's travel time with options ranging a half-mile of track length.

A new concern in this area is the potential need for acquisition of private land and relocation of residences. Mock doesn't expect that any agents will reach out with property offers for at least three or four years.

"We don't have a clear understanding on the magnitude of property impacts yet," Mock said. "We will be minimizing that as much as possible through this process, but inevitably there will be property impacts for any alternative that we're pursuing at this point. As we begin to understand the project more and really understand the environmental impacts, we'll be reaching out and working with the community as real estate acquisition becomes more imminent."

Whatever citizens and planners settle on, the light rail will have hopped over by this point from Independence to align with Monroe Road, where CATS is still deciding whether to follow the street or the nearby CSX freight railroad.

"The working assumption is that we would rebuild Monroe Road," Mock explained, "widening out on either side and placing light rail into a new median, and that would go along past Sardis Road, through a station near The Galleria."



The alternative to this would place the light rail alongside CSX.

"This option minimizes the need to reconstruct Monroe Road and provides faster and more reliable trains due to fewer street crossings," Mock said. "However, it is further from neighborhoods and development opportunities near Monroe Road and it requires an agreement with CSX railroad. This increases complexity."

Although CATS is considering an extension into Union County, the Silver Line's southernmost destination at this point is expected to be CPCC's Levine Campus just past I-485 in Matthews. How the train passes through downtown Matthews to get there is one of the biggest alignment decisions CATS will make.

Whether the train passes through the campus of Novant Matthews hospital or bisects downtown along Matthews street is still up in the air.

Most of CATS's attention is focused on figuring out a footprint for the rail, but planners have already started brainstorming about stations and other details.

John Howard, project manager for the Silver Line's transit-oriented development, said successful station planning will look to connect with Gold Line street cars, bus services and pedestrian and cyclist routes wherever possible.

"Ideally, stations want to be mixed use – a variety of uses, not just a single use," Howard said. "And parking decks are a great place to have different uses on the ground floor via the office or retail. I think being creative about green space around the station areas around the parking decks is a great idea that we'll dig more into once we start looking at station areas in more detail."

CATS is also already thinking about where to put park-and-rides, a type of stop senior transit planner Jason Lawrence said has been very successful along other LYNX projects in Charlotte. The stop on Independence Boulevard near Sharon Amity Road is one candidate.

That's not the only note CATS is taking from past lines. CATS will be conducting internal interviews during October with those who worked on the LYNX Blue Line and Blue Line Extension, a set of light rail projects with a similar scope stretching from UNC Charlotte through center city to South Boulevard near I-485, to hatch ideas about land use, accessibility and urban design.

"We will talk during our area planning discussions with the community about that as well," Howard said. "What kind of advantages do they see now in existing lines and how can we bring good ideas forward to Silver Line station area planning?"

Lawrence said, "What we've learned is that doing [transit-oriented development] planning and rail trail planning at the very earliest phases is critical to delivering a project that meets all the needs we are hearing from our community. We're doing a lot of stuff very early and we've learned and heard from the public that there's an expectation to deliver something that gets to the issue of equity and very intentionally located stations."

Want to learn more?

You can go to www.ridetransit.org/lynxsilverline to learn more about the Silver Line's potential alignments and provide input by Oct. 14.

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APPENDIX C.5 – NEWSPAPER ADVERTISEMENTS

Most NC parents of school kids will get \$335 checks

BY DAWN BAUMGARTNER VAUGHAN
dvaughan@newsobserver.com

Most North Carolina parents will receive checks for \$335 from the state this fall, meant to help offset costs from their children’s virtual learning during the coronavirus pandemic.

Here’s what you need to know about who gets the Extra Credit Grants and when:

Why is this happening?

Each check will come with an insert from the state controller, explaining that the grant “is intended to assist with the additional virtual schooling or child care expenses in-

curred due to COVID-19,” according to the law. No elected officials’ names will be on the insert.

Who paid for these checks?

The federal government, which receives money from taxpayers. The General Assembly passed its latest coronavirus relief act in early September and Gov. Roy Cooper signed it. The money for the checks is from the CARES Act passed by Congress and signed by President Donald Trump.

Are there conditions to getting an automatic check?

Yes. The two conditions are that the taxpayer (or

spouse for joint filing) reported on their state tax Form D-400 that they were a resident of North Carolina for the entire 2019 calendar year; and that they reported at least one qualifying child on that same form, according to the law. North Carolina allows a tax deduction if you also claimed the federal child tax credit, which begins to be phased out for an individual above a \$200,000 modified adjusted gross income, or \$400,000 for joint filing, according to the IRS.

If you meet those criteria, checks will be sent automatically by Dec. 15.

Do my spouse and I each get a check if we

filed jointly?

No. The grant is for eligible individuals who have at least one qualifying child, Department of Revenue spokesperson Schorr Johnson told The News & Observer via email. That means if you and your spouse filed jointly, you count as one individual.

When is my check getting here?

No later than Dec. 15. The law also allows the state to send the money as a direct deposit into the same account as your state tax refund went to.

I didn’t make enough money to file taxes last year. Can I still get a check?

Yes, but you have to apply for it. The Department of Revenue is still working out the online portal for applying. It will be posted online at ncdor.gov/extracredit “as soon as possible,” the department says on the website, and in enough time to apply before the Oct. 15 deadline.

Are there conditions to apply?

Yes; they are similar to the conditions for getting an automatic check, including the requirement to live in North Carolina for all of 2019.

Whose idea was it?

Republican budget writers in the Senate and House rolled out the idea

before the start of a two-day legislative session to decide how to spend the remaining \$903 million of CARES Act money. The stimulus checks account for about half of it.

Senate leader Phil Berger, an Eden Republican, said he knows the \$335 amount isn’t enough to pay off a mortgage but could pay for a babysitter and a dinner out for parents along with other costs related to virtual learning, The News & Observer previously reported.

“All I know is they need it; they deserve it,” Berger said.

The legislature passed the relief act and Cooper signed it into law earlier this month.

I have more questions.

Visit the N.C. Department of Revenue website about the grants at ncdor.gov/extracredit.

Dawn Baumgartner Vaughan: 919-829-4877, @dawnbvaughan



Although Bank of America Stadium was closed to fans due to coronavirus restrictions, some still flocked to uptown Charlotte bars and restaurants to watch the game.

Panthers fans flock to uptown businesses with stadium closed

BY HANNAH SMOOT
hsmoot@charlotteobserver.com

The first home game of the season usually means packed streets in uptown Charlotte and parking lots full of cars and people. But Sunday’s game against the Las Vegas Raiders looked much different, even as fans made the best of not being allowed inside the stadium.

So while there was no tailgating and Bank of America Stadium was closed to fans due to coro-

navirus restrictions, some still flocked to uptown Charlotte bars and restaurants to watch the game.

Lissa Miller, waiting outside Ink and Ivy to catch the 1 p.m. kickoff, said she was disappointed she couldn’t tailgate — but grateful there was still a game.

“We’re supporters,” she said. “We’re fans — we’re going to be here regardless. But COVID has taken it all away.”

Miller said she hopes players know fans are still showing up, even if they

won’t be in the stadium.

Fans were also watching the game at Latta Arcade restaurants — and manager of The French Quarter Restaurant Angelo Tsepelis said he’s grateful for the traffic.

“We’ll take whatever business we can get right now,” Tsepelis said Sunday.

The restaurant was not as packed as it has been in the past, but there were more customers than Tsepelis expected. Still, he said it hurts that the stadium is closed to fans.

That means people who might have traveled from outside of the city to watch the game — and bring their business to uptown restaurants — end up staying away, he said.

‘STILL A WAYS TO GO’

Data show people are returning to restaurants after a huge drop in

spending as the coronavirus pandemic hit North Carolina.

At the end of August, consumer spending at Charlotte restaurants and hotels was down 37.1% compared to January, according to research group Opportunity Insights’ COVID-19 economic tracker. But that’s an improvement from mid-April, when consumer spending restaurants and hotels in Charlotte was down 70.3% compared to January, according to the tracker.

The return of some weekend business is a good thing for restaurants, who took a big hit from the loss of office traffic during the week due to the pandemic, Charlotte Regional Business Alliance senior vice president Chuck McShane said. Panthers games can only help them, even with an

empty stadium, he said.

“Growth and employment has been in rebound in food services since April,” McShane said. “So that’s been a positive trend — there’s still a ways to go. Certainly, events like (Panthers home games) will definitely help.”

FANS MAKING PLANS

For some Charlotte fans, game day seems to be almost normal.

That includes Bryce Hatley, who waited in the 20-person line outside Graham Street Pub and Patio in a Cam Newton Panthers jersey Sunday afternoon. He was meeting some friends at the pub, and said they would probably “bounce around” to a few other places before the end of the day.

That’s his usual plan on game days. The biggest difference was the research involved ahead of

time — to figure out which restaurants had reopened after COVID-19 restrictions.

Restaurants have been allowed to operate at 50% capacity, but bars are still closed under Gov. Roy Cooper’s Phase 2.5 plan. The executive order is scheduled to run until Oct. 2, but could be extended.

In late August, the Panthers said they are working on compromises to allow a limited number of fans into the stadium for future games. More information is expected in the coming weeks.

In the meantime, Miller said fans will continue to show up for the team — just in different ways.

“The fans are doing all they can,” she said.

Hannah Smoot: 704-358-5349, @hgsmsmoot

NC senator: Gas spill near Huntersville far worse than reported

BY JOE MARUSAK
jmarusak@charlotteobserver.com

Far more gasoline spilled into the soil and shallow groundwater from an underground Colonial Pipeline Co. pipe near Huntersville than Colonial originally estimated, N.C. Sen. Natasha Marcus said Monday, citing a revised report from the company. Colonial is expected to file a report with a federal agency showing that 272,580 gallons spilled in August, Marcus posted on Facebook early Monday. She called the revised number “a huge increase.”

The new number is more than four times the company’s original estimate.

“This leak is MUCH more serious than the 63,000 gallons originally reported,” Marcus posted.

And the company may need to revise its numbers yet again as work to recover the gasoline continues and workers find even more petroleum, she said.

The company also reported the new total in an online update Sunday night.

Marcus said the company’s report also will indicate that only half of what spilled has been recovered.

The latest revised numbers are still an estimate, Marcus said, “based on additional data that Colonial has obtained and analyzed over the course of the last several weeks.”

The spill occurred Aug. 14 where the pipeline crosses Mecklenburg County’s 142-acre Oehler Nature Preserve at 14511 Huntersville-Concord Road, east of Huntersville, the county said.

As of Saturday, accord-

ing to the company, no petroleum compounds have been found in residential water wells and surface water samples. Colonial says it has installed 47 monitoring wells and 30 recovery wells.

According to the company, Colonial pipes gasoline, diesel, jet fuel and home heating oil from refineries primarily located on the Gulf Coast, with customers throughout the South and East, through more than 5,500 miles of pipeline.

The spill near Huntersville came to light when two ATV riders saw liquid on the ground and smelled gasoline, according to the company.

The spill was reported off Huntersville-Concord Road between Lawther Road and Asbury Chapel Road.

Colonial said it shut down the pipeline “in a matter of minutes and crews were dispatched to the site. The pipeline was repaired as of 6 p.m. August 19.”

Joe Marusak: 704-358-5067, @jmarusak

SILVER LINE

PUBLIC MEETING NOTICE

CATS is hosting a series of virtual public meetings to discuss the current progress of the LYNX Silver Line project. Each virtual meeting will concentrate on a particular focus area and includes a presentation and opportunity for Q+A with the project team.

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Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSilverLine for more information about the project and how to watch the live meetings.

If you require special accommodations under the Americans with Disabilities Act or translation services (free of charge), contact CATS Customer Service at 704-336-RIDE (7433) prior to the public meeting date.

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The Charlotte Post

The Voice of the Black Community

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« PEOPLE OF NOTE

Dixon new chief of external relations for Wells Fargo

STAFF REPORTS

Gigi Dixon, senior director of external relations for national constituents at Wells Fargo, has been named head of external relations.

Dixon has been responsible for leading engagement with major national non-profits, advocacy organizations and other key stakeholders at the bank and advisor to its executives around diversity and inclusion issues.

Dixon has been instrumental in helping Wells Fargo take a number of new actions around diversity and inclusion, including creating a new diversity leader role reporting directly to the CEO, requiring all managers to participate in anti-racism training, and requiring our Operating Committee to meet new D+I-related commitments.

Dixon is vice chair for the NAACP Foundation, corporate advisory board member for UnidosUS, and chair of the Opera Carolina board.

Charlotte-based Girls on the Run International named two members to its board of directors.

Elizabeth Catlin joined the board in May and **Phyllis Finley** rejoined the board at the end of August. More than 2 million girls have participated in the program since it launched 25 years ago.

Catlin has been a Girls on the Run coach for nine seasons and served on the board of Girls on the Run Vermont for 10 years, most recently as vice chair.

A graduate of Harvard College and Duke Law School, Catlin worked for the National Women's Law Center in Washington, D.C.

Finley previously served on the GOTRI board of directors from July 2017 to January 2019. She holds a master's degree from the University of Maryland, Global Campus in human resources and completed the senior executive program at Ise Business School, University of Navarra in Barcelona, Spain.

Residents from Charlotte and Mooresville have been appointed to WFAE's Community Advisory Board from a pool of 69 applicants.

New members include:

- **Allyson Colaco** of Charlotte and Windy O'Connor Art & Home

- **Myah Davis** of Charlotte and Charlotte Lab School

- **Jarrett Hurms** of Charlotte and Wells Fargo

- Marketing consultant Ingrid Travis James of Charlotte;

- **Dennis Lazarus** of Charlotte, retired from United Nations Development Programme

- **Raquel Rivera** of Charlotte and YMCA of Greater Charlotte

- **Bryn Wilson** of Mooresville and Ogletree Deakins

Julie McKinney was named principal at Endhaven Elementary School, where she has been assistant principal since 2015. McKinney was a math facilitator from 2013-15 and a teacher from 2009 to 2013 at River Gate Elementary. She was a teacher at Nations Ford Elementary from 2004-09.

She has a bachelor's degree in management and society from the University of North Carolina at Chapel Hill. McKinney has a master's degree in teaching and a certificate in school administration from Queens University of Charlotte.

Bojangles hired **Monica Sauls** as its first chief people officer.

Sauls, the first African American to serve on the fast-food chain's leadership team, will report directly to Bojangles CEO Jose Armario as she leads talent acquisition, talent development, employee relations, diversity and inclusion and culture stewardship.

Sauls has two decades of experience leading human resources functions and culture transformations within global organizations. Most recently, she held human resources roles where she led a team of field HR business partners for Duke Energy's Fossil Hydro and Nuclear divisions.

Prior to that, Sauls was responsible for senior executive and leadership development strategies at the Boeing Company, where she led best-in-class talent development initiatives from concept to deployment for leaders across the company.

Sauls has also served in human resources and talent management leadership roles for Walgreens and Ingersoll Rand.

Key to motivating young voters? Nominate more young candidates

One of the most exciting parts of this year's Democratic National Convention for me was the keynote speech delivered collectively by a group of young



BEN JEALOUS

Donald Trump.

They also showed us how to get there. One way to make sure we remove Donald Trump from the White House and his enablers from Congress is to support exciting candidates at all levels who can energize Democratic voters—especially progressive young people—to vote.

The mass mobilization we have seen in the Black Lives Matter protests is an essential tool for turning energy into political will and bringing pressure on public officials. Ultimately, though, voting is the only tool we have for putting people who are committed to making the changes our country urgently needs into positions of power.

Many of the problems

that have been with us for far longer than the current administration – including systemic inequity in health care, education, housing, and policing – can and must be addressed at local and state levels.

That's why transformational local candidates are a key to building progressive power and making progressive change. And getting elected and serving successfully in local office is often the first step to higher office.

Look at Virginia, where intense organizing over the past few election cycles turned the former capital of the Confederacy blue. Candidates from underrepresented communities – young people, people of color, women, immigrants, LGBTQ candidates – helped Democrats take control of both chambers of the state's General Assembly. And that has meant the power to make huge changes for the people of Virginia – expanding access to health care, addressing gun violence, and more.

Opposition to President Trump helped drive change in Virginia and will motivate many people to get to the polls in November. But energy doesn't come just from the

top of the ticket. It runs both ways. In fact, exciting local candidates can generate enthusiasm among people who might see national politics and candidates as far removed from their lives and concerns.

People For the American Way's Next Up! project supports young candidates running at the state and local level, many of them from communities that have long been denied their fair share of political power. The enthusiasm for their candidacies can boost progressive prospects up and down the ballot.

There's Arizona, for example, where Democrats have an excellent chance of picking up the U.S. Senate seat now held by the appointed Republican senator Martha McSally. We're excited about supporting two local candidates Whitney Walker and Jevin Hodge, both young Black people who are engaging their communities by challenging Republican incumbents on the Maricopa County Board of Supervisors.

How about Michigan, a battleground state that helped put Trump in the White House? Chokwe Pitchford is generating excitement as a 21-year old Black man running to flip a

seat in the statehouse.

Young voters have been going to the polls in higher numbers in recent elections. We must do everything in our power to keep that trend rising. If you know a young community-oriented person who ought to run for public office in the future, encourage them. We need their voices and energy to keep turning citizens and activists into voters.

And between now and November, do what you can to support young candidates who have stepped up. They are running in a year when public health restrictions make traditional campaigning harder and when disinformation and voter suppression campaigns are trying to keep Black people from voting. We can and will move this country toward a more just future—and we can't let anyone convince us to take our eyes off that prize.

For reliable information on voting, visit www.vote411.org/ (League of Women Voters) or <https://866ourvote.org/state/> (Lawyers Committee for Civil Rights under Law)

Ben Jealous is president of People For the American Way and People For the American Way Foundation.

Many NC employers, jobs won't come back when pandemic ends

By Kate Martin
CAROLINA PUBLIC PRESS

CHAPEL HILL - A drive down Franklin Street shows John Quinterno everything he needs to know about the state of the restaurant industry: shuttered doors, brown paper covering the floor-to-ceiling windows or boarded-up entrances on the main drag of what is supposed to be the middle of the semester in one of the nation's premier college towns.

Though about 290,000 North Carolinians have gone back to work in recent months, hundreds of thousands remain unemployed statewide.

Many who thought their layoffs were temporary may soon realize their jobs are gone, their employers shut down and their benefits nearing their end as a casualty of the COVID-19 pandemic.

"We are seeing more and more people saying they are on permanent layoff, and that's being reflected in unemployment insurance data," said Quinterno, principal with South by North Strategies and an instructor at Duke University's Sanford School of Public Policy.

From February to April, the pandemic-induced recession eliminated 615,000 jobs in North Carolina.

"We are still down 325,000 jobs compared to February. If you put that into context, it's pretty much where we were at the very worst part of the Great Recession," said Quinterno, a Chapel Hill resident.

North Carolina's unemployment rate peaked at 12.9% in April. Though it dropped to 7.5% in June, it ticked up a percentage point in July, according to the U.S. Bureau of Labor Statistics. Many of the missing jobs are in the service industry – and those whose work requires face-to-face contact are suffering the most.

Tourism has dropped sharply across the state since March. For instance, the number of passengers arriving at Raleigh-Durham International Airport from March through the end of July of this year fell by more than 80% compared with the same period last year, according to figures from the Raleigh-Durham Airport Authority.

Put another way, 2.5 million fewer passengers departed at RDU from March through July than the same five-month period last year – and fewer than 20,000 people arrived at RDU

through all of April.

Some economists believe unemployment will climb again when federal and state aid to prop up long-term unemployed workers ends.

"A lot of those small businesses that got (federal) paycheck protection aid – that money is long gone," Quinterno said. "So, if they're still at reduced sales, are they going to be able to ever hire back? Are they going to make it? No." Bureau of Labor Statistics data from August shows that of the unemployed, 60% have been out of work for 15 or more weeks – 8.1 million people. Last year in August, that figure was about 32%, with far fewer people unemployed overall at the time, so fewer than 2 million people were facing prolonged unemployment a year ago.

Many of the jobs that have disappeared in the short run are still not there, said Ted Abernathy, an economic development consultant with Economic

Leadership LLC.

"Will they all come back?" Abernathy said. "The answer is probably not, but some of them will. We will bounce back when we reopen everything. The throttle when we get back to normal is confidence and consumer safety."

Abernathy estimates that three-quarters of lost jobs will eventually return. The remaining quarter may lean heavily on the state's community college system to learn new employable skills. More than 50 community colleges operate

throughout North Carolina. The challenge is in making classes short and affordable enough, Abernathy said.

Attempts to predict the end of the economic turmoil hinge on one factor: whether there's an effective vaccine for COVID-19, the disease caused by the new coronavirus.

"As long as the virus continues to reoccur and spread around the country the way it does, you are going to continue to see impacts on the economy," Abernathy said.



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APLICAR EN PERSONA EN MORVEN

De lunes a viernes, de 8 am a 5 pm

Entrevista en el lugar.

Debe traer dos formas válidas de identificación.

Bell Nursery

1457 Cason McLaurin Road
Morven, NC. 28119

SILVER LINE

AVISO DE REUNION PUBLICA

CATS esta organizando una serie de reuniones publicas virtuales para discutir el progreso actual del proyecto LYNX Silver Line. Cada reunión virtual se concentrará en un área de enfoque particular e incluye una presentación y oportunidad de Preguntas y Respuestas con el equipo del proyecto.

Septiembre 15, 2020, 5:30pm
Área de Enfoque 1:
Wilkinson Blvd
(Ciudad de Belmont a I-485)

Miércoles, 16 de Septiembre, 2020, 5:30pm
Área de Enfoque 2: Wilkinson Blvd.
(I-485 a West Morehead St.)

Jueves, 17 de Septiembre, 2020
5:30 pm
Área de Enfoque 3: Center City
(West Morehead St. A
Charlottetowne Ave)

Martes, 22 de Septiembre, 2020,
5:30pm Área de Enfoque 4:
Independence Blvd.
(Charlottetowne Ave.
a Idlewild Rd.)

Jueves, 24 de Septiembre, 2020
5:30 pm Área de Enfoque 5:
Independence Blvd.
(Idlewild Rd. al sur de I-485
en CPCC Levine)

Martes, 29 de Septiembre, 2020,
5:30 pm
Área de Enfoque 6:
Salida Union County

Visite RideTransit.org/LYNXSilverLine para obtener más información sobre el proyecto y como ver las reuniones en vivo.

Si necesita adaptaciones especiales dentro del Acto de Americanos con Discapacidades o traducción (sin cargo), comuníquese con CATS Servicio al Cliente al 704-336-RIDE (7433) antes de la fecha de la reunión pública.



CHARLOTTE

APPENDIX C.6 – WEBSITE ANNOUNCEMENTS

Transit Planning > Silver Line


charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx

CITY of CHARLOTTE Home Services Resident Business City Government

BUS • RAIL • PARA-TRANSIT • FARES • ALERTS • COMMUTING • NEWSROOM • TRANSIT PLANNING • ABOUT •

City of Charlotte > Charlotte Area Transit System > Transit Planning > Silver Line

Print Share



The Early Scoping comment period closed on October 14, 2020. Thank you for participating. If you have questions or comments for the project team please use the contact information under "Tell Us What You Think!" You may continue to review project information and the interactive map available on the [Online Open House](#).

What is the LYNX Silver Line?

The LYNX Silver Line is a proposed 26-mile light rail project from the City of Belmont in Gaston County, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. Key connections include:

- LYNX Blue Line Light Rail
- CityLYNX Gold Line Streetcar
- Charlotte Douglas International Airport
- Charlotte Gateway District
- Bank of America Stadium
- CPCC Central and Levine campuses
- BB&T Ballpark
- Ovens Auditorium
- Bojangles Coliseum
- Novant Uptown and Matthews hospitals

3:28 PM 10/17/2020

Transit Planning > Silver Line

charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx

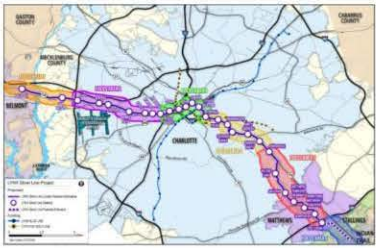
CITY of CHARLOTTE Home Services Resident Business City Government

Pre-Project Development and Early Scoping.

CATS conducted Early Scoping from August 31 - October 14, 2020 in collaboration with the Federal Transit Administration. CATS is analyzing public and agency feedback received as the proposed alignment (or locally preferred alternative (LPA)) is refined. Thank you for your feedback.

CATS hosted six live virtual public meetings that included a presentation followed by Q&A. To view those recordings view "Focus Area Virtual Public Meeting Videos."

The 26-mile alignment has been broken into six focus segments to allow the project team and public to concentrate on particular areas of interest.



Focus Area Virtual Public Meeting Videos:

LYNX Silver Line live virtual public meetings have concluded. Please view the recorded meetings for each focus area below:

Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)
 YouTube Link: https://www.youtube.com/watch?v=v8c03qzCT_Q&t=2287s

Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)
 YouTube Link: <https://www.youtube.com/watch?v=cRPqD6H0NSg>

Focus Area 3: Center City (West Morehead

3:23 PM 10/17/2020


Transit Planning > Silver Line


charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx

CITY of CHARLOTTE

Home Services Resident Business City Government

Tell Us What You Think!

 LYNXSilverLine@publicinput.com

 or by calling **704-336-7433 (RIDE)**

STAY IN THE KNOW!

Sign up below to receive updates about the LYNX Silver Line Light Rail Project

Email

SMS

SIGN UP

[Sign up your neighborhood](#) or community group for a virtual meeting with project team.

Focus Area 3: Center City (West Morehead Street to Charlotte Avenue)

YouTube Link: <https://www.youtube.com/watch?v=wbgwilkMveA>

Focus Area 4: Independence Boulevard (Charlotte Avenue to Idlewild Rd)

YouTube Link: <https://www.youtube.com/watch?v=jf6o3C9qBTA&t=168s>

Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine)

YouTube Link: <https://www.youtube.com/watch?v=CTGkzh7PS4Q>

Focus Area 6: Union County Extension

YouTube Link: <https://www.youtube.com/watch?v=hikMbEIQvKIU>

3:24 PM 10/17/2020

Transit Planning > Silver Line

charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx


CITY of CHARLOTTE

Home Services Resident Business City Government

[Sign up your neighborhood](#) or community group for a virtual meeting with project team.

Download the LYNX Silver Line **toolkit** with shareable project materials.

[View/Download the LYNX Silver Line Fact Sheet.](#)

 **CHARLOTTENC.GOV**
About Charlotte
CharMeck 311 services
City departments
Jobs & careers

Privacy & legal notices
Public records & data
ADA accommodations
Sitemap

3:25 PM 10/17/2020

APPENDIX C.7 – RIDERS' ALERTS

----- Forwarded message -----

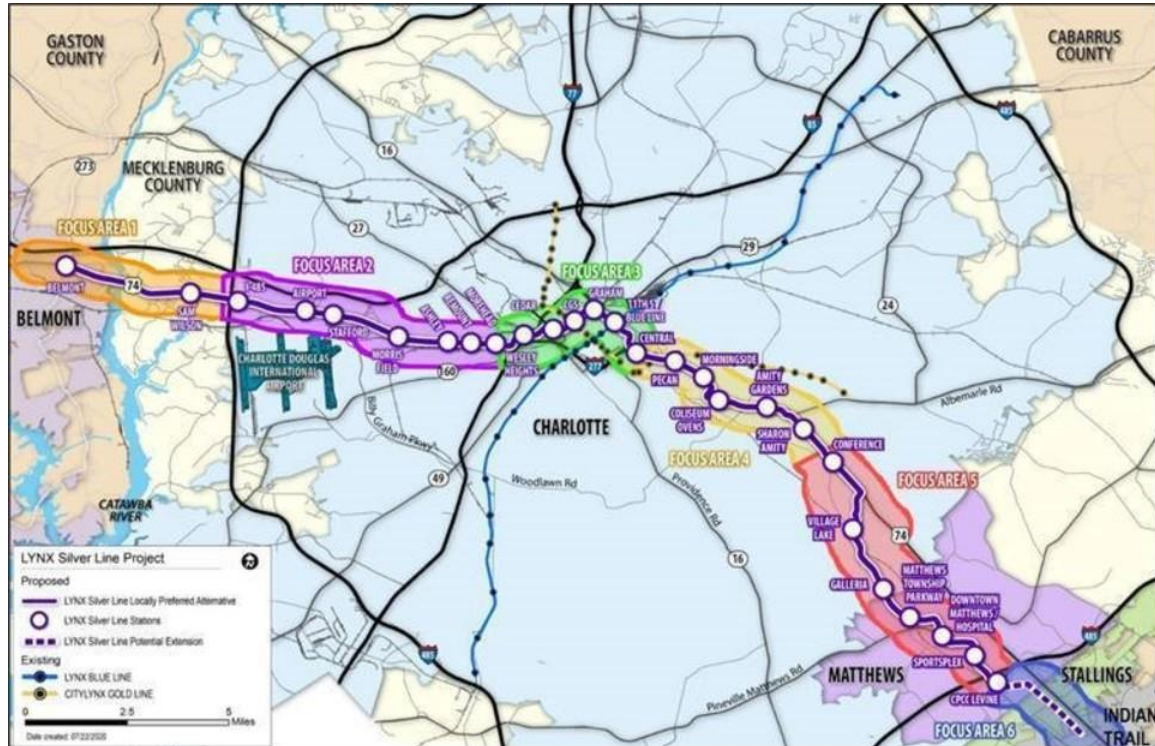
From: CATS Rider's Alerts <Updates@charlottenc.gov>

Date: Fri, Sep 4, 2020 at 6:13 PM

Subject: CATS to Host Public Meetings during Second Round of LYNX Silver Line Project Engagement



CATS to Host Public Meetings during Second Round of LYNX Silver Line Project Engagement



The LYNX Silver Line light rail project has entered the Pre-Project Development phase. The project team is currently making refinements to the proposed light rail alignment, also known as the locally preferred alternative (LPA). CATS will present several refined LYNX Silver Line alignment options to the public starting Tuesday, September 15 when CATS will kick-off a series of live virtual public meetings. Each meeting will include a presentation and Q&A session with the project team. The 26-mile alignment has been sectioned into six focus areas.

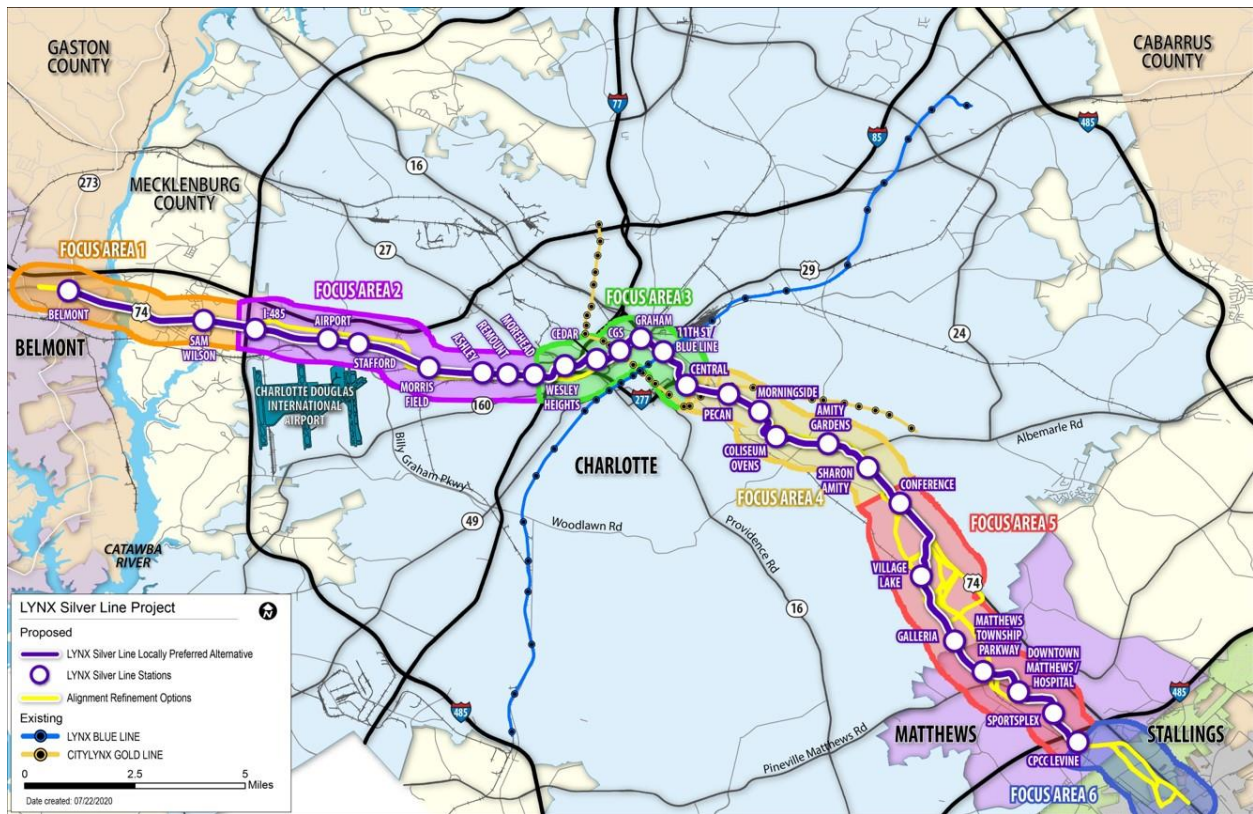
LIVE VIRTUAL PUBLIC MEETINGS	
<p>Tuesday, September 15, 2020 5:30 p.m.</p> <p>Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)</p>	<p>Wednesday, September 16, 2020 5:30 p.m.</p> <p>Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)</p>
<p>Thursday, September 17, 2020 5:30 p.m.</p> <p>Focus Area 3: Center City (West Morehead Street to Charlottetowne Avenue)</p>	<p>Tuesday, September 22, 2020 5:30 p.m.</p> <p>Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Road)</p>
<p>Thursday, September 24, 2020 5:30 p.m.</p> <p>Focus Area 5: Independence Blvd (Idlewild Road to just south of I-485 at CPCC Levine)</p>	<p>Tuesday, September 29, 2020 5:30 p.m.</p> <p>Focus Area 6: Union County Extension</p>

The LYNX Silver Line Project has also entered into *Early Scoping*, a Federal Transit Administration (FTA) public planning period that allows the public to provide comment on a project before entering a formal National Environmental Policy Act (NEPA) process. **From August 31 – October 14**, all public comments on the LYNX Silver Line project will be registered with the FTA and will help the LYNX Silver Line team make project development decisions that will refine the alignment.

For more information on upcoming live virtual public meetings and to provide public input, visit RideTransit.org/LYNXSilverLine.

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CATS WANTS YOUR COMMENTS ON THE LYNX SILVER LINE PROJECT

The Charlotte Area Transit System (CATS) is continuing its mission to expand transit and mobility options through the 2030 Transit Corridor System Plan. The proposed LYNX Silver Line, a key component to the plan, is a 26-mile light rail line from Gaston County through Center City Charlotte, to the Town of Matthews with a potential terminus in Union County.

The LYNX Silver Line is currently in Pre-Project Development and conducting Early Scoping. Staff are currently making tweaks and refinements to the adopted alignment (also known as the LPA, Locally Preferred Alternative). Community feedback is an important part of this process!

Starting Tuesday, September 15, CATS will present several refined LYNX Silver Line alignment options to the public. CATS will host a series of live virtual public meetings, which includes a presentation and an opportunity for Q&A with the project team. The 26-mile alignment has been sectioned into six focus areas to allow the project team and public to concentrate on particular areas of interest.

Tuesday, September 15, 5:30 p.m.

Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)

Wednesday, September 16, 5:30 p.m.

Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)

Thursday, September 17, 5:30 p.m.

Focus Area 3: Center City (West Morehead Street to Charlottetowne Avenue)

Tuesday, September 22, 5:30 p.m.

Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Rd)

Thursday, September 24, 5:30 p.m.

Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine)

Tuesday, September 29, 5:30 p.m.

Focus Area 6: Union County Extension

Visit RideTransit.org/LYNXSilverLine to provide your comments and learn more about the virtual public meetings.

From: CATS Rider's Alerts <Updates@CharlotteNC.gov>

Sent: Friday, October 9, 2020 4:39 PM

Subject: Early Scoping Ends October 14



LYNX SILVER LINE

Early Scoping Ends October 14

Virtual public meetings for the LYNX Silver Line have concluded, but CATS is still collecting public comments during the Early Scoping period. Early Scoping ends **October 14**.

Public input is a vital part of the refinement effort and will help the project team make decisions. Visit the **Online Open House** at <http://RideTransit.org/LYNXSilverLine>. There you can view information about the project, explore the interactive project map and take our [survey](#). Printable project materials can be downloaded via the project [toolkit](#).

Be sure to visit the website to stay up-to-date on the project. For more information, call CATS Customer Service at **704-336-RIDE (7433)**.

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From: City of Charlotte, NC Updates <Updates@CharlotteNC.gov>

Sent: Tuesday, October 13, 2020 7:10 PM

Subject: Early Scoping Ends October 14



LYNX SILVER LINE

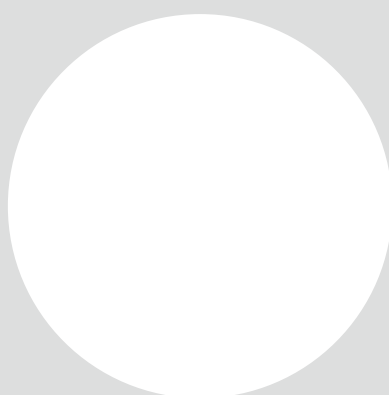
Early Scoping Ends October 14

Virtual public meetings for the LYNX Silver Line have concluded, but CATS is still collecting public comments during the Early Scoping period. Early Scoping ends **October 14**.

Public input is a vital part of the refinement effort and will help the project team make decisions. Visit the **Online Open House** at <http://RideTransit.org/LYNXSilverLine>. There you can view information about the project, explore the interactive project map and take our [survey](#). Printable project materials can be downloaded via the project [toolkit](#).

Be sure to visit the website to stay up-to-date on the project. For more information, call CATS Customer Service at [704-336-RIDE \(7433\)](tel:704-336-RIDE).

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VIRTUAL PUBLIC MEETINGS

The LYNX Silver Line is a proposed 26-mile light rail project from the City of Belmont, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. CATS is currently refining the proposed alignment, or locally preferred alternative (LPA), and is conducting early scoping in collaboration with the Federal Transit Administration (FTA).

We need your input! Feedback about the project is a critical factor in making alignment decisions.

Join us for a series of virtual public meetings to discuss the current progress of the LYNX Silver Line project. Each virtual meeting will concentrate on a particular focus area and includes a presentation and opportunity for Q+A with the project team.

Visit **RideTransit.org/LYNXSilverLine** for more information about the project and how to watch the live meetings.

- **Tuesday, September 15, 2020, 5:30 p.m.**

Focus Area 1: Wilkinson Boulevard
(City of Belmont to I-485)

- **Wednesday, September 16, 2020, 5:30 p.m.**

Focus Area 2: Wilkinson Boulevard
(I-485 to West Morehead Street)

- **Thursday, September 17, 2020, 5:30 p.m.**

Focus Area 3: Center City
(West Morehead Street to Charlottetowne Avenue)

- **Tuesday, September 22, 2020, 5:30 p.m.**

Focus Area 4: Independence Boulevard
(Charlottetowne Avenue to Idlewild Rd)

- **Thursday, September 24, 2020, 5:30 p.m.**

Focus Area 5: Independence Blvd
(Idlewild Rd to just south of I-485 at CPCC Levine)

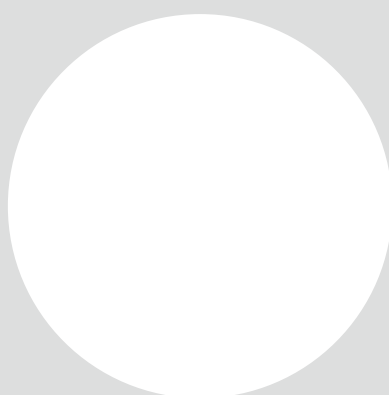
- **Tuesday, September 29, 2020, 5:30 p.m.**

Focus Area 6: Union County Extension



If you require special accommodations under the Americans with Disabilities Act or translation services (free of charge), contact CATS Customer Service at **704-336-RIDE (7433)** prior to the public meeting date.





SESIÓN PÚBLICA VIRTUAL SOBRE LA LÍNEA SILVER

La línea LYNX Silver es un proyecto propuesto de un tren ligero de 26 millas desde el condado de Gaston, a través de Center City Charlotte y el pueblo de Matthews, con una posible extensión hasta el condado de Union. CATS está refinando actualmente la propuesta alineación, o alternativa localmente preferida (LPA), y está llevando a cabo una evaluación inicial en colaboración con la Administración Federal de Tránsito (FTA).

¡Necesitamos su opinión! Las opiniones sobre el proyecto son un factor fundamental para tomar decisiones sobre los últimos ajustes.

Acompañenos en una serie de sesiones públicas virtuales para hablar sobre el estado actual del proyecto de la línea LYNX Silver. Cada sesión virtual se centrará en un área de debate particular e incluirá una presentación y una sección de preguntas y respuestas con el equipo del proyecto.

Visite **RideTransit.org/LYNXSilverLine** para obtener más información sobre el proyecto y sobre cómo ver las sesiones en directo.

- **Martes 15 de septiembre de 2020, 5:30 p. m.**

Área de debate 1: Wilkinson Boulevard
(Ciudad de Belmont hasta I-485)

- **Miércoles 16 de septiembre de 2020, 5:30 p. m.**

Área de debate 2: Wilkinson Boulevard
(I-485 hasta West Morehead Street)

- **Jueves 17 de septiembre de 2020, 5:30 p. m.**

Área de debate 3: Center City
(West Morehead Street hasta Charlottetowne Avenue)

- **Martes 22 de septiembre de 2020, 5:30 p. m.**

Área de debate 4: Independence Boulevard
(Charlottetowne Avenue hasta Idlewild Rd)

- **Jueves 24 de septiembre de 2020, 5:30 p. m.**

Área de debate 5: Independence Blvd
(Idlewild Rd justo al sur de I-485 en CPCC Levine)

- **Martes 29 de septiembre de 2020, 5:30 p. m.**

Área de debate 6: extensión al condado de Union



Si necesita adaptaciones especiales de conformidad con la Ley sobre Estadounidenses con Discapacidades (Americans with Disabilities Act) o servicios de traducción (gratuitos), comuníquese con el servicio de atención al cliente de CATS al **704-336-RIDE (7433)** antes de la fecha de la sesión pública.

APPENDIX C.8 – HANDOUTS

APPENDIX C.8.1 – ENGLISH HANDOUTS

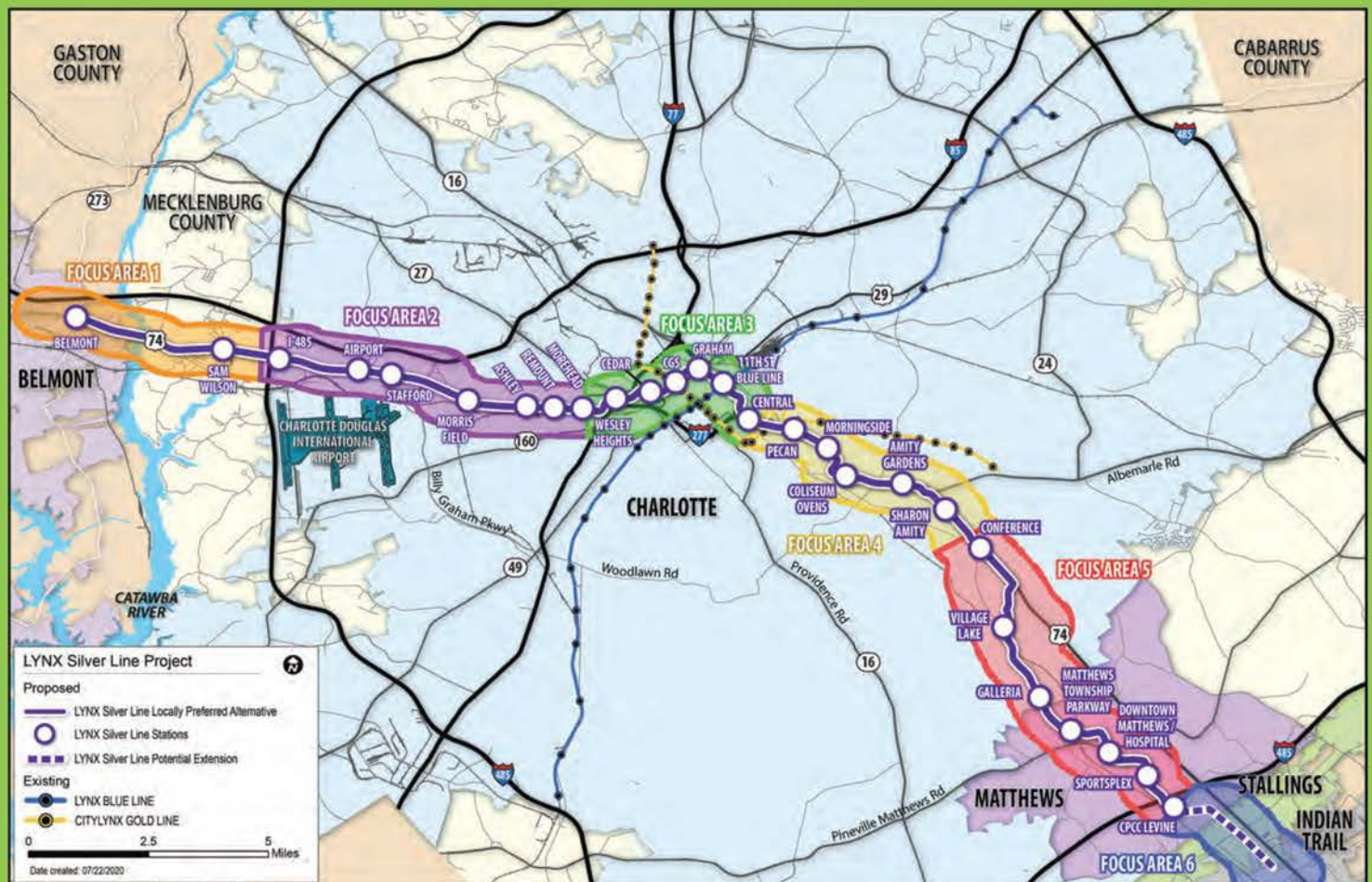
LYNX Silver Line

Early Scoping

August - October 2020

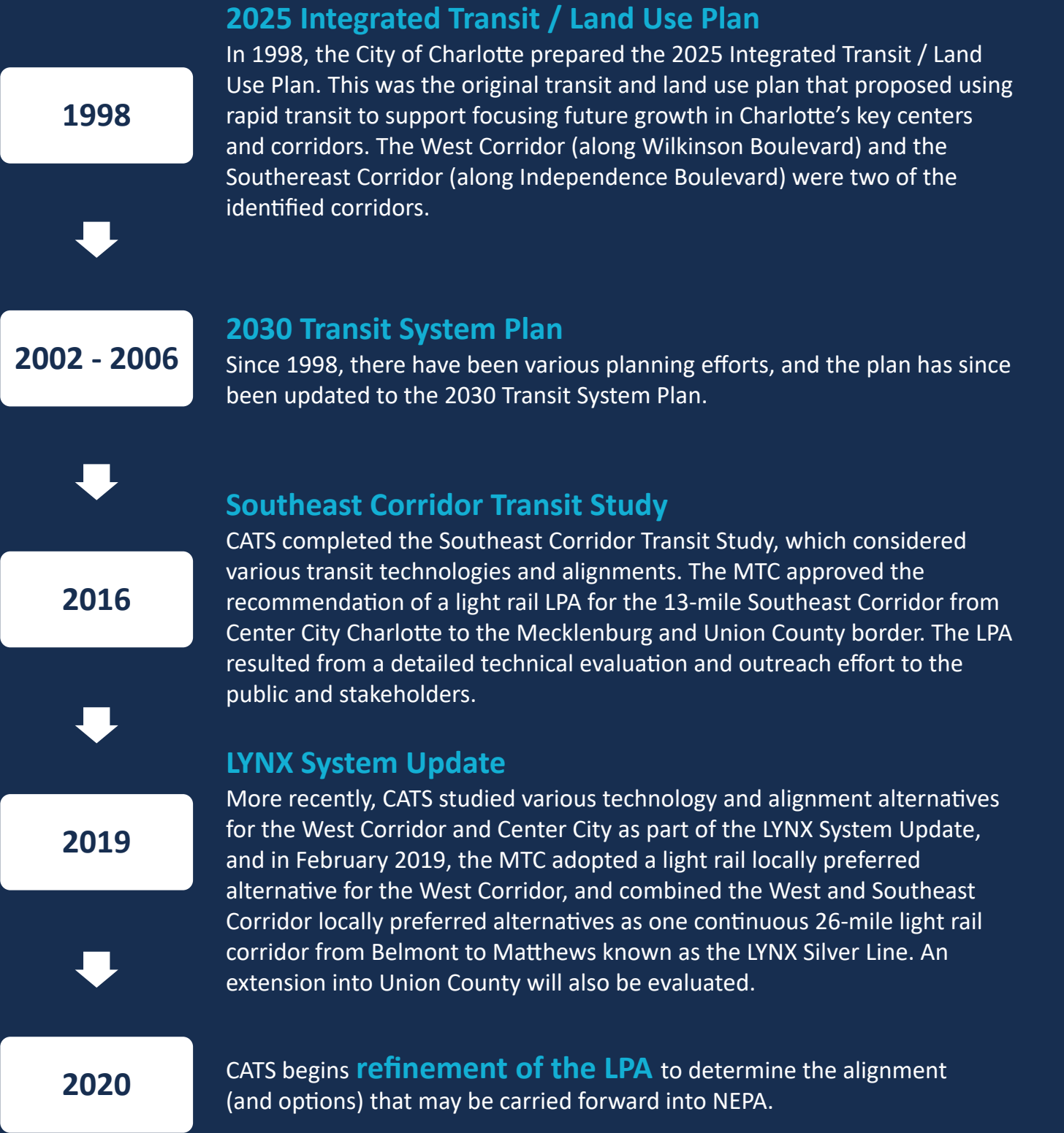
The LYNX Silver Line is a proposed 26-mile light rail project from the City of Belmont, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. CATS is currently refining the proposed alignment, or locally preferred alternative (LPA), and is conducting early scoping in collaboration with the Federal Transit Administration (FTA).

The corridor has been sectioned into six “Focus Areas” as shown in the map. Additional information about each Focus Areas is available on pages 5 - 22 of this document.



From August 31 – October 14, 2020, CATS will solicit feedback on the ongoing planning analysis. Community feedback is important. In this handout, you can review project materials and then provide your input. To provide your input online visit the Online Open House to view the interactive comment map and take the survey at ridetransit.org/LYNXSilverLine

Project History



Previous Studies

The previous study documents can be found on the Online Open House through ridetransit.org/LYNXSilverLine:

LYNX System Update –
LYNX Silver Line Final
Recommendations (2019)

Southeast Corridor Transit
Study Final
Recommendations (2016)

2030
Transit
System Plan

Preliminary Purpose and Need

Previous planning analysis and discussions with stakeholders have helped to identify key transportation needs in the West and Southeast Corridors. These needs will be refined and detailed during planning and through environmental review, as analysis continues, and input is received from the public, stakeholders, and regulatory agencies. Initially, the key transportation concerns are:

- continued population and employment growth in the Charlotte region,
- a congested roadway network with increased travel times,
- reduced reliability of the transportation system,
- local goals to address equity concerns such as limited transportation options for transit-dependent populations, and
- inadequate connectivity between and access to transit, affordable housing, employment, and community services by environmental justice populations.



The preliminary purpose of the LYNX Silver Line project is to provide high-capacity transit service in dedicated right-of-way along the US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard), and Monroe Road transportation corridors that:

- Provides a competitive and reliable alternative to automobiles;
- Improves local connectivity between and access to transit, housing, employment, and community services in the corridor;
- Promotes opportunities for development consistent with local vision, goals, plans, and policies;
- Provides a transit system that is financially sustainable to build, operate, and maintain; and,
- Preserves and protects the natural and built environment.

Alternatives

The planning analysis completed to date has resulted in a locally preferred planning-level light rail transit alternative, which was adopted by the Metropolitan Transit Commission (MTC) and the metropolitan planning organizations (MPOs). Currently, FTA and CATS are considering refinements to the LPA, including changes to the alignment to address new opportunities and risks, and terminus options including an approximate two-mile extension into Union County. Other reasonable alternatives identified through the early scoping process will be considered for potential inclusion in the planning analysis.

At the conclusion of the planning analysis, a refined locally preferred planning level alternative (potentially with options) will be presented to the MTC for adoption. This will then be the “proposed action” subject to an appropriate environmental review under the National Environmental Policy Act (NEPA).

The project corridor is sectioned into six Focus Areas, each with different alignment options. You can find more information on pages 5 - 22 along with a comparison of the LPA and the different alignment options.

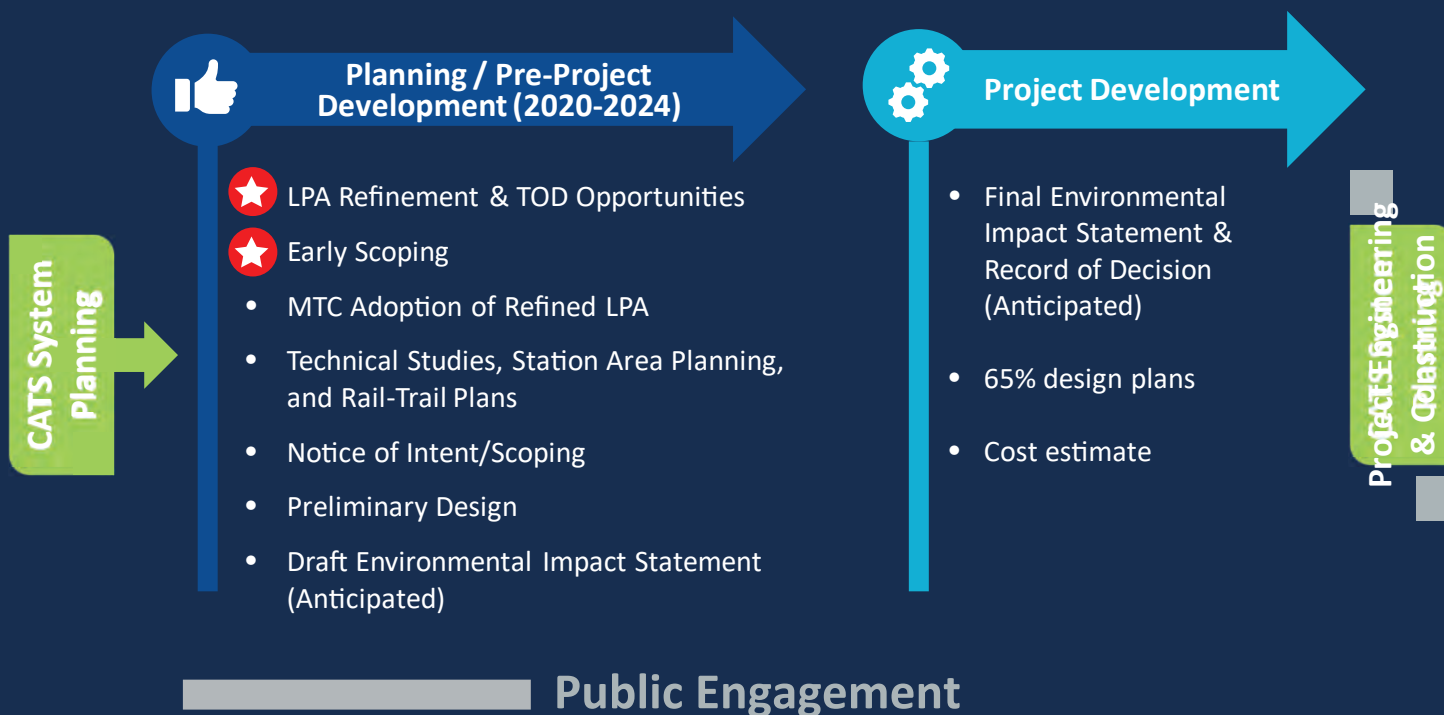


Potential Impacts & Environmental Considerations

Below is a list of environmental considerations that will be taken into account as the LPA is refined and we move into environmental review under NEPA. Among other things, we plan to assess the potential impact to community resources, environmental resources, and cultural resources, as well as conduct required coordination, such as that related to Section 106 of the National Historic Preservation Act. The public and regulatory agencies are asked to provide feedback about those resources within the project corridor that are important to them.

- | | | |
|---|---|--|
|  Land Use, Zoning & Public Policy |  Section 4(f) and 6(f) Resources |  Energy |
|  Neighborhoods & Community Facilities/Services |  Historic & Archaeological Resources |  Natural & Water Resources |
|  Socio-Economic Conditions |  Hazardous Materials |  Utilities |
|  Environmental Justice |  Air Quality |  Parks & Recreational Resources |
|  Visual & Aesthetics |  Noise & Vibration |  Construction |
|  Transportation |  Acquisitions, Displacements & Relocations |  Safety & Security |
|  Indirect & Cumulative Effects | | |

Project Timeline



Participate!

Your input is important to us. Please participate in the survey by **October 14, 2020**. To provide comments or ask questions use the following:



Survey & Interactive Comment Map:
<http://ridetransit.org/LYNXSilverLine>



Email: LYNXSilverLine@publicinput.com



Phone: CATS Customer Service
704-336-7433 (RIDE)



Mail: CATS, C/O Ms. Ajonelle Poole,
600 E. Fourth Street
Charlotte, NC 28202

To view the content from
this document online,
scan the QR code
with your phone



Thank you!



Participate!

Your input is important to us. Please participate in the attached survey by **October 14, 2020**. To provide additional comments or ask questions use the following:

Survey & Interactive Comment Map:
<http://ridetransit.org/LYNXSilverLine>

Email: LYNXSilverLine@publicinput.com

Phone: CATS Customer Service
704-336-7433 (RIDE)



To view the content or take the survey online, scan the QR code with your phone



Fold here, staple the form, and mail to return this survey

Add Postage Here

CATS, C/O Ms. Ajonelle Poole
600 E. Fourth Street
Charlotte, NC 28202

SILVER LINE

Below is the survey for the proposed LYNX Silver Line project. Review the information found on the LYNX Silver Early Scoping Handout before completing this survey. Please provide your comments by October 14, 2020.

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name: Home Zip Code: Address:

Email: Phone:

1. Do you have any additional questions or comments on the locally preferred alternative or the alignment refinement options?

2. Are there other alternatives that should be considered?

☐ Yes ☐ No

3. Do you agree or disagree with the preliminary Purpose and Need of the LYNX Silver Line project?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

4. If you disagree or strongly disagree, what do you believe should be changed or added to the preliminary Purpose and Need?

5. Which of the following items are of concern to you as it relates to the project? (Select up to three)

<input type="checkbox"/> Land Use, Zoning & Public Policy	<input type="checkbox"/> Historic & Archaeological Resources	<input type="checkbox"/> Natural & Water Resources	<input type="checkbox"/> Cost
<input type="checkbox"/> Neighborhoods & Community Facilities/Services	<input type="checkbox"/> Hazardous Materials	<input type="checkbox"/> Utilities	<input type="checkbox"/> Transit Ridership & Travel Time
<input type="checkbox"/> Environmental Justice/Equity	<input type="checkbox"/> Existing Transportation Network/Traffic	<input type="checkbox"/> Construction	<input type="checkbox"/> Safety & Security
<input type="checkbox"/> Visual & Aesthetics	<input type="checkbox"/> Noise & Vibration	<input type="checkbox"/> Air Quality	<input type="checkbox"/> Energy
<input type="checkbox"/> Acquisitions, Displacements & Relocations	<input type="checkbox"/> Parks & Recreational Resources	<input type="checkbox"/> Other	

6. Do you have additional comments?

CATS is using several methods to engage residents in the LYNX Silver Line project. Some of these methods include mailers, social media, e-blasts, online meetings, informational web sessions and videos, meetings with neighborhood and stakeholder groups, distributing materials to partners and community groups, announcements via local government channels, and notifications in print media.

7. Do you have comments about (these) public engagement methods?

8. What is the best way to keep you informed about the LYNX Silver Line project?

☐ Email

☐ Transit Notice

☐ Newspaper/Radio/TV

☐ Project Website

☐ Social Media

☐ Nextdoor

☐ Postcard/Mailer

☐ Other: _____

9. How did you hear about this survey? (Check all that apply)

☐ Email

☐ Transit Notice

☐ Newspaper/Radio/TV

☐ Project Website

☐ Social Media

☐ Nextdoor

☐ Postcard/Mailer

☐ Other: _____

10. Were you able to easily access project materials?

☐ Yes, I found the information easy to access.

☐ I found the information, but it was difficult to find.

☐ No, I could not find the information I was looking for.



Please note the following are optional. It is important to collect demographic data to ensure all stakeholder groups are represented in the planning process. The following questions will help CATS monitor and evaluate community engagement efforts.

How many people are in your household:

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5 or more

Age:

☐ Under 19

☐ 45 -54

☐ 19 -24

☐ 55 - 64

☐ 25 - 34

☐ 65 and older

☐ 35 - 44

Which one of the following best describes your race? (Select all boxes that apply)

☐ White/ Caucasian

☐ Asian/ Pacific Islander

☐ Black/ African American

☐ Prefer not to answer

☐ Hispanic/ Latino

☐ Other: _____

☐ American Indian/ Alaska Native

Do you regularly have access to a car?

☐ Yes

☐ No

Do you have access to high speed internet in your home?

☐ Yes

☐ No

Is English your primary language? If not, what is your primary language?

☐ Yes

☐ No

☐ Other: _____

Gender/Sex:

☐ Male☐ Female☐ Intersex/Non-binary

☐ Prefer not to answer

Diversity is represented in other ways. Do you identify as any of the following?

(Select all that apply)

☐ Homeowner

☐ Renter

☐ Business Owner

☐ Do not usually attend City-Organized events

☐ Other : _____

Last year (2019) what was your total family income from all sources, before taxes?

☐ Less than \$25,000

☐ \$25,000 — \$49,999

☐ \$50,000 — \$74,999

☐ \$75,000 — \$99,999

☐ \$100,000 or more

☐ Prefer not to answer

How often would you use LYNX Silver Line?

☐ Daily

☐ Occasionally throughout the year

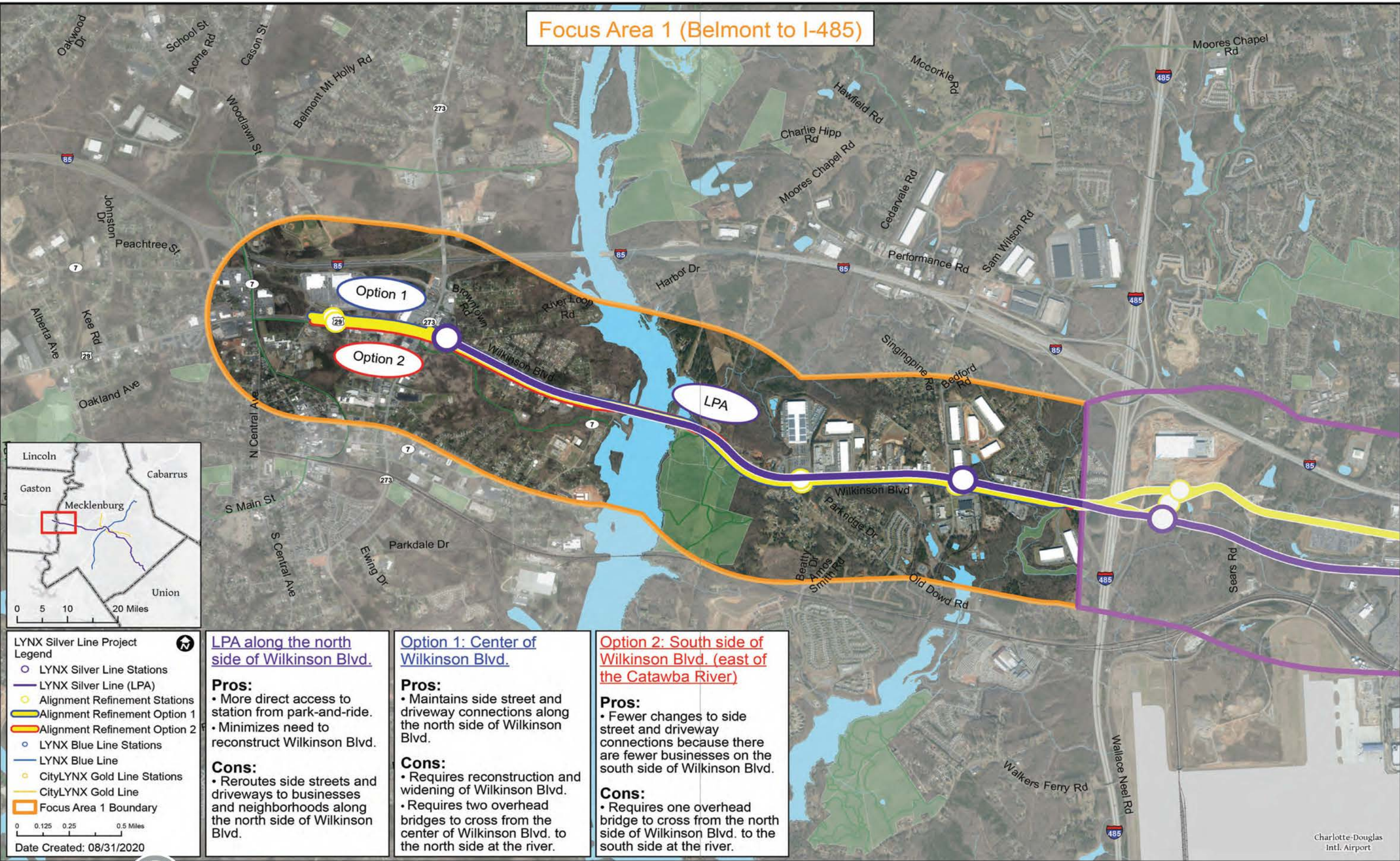
☐ Weekly

☐ Never

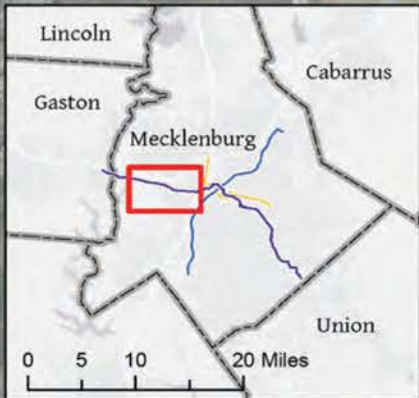
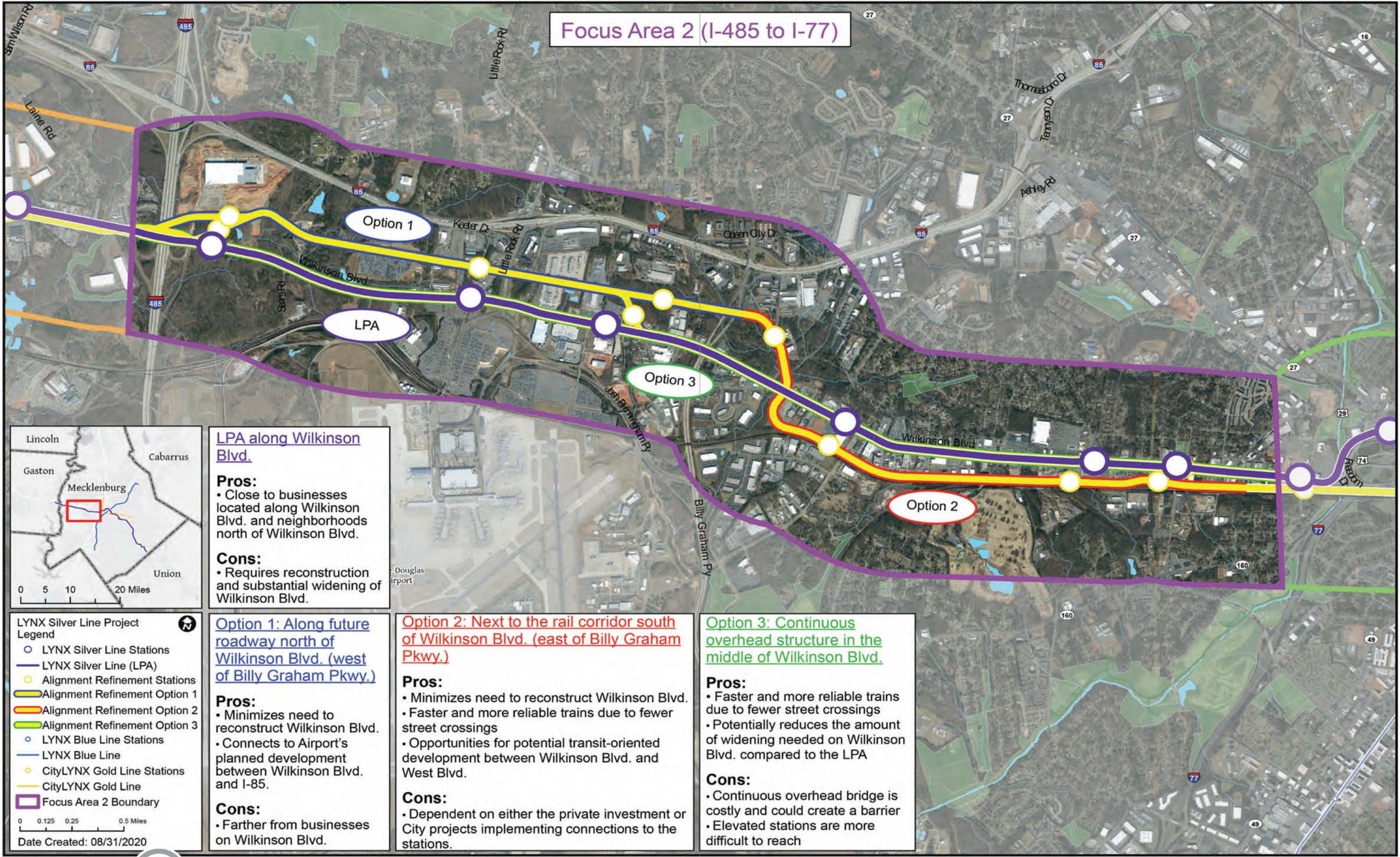
☐ Monthly

APPENDIX C.8.2 – ENGLISH HANDOUTS - MAPS

Focus Area 1 (Belmont to I-485)



Focus Area 2 (I-485 to I-77)



LPA along Wilkinson Blvd.

Pros:

- Close to businesses located along Wilkinson Blvd. and neighborhoods north of Wilkinson Blvd.

Cons:

- Requires reconstruction and substantial widening of Wilkinson Blvd.

- LYNX Silver Line Project Legend**
- LYNX Silver Line Stations
 - LYNX Silver Line (LPA)
 - Alignment Refinement Stations
 - Alignment Refinement Option 1
 - Alignment Refinement Option 2
 - Alignment Refinement Option 3
 - LYNX Blue Line Stations
 - LYNX Blue Line
 - CityLYNX Gold Line Stations
 - CityLYNX Gold Line
 - ▭ Focus Area 2 Boundary
- 0 0.125 0.25 0.5 Miles
- Date Created: 08/31/2020

Option 1: Along future roadway north of Wilkinson Blvd. (west of Billy Graham Pkwy.)

Pros:

- Minimizes need to reconstruct Wilkinson Blvd.
- Connects to Airport's planned development between Wilkinson Blvd. and I-85.

Cons:

- Farther from businesses on Wilkinson Blvd.

Option 2: Next to the rail corridor south of Wilkinson Blvd. (east of Billy Graham Pkwy.)

Pros:

- Minimizes need to reconstruct Wilkinson Blvd.
- Faster and more reliable trains due to fewer street crossings
- Opportunities for potential transit-oriented development between Wilkinson Blvd. and West Blvd.

Cons:

- Dependent on either the private investment or City projects implementing connections to the stations.

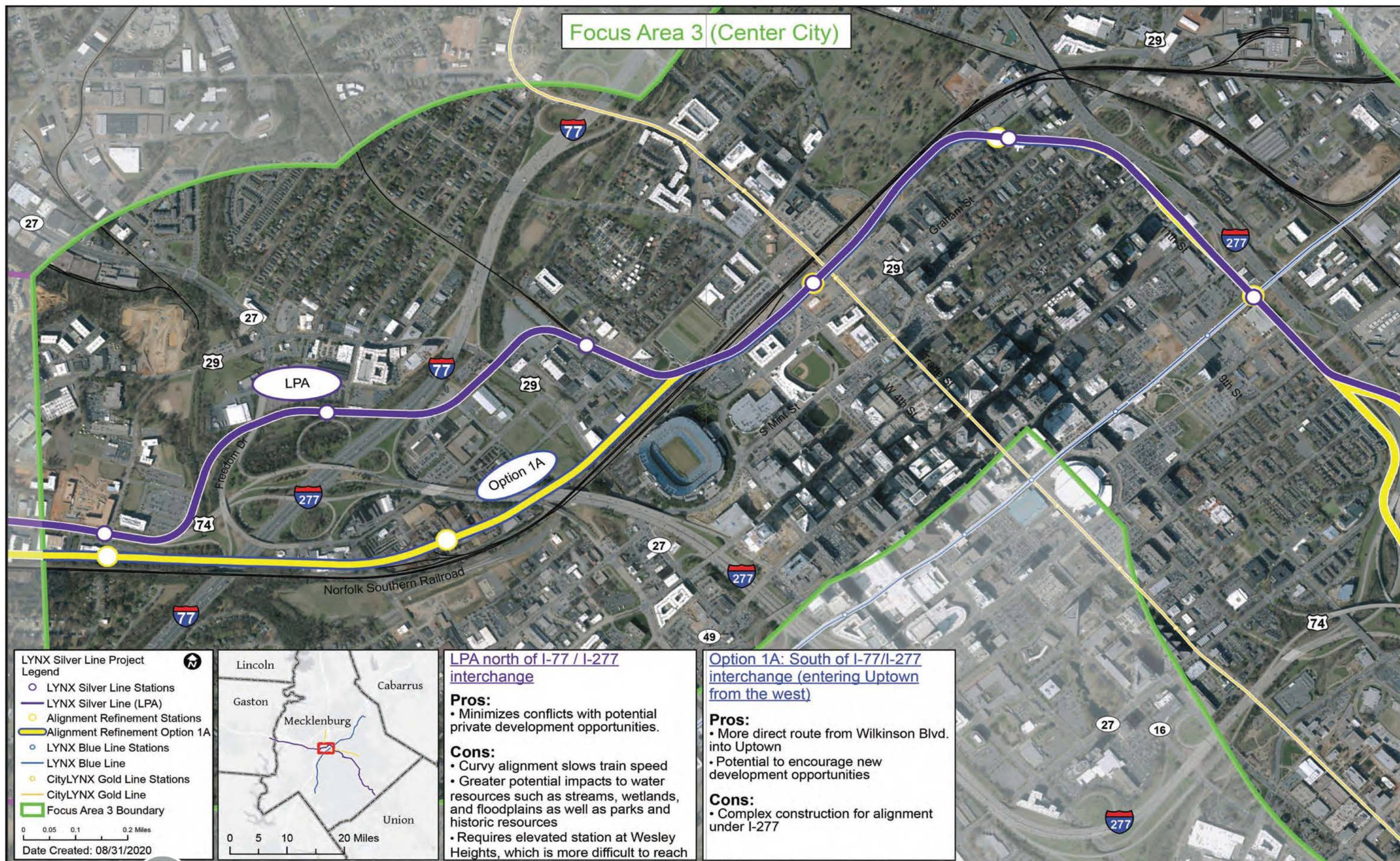
Option 3: Continuous overhead structure in the middle of Wilkinson Blvd.

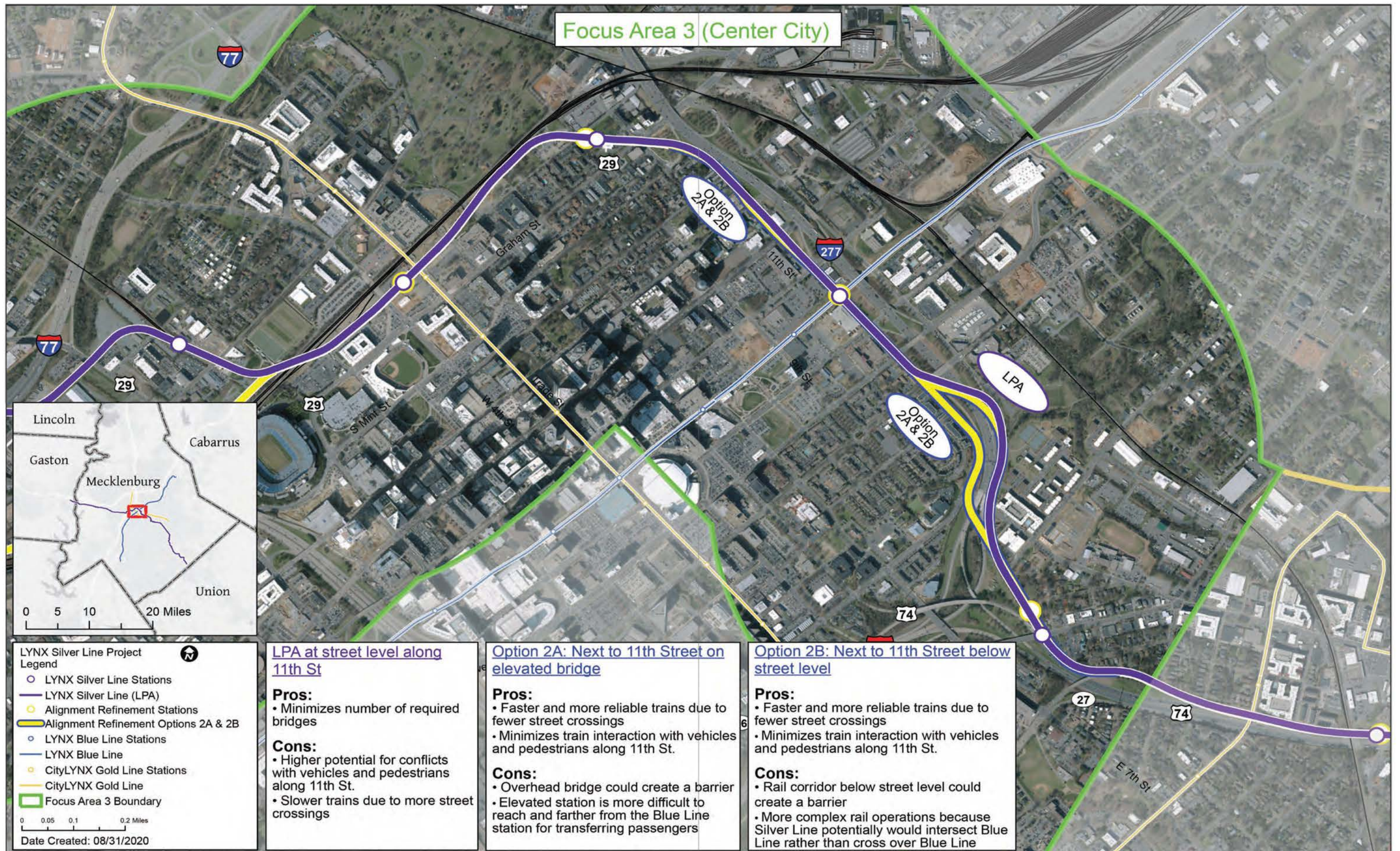
Pros:

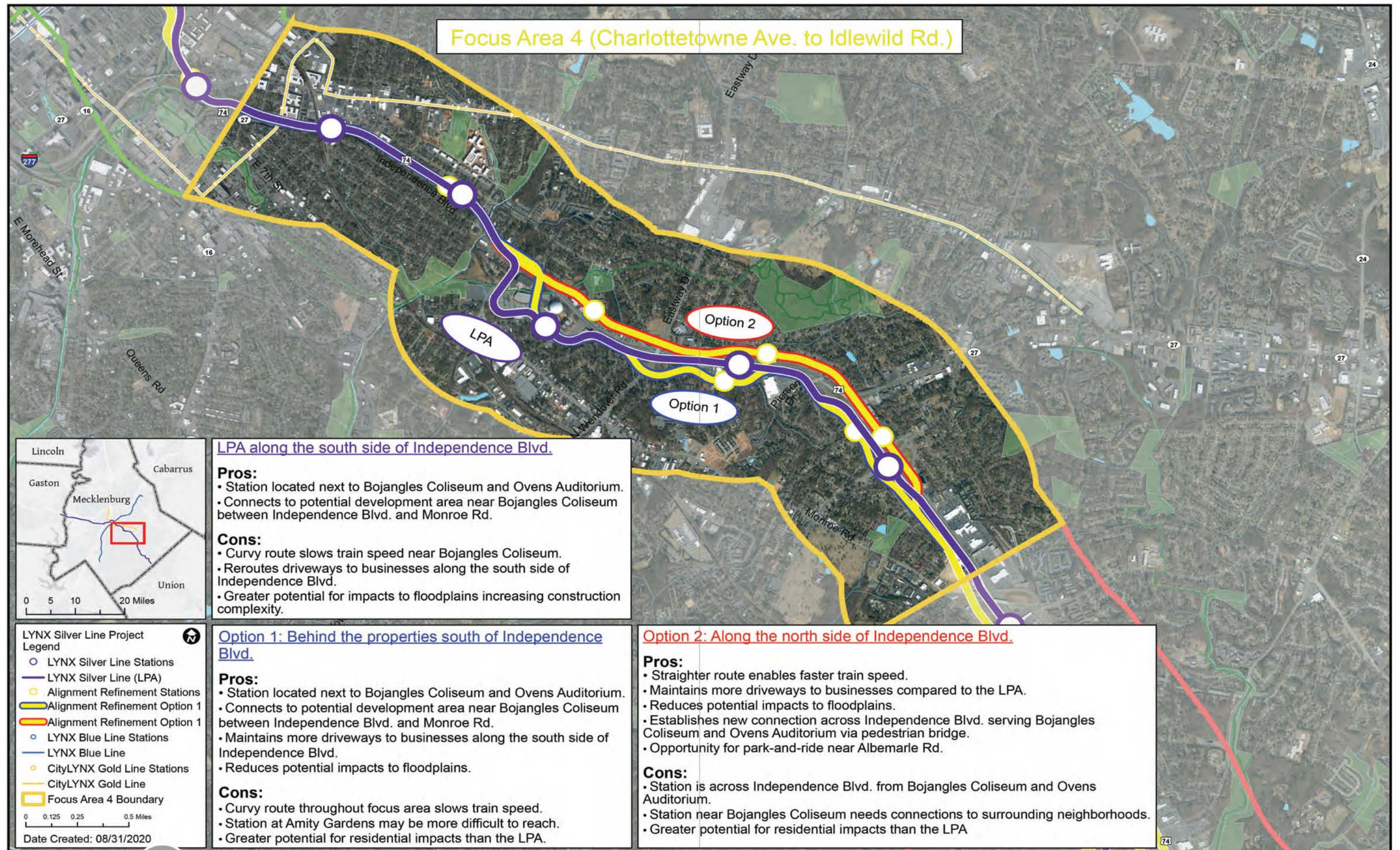
- Faster and more reliable trains due to fewer street crossings
- Potentially reduces the amount of widening needed on Wilkinson Blvd. compared to the LPA

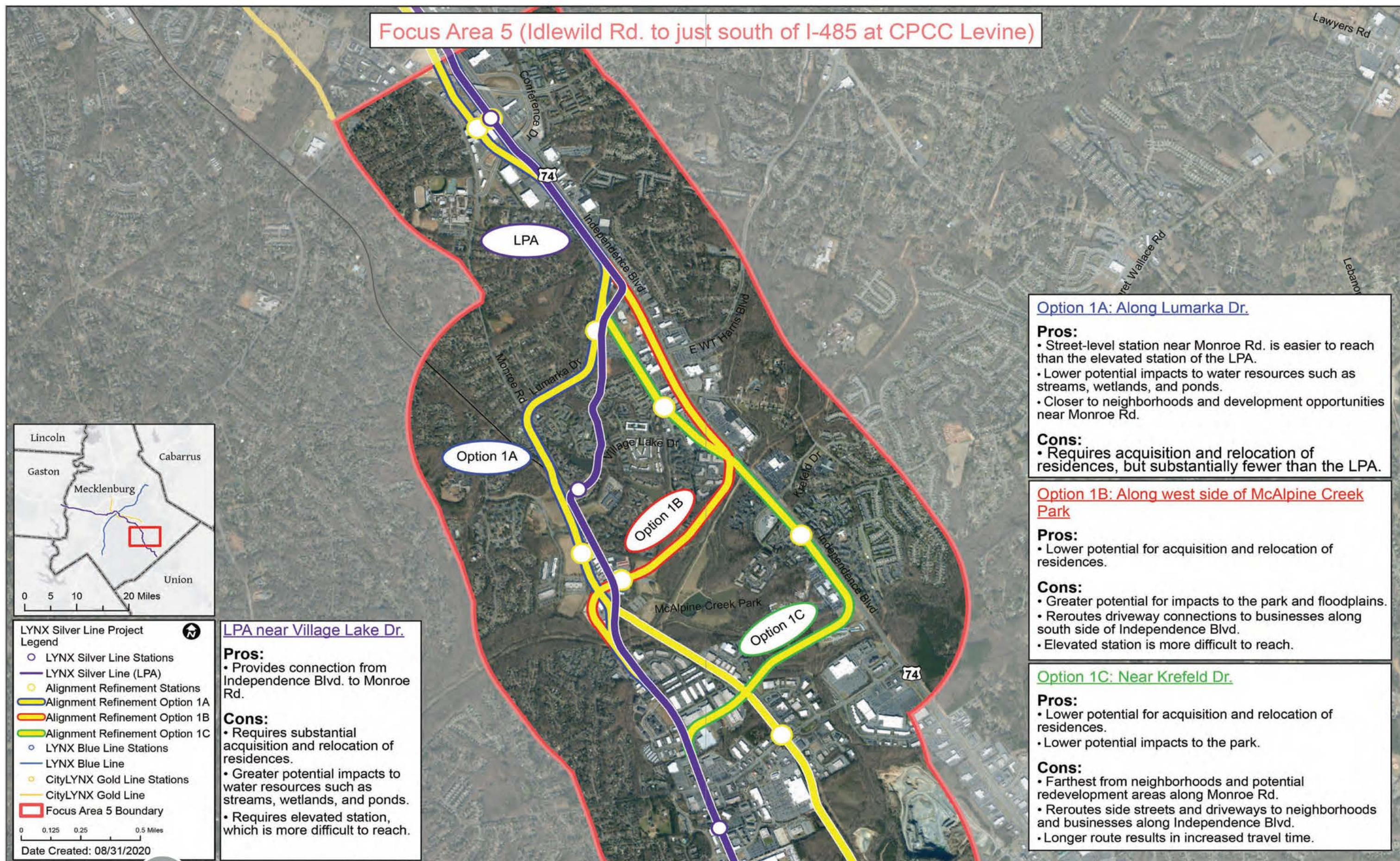
Cons:

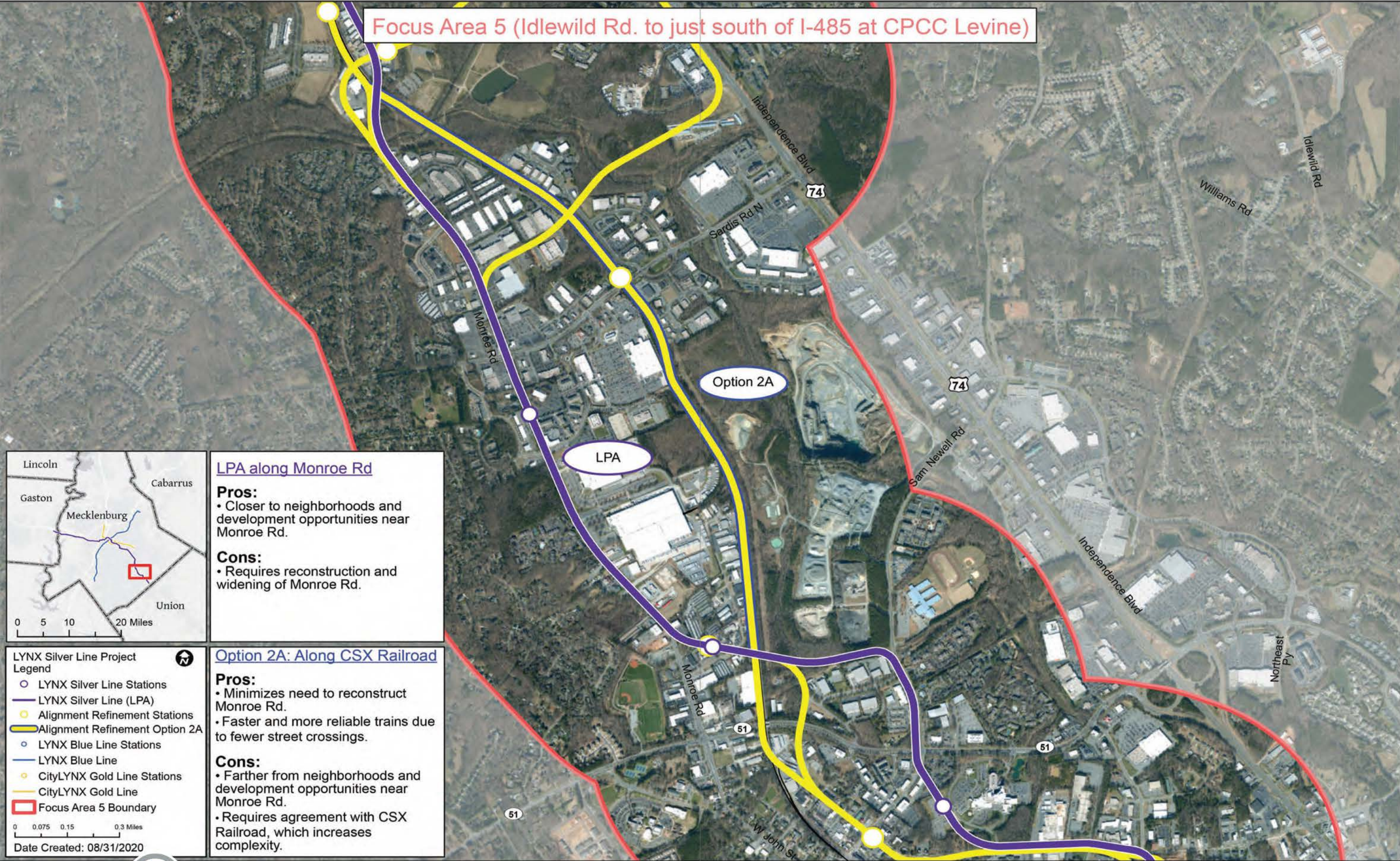
- Continuous overhead bridge is costly and could create a barrier
- Elevated stations are more difficult to reach

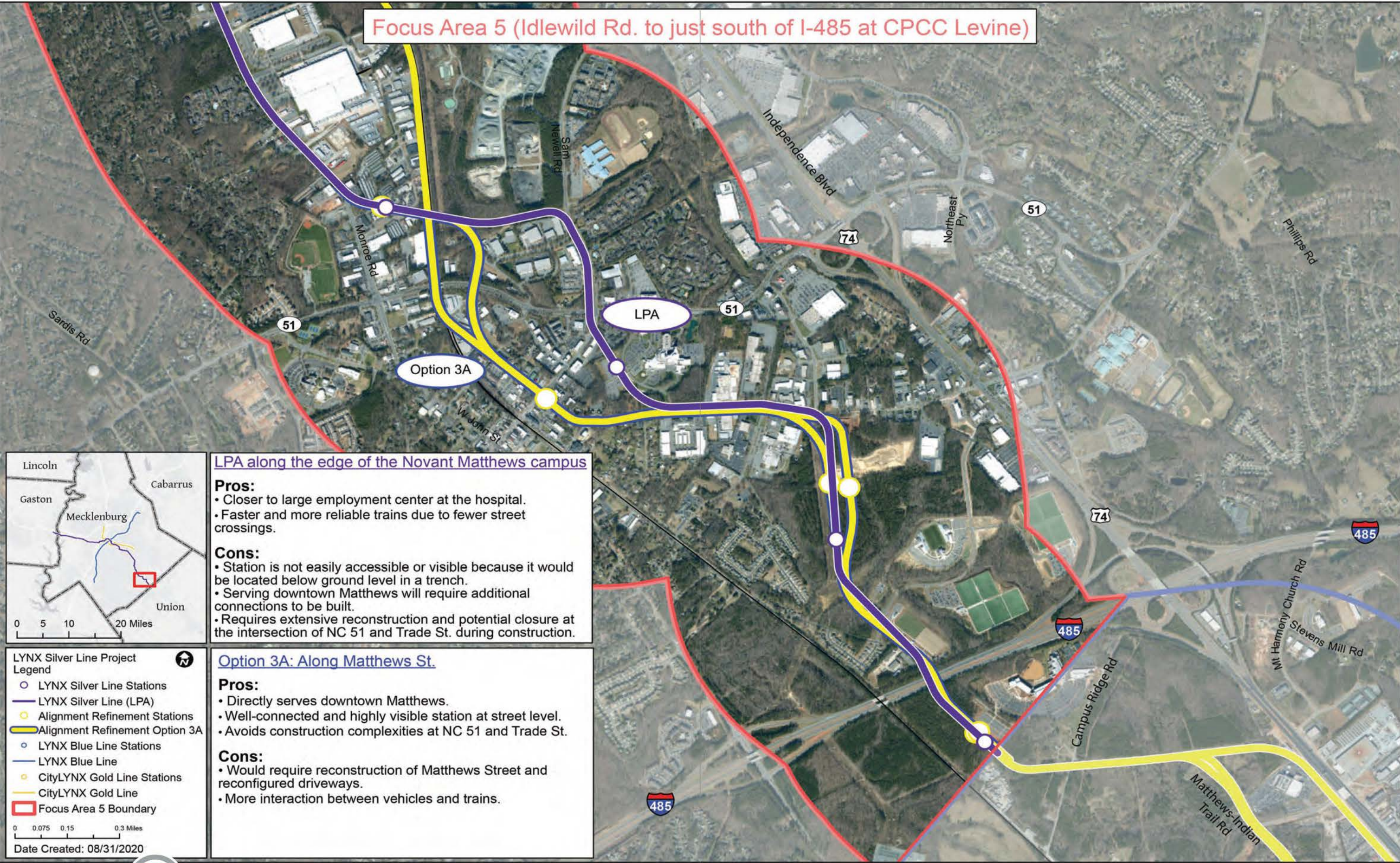


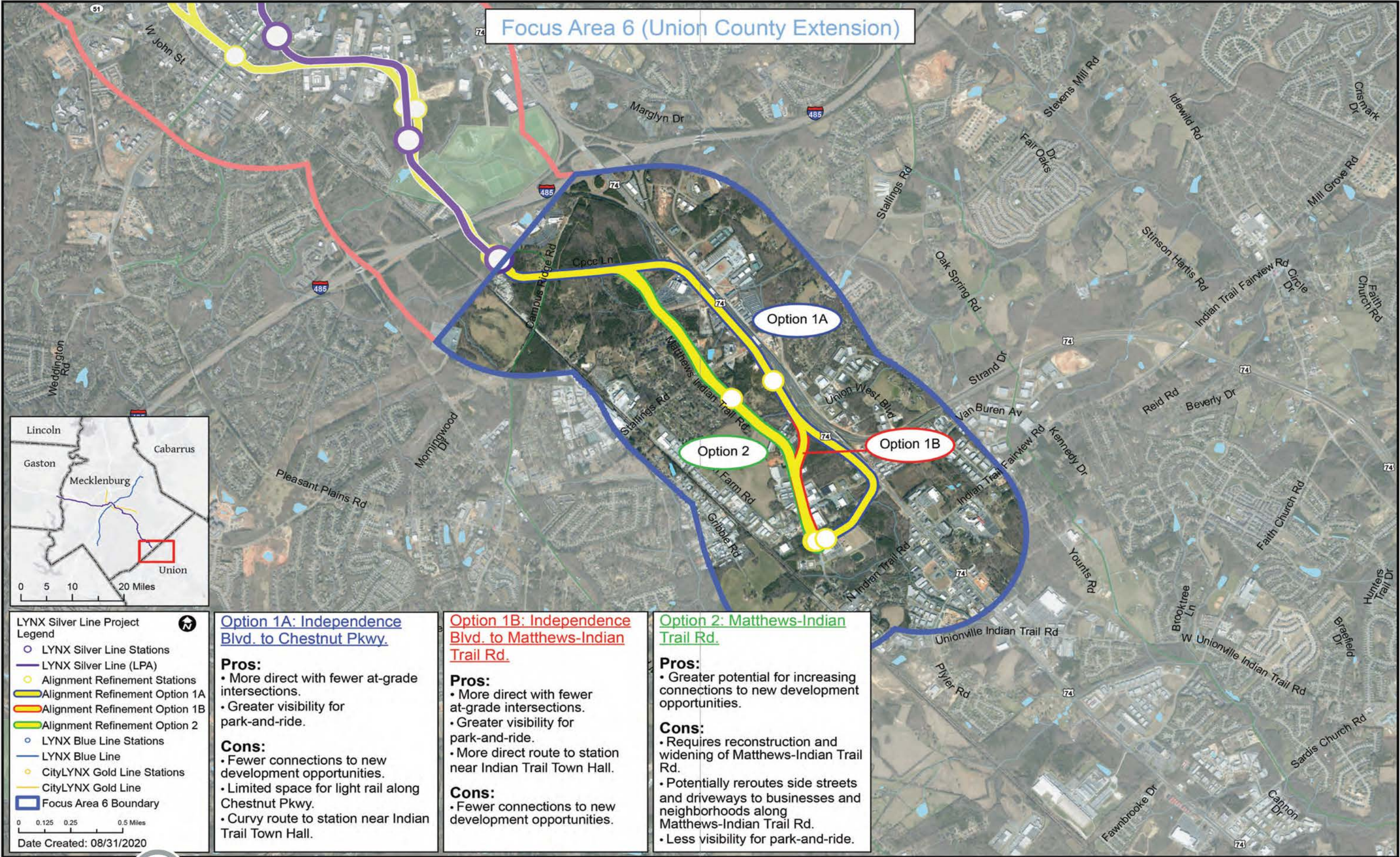












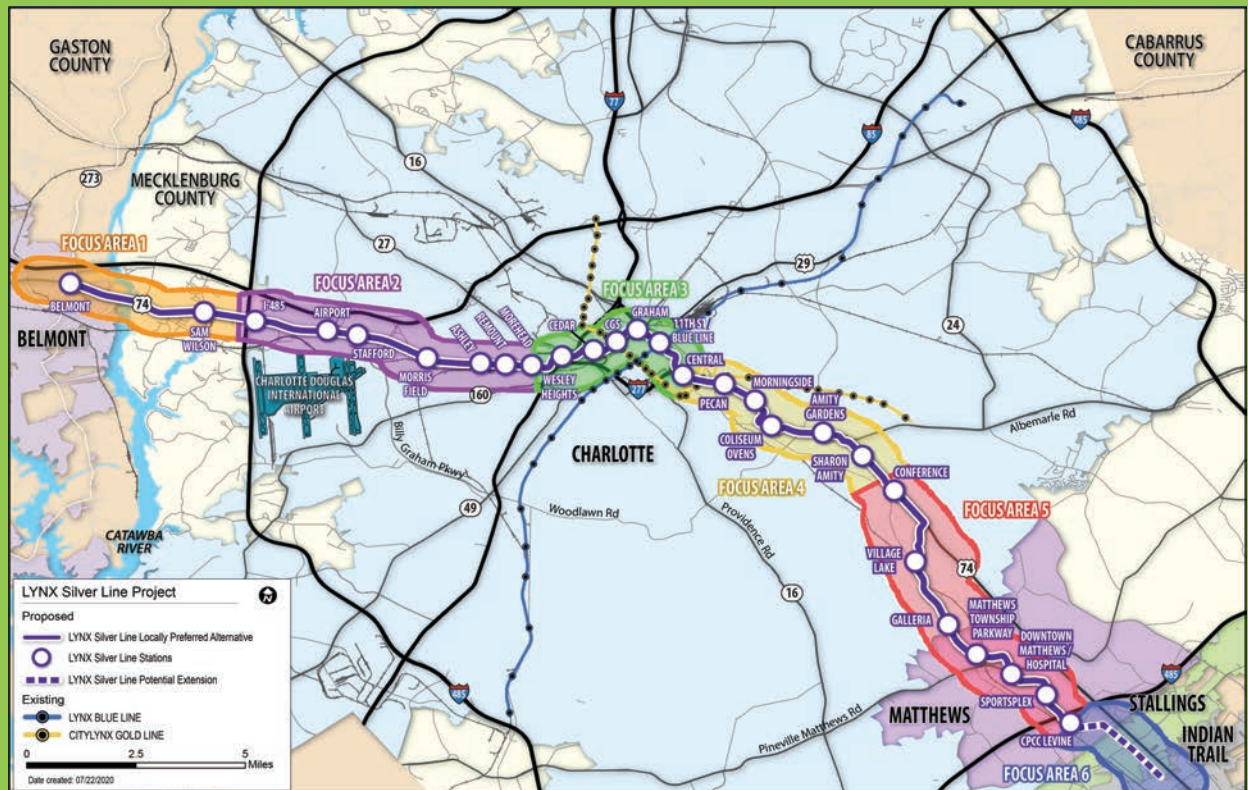
APPENDIX C.8.3 – SPANISH HANDOUTS

iniciales de LYNX Silver Line

Agosto - Octubre de 2020

La línea de tren ligero LYNX Silver Line es un proyecto de 26 millas desde la ciudad de Belmont que atraviesa el centro de Charlotte y el poblado de Matthews, con el potencial de extenderse hasta el condado Union. Actualmente, CATS está refinando la alineación propuesta, es decir, la alternativa preferida localmente (LPA), y está realizando los estudios iniciales en colaboración con la Administración Federal de Transporte Público (FTA).

El corredor ha sido dividido en seis “Áreas de enfoque,” como se muestra en el mapa. Encuentre información adicional sobre cada Área de enfoque en las páginas 5 - 22 de este documento.



Entre el 31 de agosto y el 14 de octubre de 2020, CATS solicitará comentarios sobre el actual análisis de planeación. Los comentarios de la comunidad son importantes. Con este folleto podrá analizar los materiales del proyecto antes de compartir sus comentarios. Para brindar sus comentarios, visite la Sesión informativa virtual, diríjase al mapa de comentarios interactivo y responda la encuesta en ridetransit.org/LYNXSilverLine. Agregue sus comentarios en el mapa interactivo de la página de “Opciones de alineación para LYNX Silver Line” o en la encuesta que aparece en la página de “Díganos más.”

Historia del proyecto

1998

Plan de Transporte Público Integrado y Uso del Suelo en 2025

En 1998, la Ciudad de Charlotte preparó el Plan de Transporte Público Integrado y Uso del Suelo en 2025. Fue el primer plan de transporte público y uso del suelo que propuso recurrir a transporte público rápido para brindar soporte al crecimiento en los centros y corredores más importantes de Charlotte. El Corredor Oeste (sobre Wilkinson Boulevard) y el Corredor Sureste (sobre Independence Boulevard) fueron dos de los corredores identificados.

2002 - 2006

Plan del Sistema de Transporte Público en 2030

Desde 1998 han ocurrido varios esfuerzos de planeación y el plan ha sido actualizado resultando en el Plan del Sistema de Transporte Público en 2030.

2016

Estudio de Transporte Público para el Corredor Sureste

CATS realizó el Estudio de Transporte Público para el Corredor Sureste, el cual consideró varias tecnologías y alineaciones de transporte público. La MTC aprobó la recomendación de una LPA consistente en tren ligero para cubrir las 13 millas del Corredor Sureste, desde la zona centro de Charlotte hasta los límites de la frontera entre los condados Mecklenburg y Union. La LPA fue el resultado de una evaluación técnica detallada y un esfuerzo de alcance hacia el público y los interesados.

2019

Actualización del Sistema LYNX

Más recientemente, CATS estudió varias alternativas de tecnología y alineaciones para el Corredor Oeste y la zona centro, como parte de la Actualización del Sistema LYNX. En febrero de 2019, la MTC adoptó una alternativa preferida localmente para tren ligero en el Corredor Oeste y combinó las alternativas preferidas localmente de los corredores Oeste y Sureste en un corredor de tren ligero de 26 millas que abarca desde Belmont hasta Matthews y conocido como LYNX Silver Line. Una extensión hasta el condado Union también está siendo evaluada.

2020

CATS comienza a **refinar la LPA** para determinar la alineación (y opciones) que podrían continuar hasta el estudio ambiental de NEPA.

Estudios previos

Los documentos de los estudios previos están disponibles en la Sesión informativa virtual: ridetransit.org/LYNXSilverLine



Actualización del Sistema LYNX – Recomendaciones finales para LYNX Silver Line (2019)



Recomendaciones finales del Estudio de Transporte Público para el Corredor Sureste (2016)



Plan del Sistema de Transporte Público en 2030

Propósito y necesidad preliminares

Los anteriores análisis de planeación y discusiones con los interesados han ayudado a identificar importantes necesidades de transporte en los corredores Oeste y Sureste. Estas necesidades serán refinadas y detalladas durante el proceso de planeación y estudio ambiental, conforme el análisis continúa, y cuando se reciban los comentarios del público, los interesados y agencias regulatorias. Inicialmente, las inquietudes de transporte más importantes son:

- el continuo crecimiento poblacional y laboral en la región de Charlotte,
- una red vial congestionada y con tiempos de traslado más largos,
- una reducción en la confiabilidad del sistema de transporte,
- los objetivos locales para abordar inquietudes de igualdad, como las opciones limitadas de transporte para poblaciones que dependen del transporte público, y
- una conectividad inadecuada entre y hacia el acceso al transporte público, vivienda asequible, empleos y servicios comunitarios para las poblaciones de justicia ambiental.

El propósito preliminar del proyecto LYNX Silver Line es brindar un servicio de transporte público de alta capacidad, en un derecho de vía dedicado, a lo largo de los corredores de transporte US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard) y Monroe Road, el cual:

- Brinde una alternativa competitiva y confiable al uso de automóviles;
- Mejore la conectividad local entre y hacia el acceso a transporte público, vivienda, empleo y servicios comunitarios en el corredor;
- Promueva oportunidades de desarrollo consistentes con la visión, los objetivos, los planes y las políticas locales;
- Brinde un sistema de transporte público que sea financieramente sostenible en su construcción, operación y mantenimiento; y
- Preserve y proteja el entorno natural y patrimonial.



Alternativas

El análisis de planeación realizado hasta la fecha ha resultado en una alternativa de transporte público por tren ligero —a nivel de planeación— preferida localmente, la cual fue adoptada por la Comisión Metropolitana de Transporte Público (MTC) y las organizaciones metropolitanas de planeación (MPOs). Actualmente, FTA y CATS están considerando refinar la LPA, incluyendo cambios a la alineación para abordar nuevas oportunidades y riesgos, y las opciones de destino final, que incluyen una extensión de aproximadamente dos millas hasta el condado Union. Otras alternativas razonables, identificadas a través del proceso de estudios iniciales, serán consideradas para su potencial inclusión en el análisis de planeación.

Cuando el análisis de planeación concluya, una versión refinada de la alternativa preferida localmente —a nivel de planeación— (potencialmente con opciones) será presentada ante la MTC para su adopción. Esta será la “acción propuesta” sujeta a un estudio ambiental apropiado, bajo la Ley Nacional de Política Ambiental (NEPA).

El corredor del proyecto ha sido dividido en seis Áreas de enfoque, cada una con opciones de alineación diferentes. Encuentre más información en las páginas 5 - 22 junto con un comparativo de la alternativa preferida localmente y las diferentes opciones de alineación.



Impactos potenciales y consideraciones ambientales

Abajo encontrará una lista de consideraciones ambientales que serán tomadas en cuenta conforme la LPA sea refinada y entremos en la fase del estudio ambiental exigido por NEPA. Entre otras cosas, planeamos evaluar el impacto potencial a recursos comunitarios, ambientales y culturales, además de llevar a cabo toda coordinación requerida, como la relacionada con la Sección 106 de la Ley Nacional para la Conservación Histórica. Se solicita al público y a las agencias regulatorias brindar sus comentarios sobre aquellos recursos ubicados en el corredor del proyecto los cuales consideran importantes.

	Uso del suelo, zonificación y política pública		Recursos de la Sección 4(f) y 6(f)		Energía
	Vecindarios e instalaciones/servicios comunitarios		Recursos históricos y arqueológicos		Recursos naturales y acuíferos
	Condiciones socioeconómicas		Materiales peligrosos		Servicios públicos
	Justicia ambiental		Calidad del aire		Recursos de parques y recreación
	Visual y estética		Ruido y vibraciones		Construcción
	Transporte		Adquisiciones, desplazamientos y reubicaciones		Protección y seguridad
	Efectos indirectos y acumulativos				

Cronograma del proyecto



Planeación / Predesarrollo del proyecto (2020-2024)

- ★ Refinar LPA y oportunidades TOD
- ★ Estudios iniciales
 - MTC adopta la LPA refinada
 - Estudios técnicos, planeación del área de estaciones y planes de vías y senderos
 - Notificación de intención/estudio
 - Diseño preliminar
 - Borrador de la Declaración de Impacto Ambiental (anticipado)



Desarrollo del proyecto

- Declaración de Impacto Ambiental final y Registro de decisión (anticipado)
- Planos de diseño al 65%
- Estimación de costo

Ingeniería y construcción del proyecto

Participación pública

¡Participe!

Su participación es importante. Favor de responder la encuesta adjunta antes del **14 de octubre de 2020**. Para brindar comentarios adicionales o hacer alguna pregunta, recurra a:



Encuesta y Mapa interactivo:
<http://ridetransit.org/LYNXSilverLine>



Email: LYNXSilverLine@publicinput.com



Teléfono: Servicio a Clientes de CATS
704-336-7433 (RIDE)



Correo postal:
CATS, C/O Ms. Ajonelle Poole,
600 E. Fourth Street
Charlotte, NC 28202

Para ver el contenido o responder la encuesta en línea, escanee el código QR con su teléfono



¡Gracias!



¡Participe!

Su participación es importante. Favor de responder la encuesta adjunta antes del 14 de octubre de 2020. Para brindar comentarios adicionales o hacer alguna pregunta, recurra a:

Encuesta y Mapa interactivo:
<http://ridetransit.org/LYNXSilverLine>

Email: LYNXSilverLine@publicinput.com

Teléfono: Servicio a Clientes de CATS
704-336-7433 (RIDE)

Para ver el contenido o responder la encuesta en línea, escanée el código QR con su teléfono



Doble aquí, engrape el formulario y envíe por correo

Aquí
timbre
postal

CATS, C/O Ms. Ajonelle Poole
600 E. Fourth Street
Charlotte, NC 28202

SILVER LINE

Abajo encontrará la encuesta sobre la propuesta para el proyecto LYNX Silver Line. Antes de responder esta encuesta, por favor lea la información contenida en el folleto Estudios iniciales de LYNX Silver Line. Favor de brindar sus comentarios antes del 14 de octubre de 2020.

Si desea recibir información sobre LYNX Silver Line en el futuro, anote su dirección de email abajo. Si tiene preguntas y desea hablar con alguien del equipo del proyecto, envíe un email a LYNXSilverLine@publicinput.com.

Nombre: _____ CP de su hogar: _____ Dirección: _____
Email: _____ Teléfono: _____

1. ¿Tiene preguntas o comentarios adicionales sobre la alternativa preferida localmente o las opciones para mejorar la alineación?

2. ¿Existen otras alternativas que deberían ser consideradas?

☐ Sí ☐ No

3. ¿Está usted de acuerdo o en desacuerdo con el Propósito y necesidad preliminares del proyecto LYNX Silver Line?

☐ Totalmente de acuerdo ☐ De acuerdo ☐ Neutral ☐ En desacuerdo ☐ Totalmente en desacuerdo

4. Si usted está en desacuerdo o totalmente en desacuerdo, ¿qué piensa debería ser cambiado o añadido al Propósito y necesidad preliminares?

5. ¿Cuál de los siguientes temas relacionados con el proyecto le preocupan? (escoja tres)

<input type="checkbox"/> Uso del suelo, zonificación y política pública	<input type="checkbox"/> Recursos históricos y arqueológicos	<input type="checkbox"/> Recursos naturales y acuíferos	<input type="checkbox"/> Costo
<input type="checkbox"/> Vecindarios e instalaciones/ servicios comunitarios	<input type="checkbox"/> Materiales peligrosos	<input type="checkbox"/> Servicios públicos	<input type="checkbox"/> Uso del transporte público y tiempos de traslado
<input type="checkbox"/> Justicia/equidad ambiental	<input type="checkbox"/> Red de transporte/ tránsito existente	<input type="checkbox"/> Construcción	<input type="checkbox"/> Seguridad
<input type="checkbox"/> Apariencia y estética	<input type="checkbox"/> Ruido y vibraciones	<input type="checkbox"/> Calidad del aire	<input type="checkbox"/> Energía
<input type="checkbox"/> Adquisiciones, desplazamientos y reubicaciones	<input type="checkbox"/> Parques y recursos recreativos	<input type="checkbox"/> Otro _____	

6. ¿Tiene comentarios adicionales?

CATS está utilizando varios métodos para involucrar a los residentes en el proyecto LYNX Silver Line. Entre esos métodos se encuentran postales, redes sociales, emails masivos, sesiones informativas y videos por internet, reuniones con grupos de vecinos y personas interesadas, distribución de materiales a socios y grupos comunitarios, anuncios en los canales gubernamentales locales y avisos en medios impresos.

7. ¿Tiene usted comentarios sobre estos métodos para involucrar al público?

8. ¿Cuál es el mejor método para mantenerle informado sobre el proyecto LYNX Silver Line?

☐ Email☐ Aviso en transporte público☐ Periódico/Radio/TV☐ Sitio web del proyecto☐ Redes sociales

☐ Nextdoor☐ Postales☐ Otro: _____

9. ¿Cómo supo de esta encuesta? (marque todas las que apliquen)

☐ Email☐ Aviso en transporte público☐ Periódico/Radio/TV☐ Sitio web del proyecto☐ Redes sociales

☐ Nextdoor☐ Postales☐ Otro: _____

10. ¿Tuvo acceso fácil a los materiales del proyecto?

☐ Sí, tuve acceso fácil a la información.☐ Encontré la información, pero fue difícil hallarla.☐ No, no pude encontrar la información que buscaba.

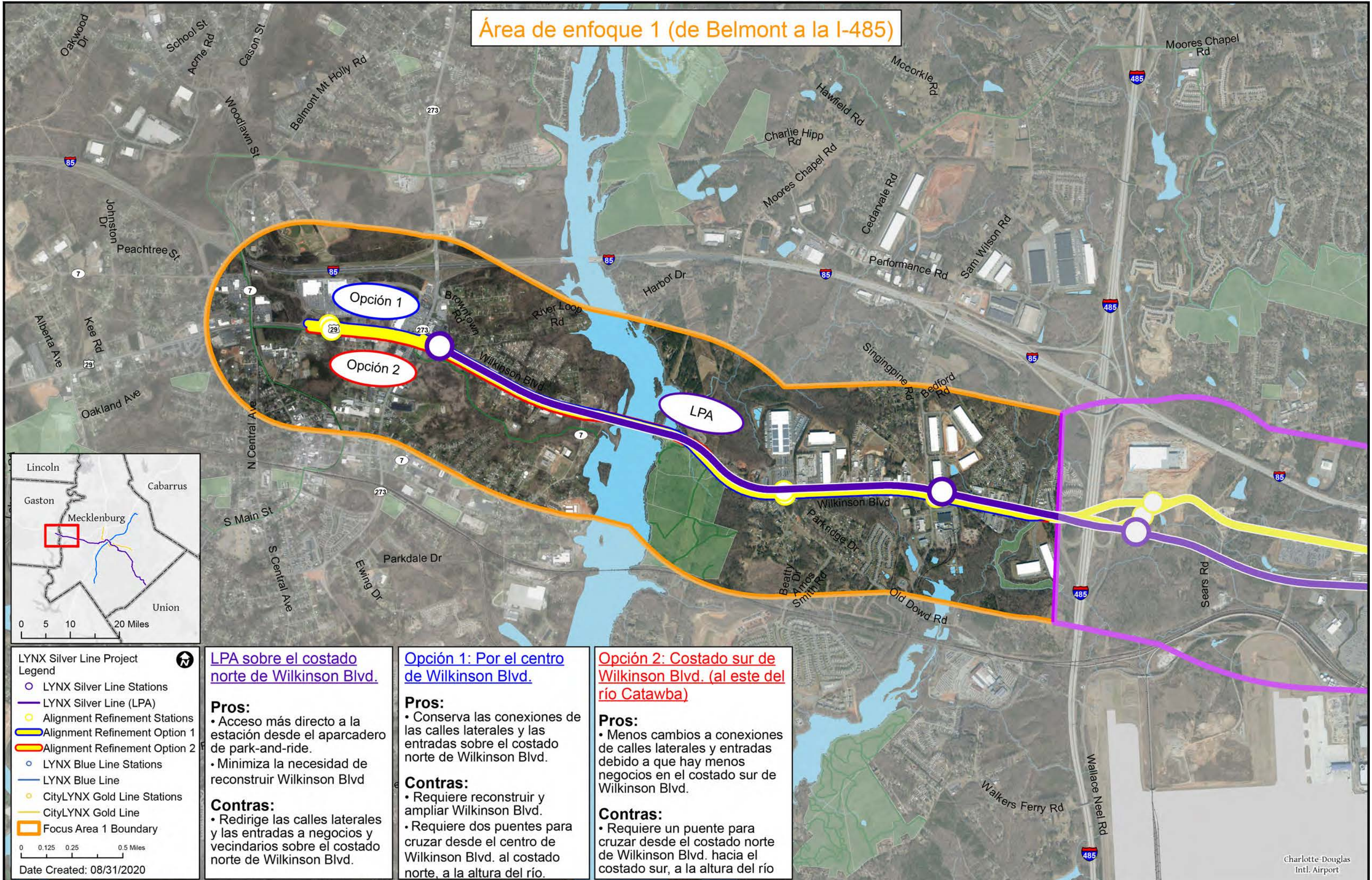


La siguiente información es opcional. Es importante obtener información demográfica para asegurar que todos los grupos interesados estén representados en el proceso de planeación. Las siguientes preguntas ayudarán a CATS a monitorear y evaluar los esfuerzos de alcance comunitario.

¿Cuántas personas viven en su hogar? <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 o más		Género/Sexo: <input type="checkbox"/> Hombre <input type="checkbox"/> Mujer <input type="checkbox"/> Intersexual/No binario <input type="checkbox"/> Prefiere no responder
Edad: <input type="checkbox"/> Menor de 19 <input type="checkbox"/> 45 -54 <input type="checkbox"/> 19 -24 <input type="checkbox"/> 55 - 64 <input type="checkbox"/> 25 - 34 <input type="checkbox"/> 65 o mayor <input type="checkbox"/> 35 - 44		La diversidad se representa de otras maneras. ¿Se identifica como alguno de los siguientes? (seleccione todas las que apliquen) <input type="checkbox"/> Propietario de casa <input type="checkbox"/> Inquilino <input type="checkbox"/> Empresario <input type="checkbox"/> Usualmente no asiste a eventos de la Ciudad <input type="checkbox"/> Otro: _____
¿Cuál de las siguientes describe mejor su raza? (seleccione todas las cajas que apliquen) <input type="checkbox"/> Blanco/Caucásico <input type="checkbox"/> Asiático/ Isleño del Pacífico <input type="checkbox"/> Negro/Afroamericano <input type="checkbox"/> Prefiere no responder <input type="checkbox"/> Hispano/Latino <input type="checkbox"/> Otra: _____ <input type="checkbox"/> Amerindio/Nativo de Alaska		
¿Tiene acceso regular a un auto? <input type="checkbox"/> Sí <input type="checkbox"/> No	¿Tiene acceso a internet de alta velocidad en su hogar? <input type="checkbox"/> Sí <input type="checkbox"/> No	¿Cuál fue su ingreso familiar total, antes de impuestos, el año pasado (2019)? <input type="checkbox"/> Menos de \$25,000 <input type="checkbox"/> \$25,000 — \$49,999 <input type="checkbox"/> \$50,000 — \$74,999 <input type="checkbox"/> \$75,000 — \$99,999 <input type="checkbox"/> \$100,000 o más <input type="checkbox"/> Prefiere no responder
¿Es inglés su primera lengua? Si no, ¿cuál es su primera lengua? <input type="checkbox"/> Sí <input type="checkbox"/> No <input type="checkbox"/> Otra: _____		
¿Qué tan seguido usaría LYNX Silver Line? <input type="checkbox"/> Diariamente <input type="checkbox"/> Ocasionalmente durante el año <input type="checkbox"/> Semanalmente <input type="checkbox"/> Nunca <input type="checkbox"/> Mensualmente		

APPENDIX C.8.4 – SPANISH HANDOUTS - MAPS

Área de enfoque 1 (de Belmont a la I-485)



LPA sobre el costado norte de Wilkinson Blvd.

- Pros:**
- Acceso más directo a la estación desde el aparcadero de park-and-ride.
 - Minimiza la necesidad de reconstruir Wilkinson Blvd

- Contras:**
- Redirige las calles laterales y las entradas a negocios y vecindarios sobre el costado norte de Wilkinson Blvd.

Opción 1: Por el centro de Wilkinson Blvd.

- Pros:**
- Conserva las conexiones de las calles laterales y las entradas sobre el costado norte de Wilkinson Blvd.

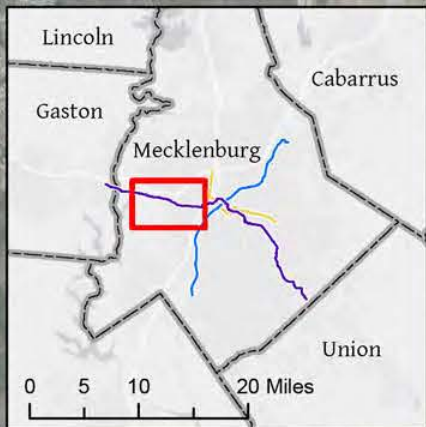
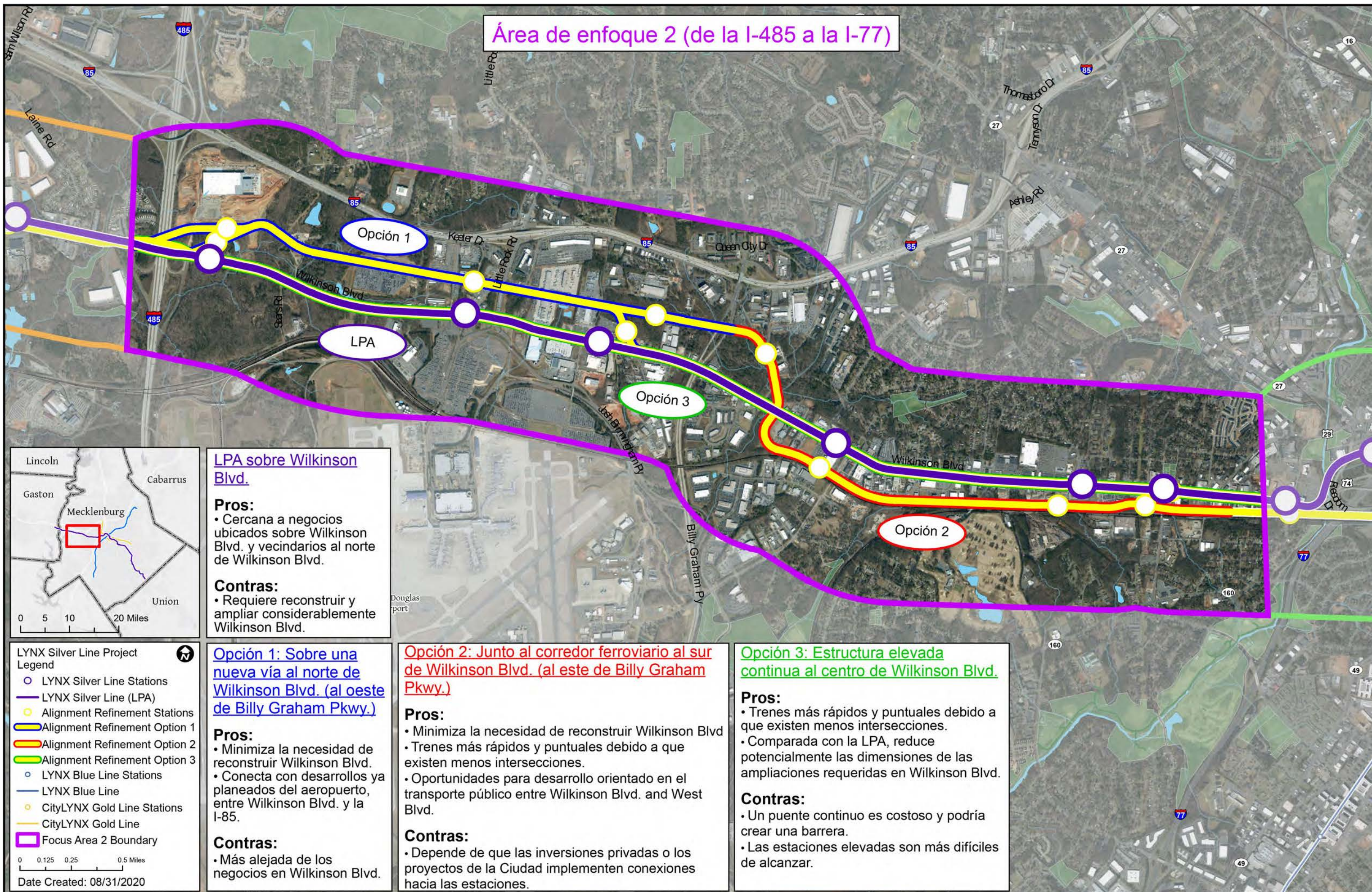
- Contras:**
- Requiere reconstruir y ampliar Wilkinson Blvd.
 - Requiere dos puentes para cruzar desde el centro de Wilkinson Blvd. al costado norte, a la altura del río.

Opción 2: Costado sur de Wilkinson Blvd. (al este del río Catawba)

- Pros:**
- Menos cambios a conexiones de calles laterales y entradas debido a que hay menos negocios en el costado sur de Wilkinson Blvd.

- Contras:**
- Requiere un puente para cruzar desde el costado norte de Wilkinson Blvd. hacia el costado sur, a la altura del río

Área de enfoque 2 (de la I-485 a la I-77)



LPA sobre Wilkinson Blvd.

Pros:

- Cercana a negocios ubicados sobre Wilkinson Blvd. y vecindarios al norte de Wilkinson Blvd.

Contras:

- Requiere reconstruir y ampliar considerablemente Wilkinson Blvd.

LYNX Silver Line Project Legend

- LYNX Silver Line Stations
- LYNX Silver Line (LPA)
- Alignment Refinement Stations
- Alignment Refinement Option 1
- Alignment Refinement Option 2
- Alignment Refinement Option 3
- LYNX Blue Line Stations
- LYNX Blue Line
- CityLYNX Gold Line Stations
- CityLYNX Gold Line
- Focus Area 2 Boundary

0 0.125 0.25 0.5 Miles

Date Created: 08/31/2020

Opción 1: Sobre una nueva vía al norte de Wilkinson Blvd. (al oeste de Billy Graham Pkwy.)

Pros:

- Minimiza la necesidad de reconstruir Wilkinson Blvd.
- Conecta con desarrollos ya planeados del aeropuerto, entre Wilkinson Blvd. y la I-85.

Contras:

- Más alejada de los negocios en Wilkinson Blvd.

Opción 2: Junto al corredor ferroviario al sur de Wilkinson Blvd. (al este de Billy Graham Pkwy.)

Pros:

- Minimiza la necesidad de reconstruir Wilkinson Blvd.
- Trenes más rápidos y puntuales debido a que existen menos intersecciones.
- Oportunidades para desarrollo orientado en el transporte público entre Wilkinson Blvd. and West Blvd.

Contras:

- Depende de que las inversiones privadas o los proyectos de la Ciudad implementen conexiones hacia las estaciones.

Opción 3: Estructura elevada continua al centro de Wilkinson Blvd.

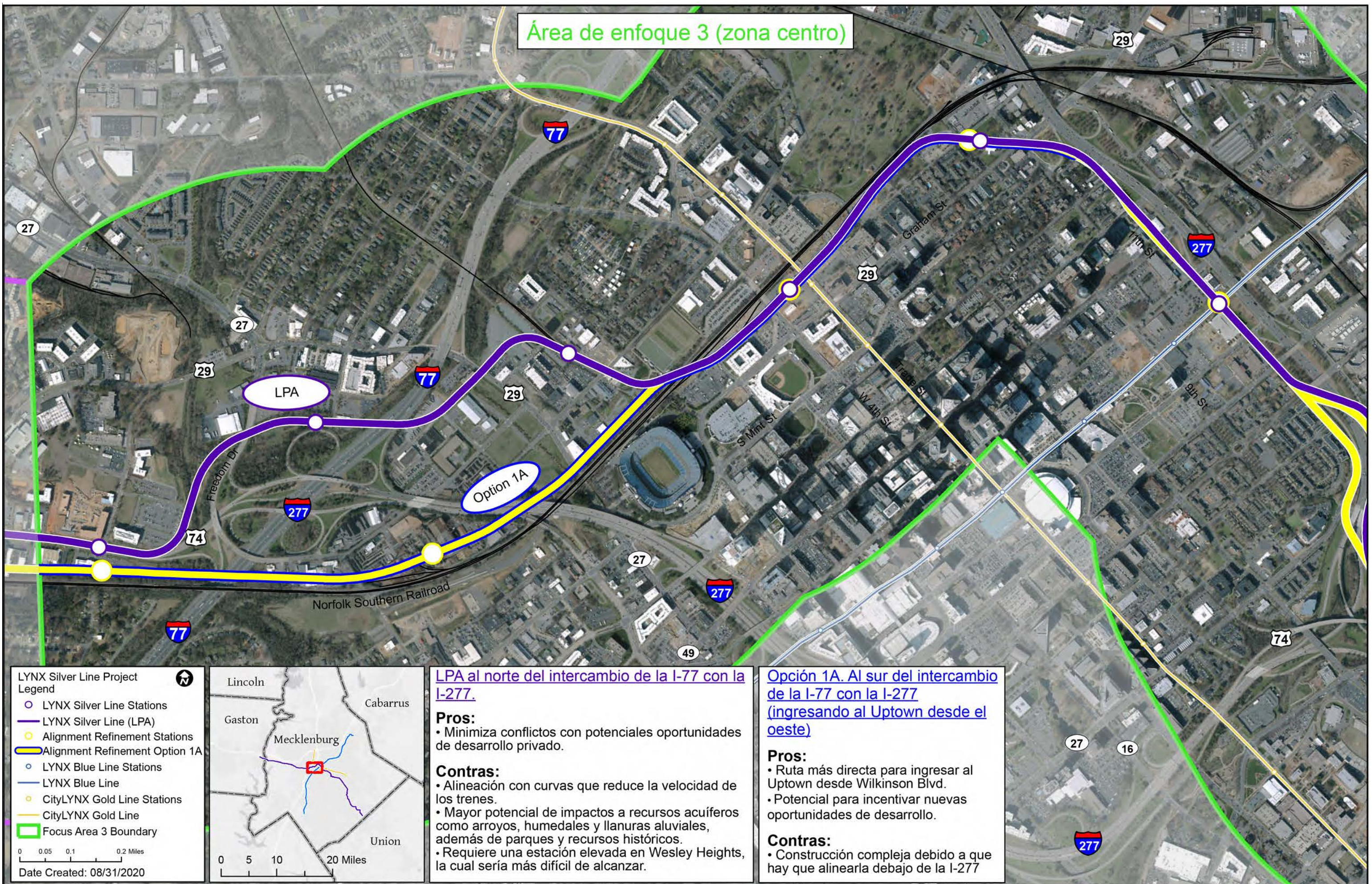
Pros:

- Trenes más rápidos y puntuales debido a que existen menos intersecciones.
- Comparada con la LPA, reduce potencialmente las dimensiones de las ampliaciones requeridas en Wilkinson Blvd.

Contras:

- Un puente continuo es costoso y podría crear una barrera.
- Las estaciones elevadas son más difíciles de alcanzar.

Área de enfoque 3 (zona centro)



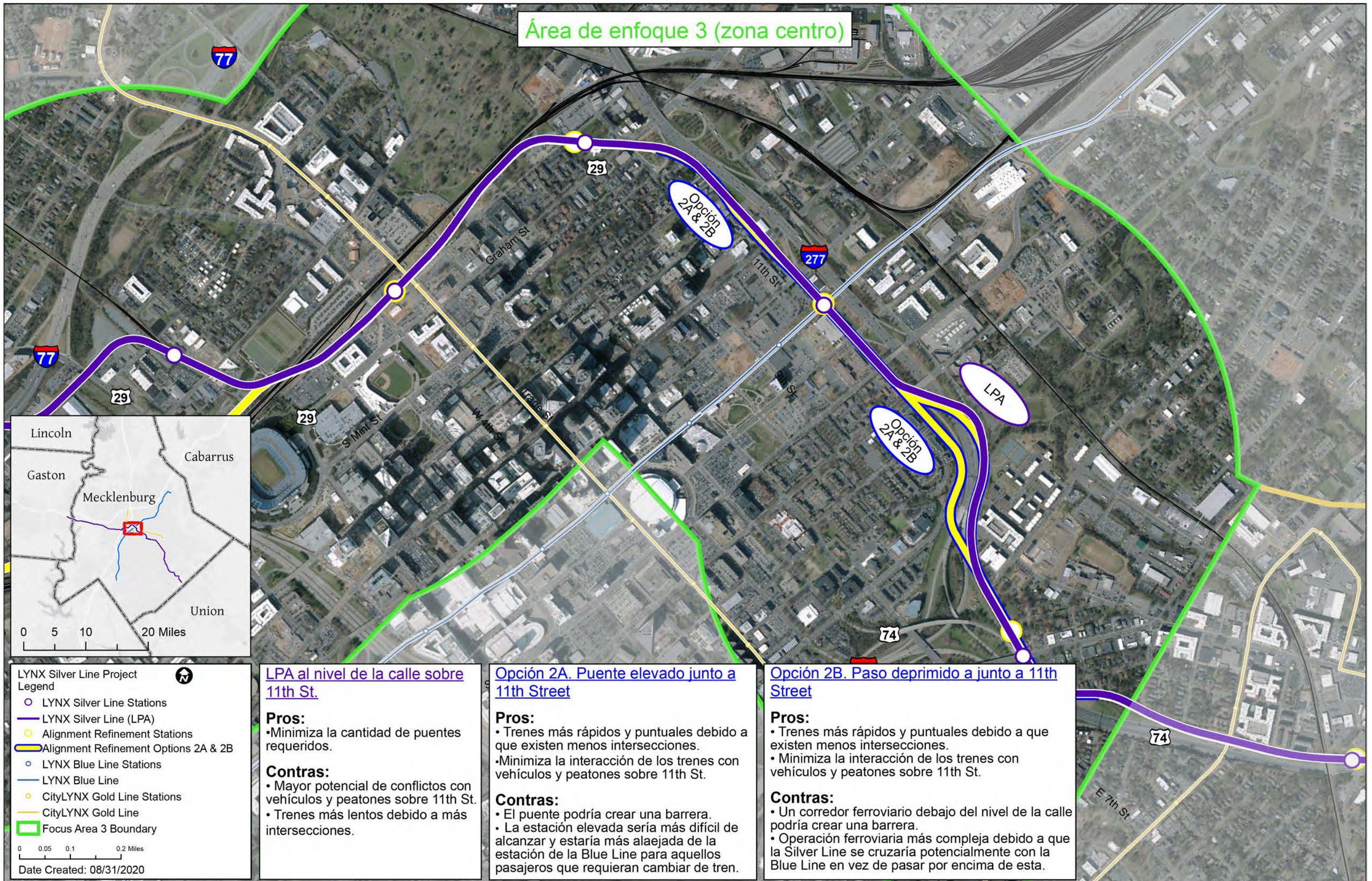
LPA al norte del intercambio de la I-77 con la I-277.

- Pros:**
- Minimiza conflictos con potenciales oportunidades de desarrollo privado.
- Contras:**
- Alineación con curvas que reduce la velocidad de los trenes.
 - Mayor potencial de impactos a recursos acuíferos como arroyos, humedales y llanuras aluviales, además de parques y recursos históricos.
 - Requiere una estación elevada en Wesley Heights, la cual sería más difícil de alcanzar.

Opción 1A. Al sur del intercambio de la I-77 con la I-277 (ingresando al Uptown desde el oeste)

- Pros:**
- Ruta más directa para ingresar al Uptown desde Wilkinson Blvd.
 - Potencial para incentivar nuevas oportunidades de desarrollo.
- Contras:**
- Construcción compleja debido a que hay que alinearla debajo de la I-277

Área de enfoque 3 (zona centro)



LPA al nivel de la calle sobre 11th St.

Pros:

- Minimiza la cantidad de puentes requeridos.

Contras:

- Mayor potencial de conflictos con vehículos y peatones sobre 11th St.
- Trenes más lentos debido a más intersecciones.

Opción 2A. Puente elevado junto a 11th Street

Pros:

- Trenes más rápidos y puntuales debido a que existen menos intersecciones.
- Minimiza la interacción de los trenes con vehículos y peatones sobre 11th St.

Contras:

- El puente podría crear una barrera.
- La estación elevada sería más difícil de alcanzar y estaría más alejada de la estación de la Blue Line para aquellos pasajeros que requieran cambiar de tren.

Opción 2B. Paso deprimido a junto a 11th Street

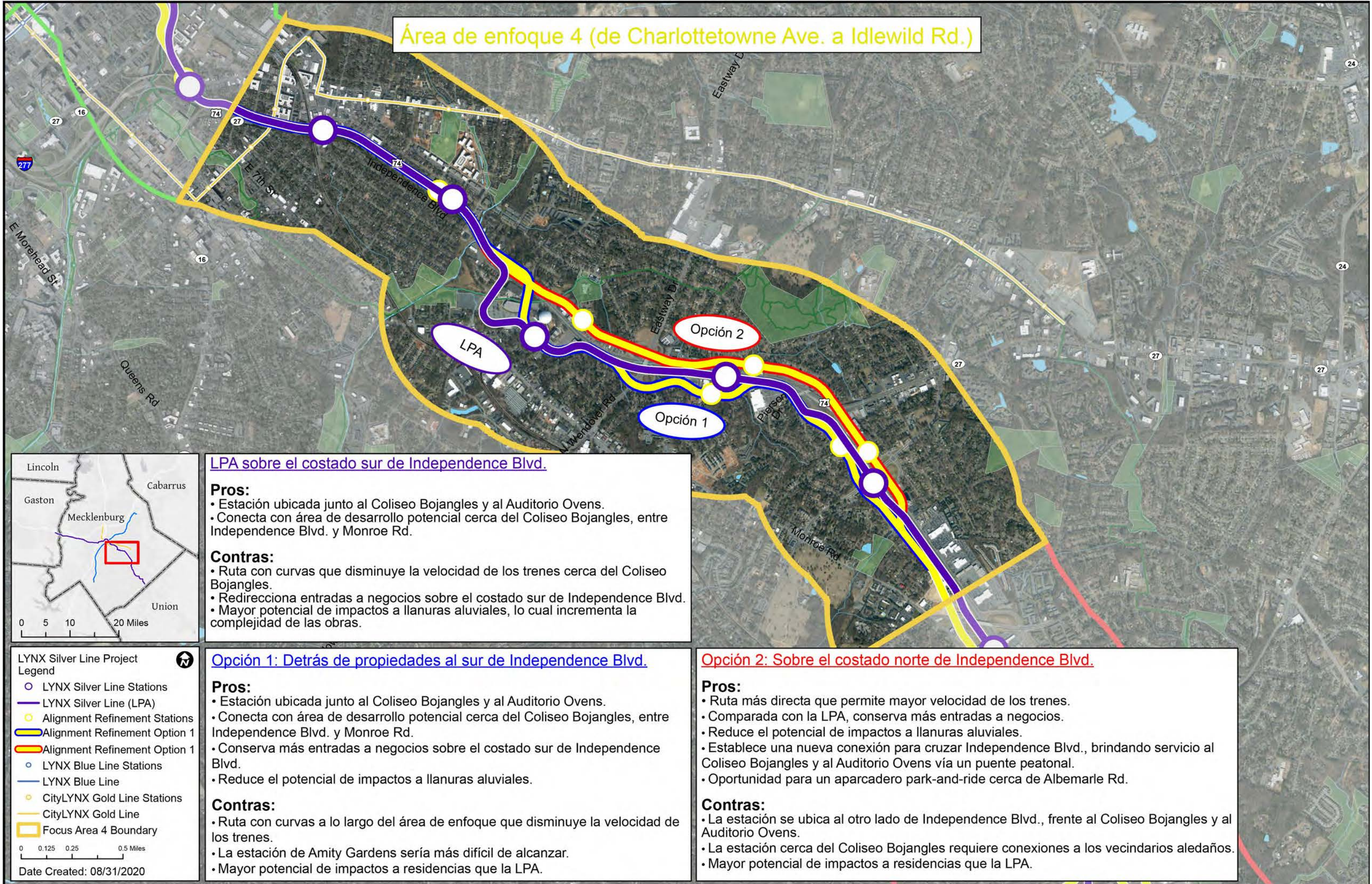
Pros:

- Trenes más rápidos y puntuales debido a que existen menos intersecciones.
- Minimiza la interacción de los trenes con vehículos y peatones sobre 11th St.

Contras:

- Un corredor ferroviario debajo del nivel de la calle podría crear una barrera.
- Operación ferroviaria más compleja debido a que la Silver Line se cruzaría potencialmente con la Blue Line en vez de pasar por encima de esta.

Área de enfoque 4 (de Charlottetowne Ave. a Idlewild Rd.)



LPA sobre el costado sur de Independence Blvd.

Pros:

- Estación ubicada junto al Coliseo Bojangles y al Auditorio Ovens.
- Conecta con área de desarrollo potencial cerca del Coliseo Bojangles, entre Independence Blvd. y Monroe Rd.

Contras:

- Ruta con curvas que disminuye la velocidad de los trenes cerca del Coliseo Bojangles.
- Redirecciona entradas a negocios sobre el costado sur de Independence Blvd.
- Mayor potencial de impactos a llanuras aluviales, lo cual incrementa la complejidad de las obras.

Opción 1: Detrás de propiedades al sur de Independence Blvd.

Pros:

- Estación ubicada junto al Coliseo Bojangles y al Auditorio Ovens.
- Conecta con área de desarrollo potencial cerca del Coliseo Bojangles, entre Independence Blvd. y Monroe Rd.
- Conserva más entradas a negocios sobre el costado sur de Independence Blvd.
- Reduce el potencial de impactos a llanuras aluviales.

Contras:

- Ruta con curvas a lo largo del área de enfoque que disminuye la velocidad de los trenes.
- La estación de Amity Gardens sería más difícil de alcanzar.
- Mayor potencial de impactos a residencias que la LPA.

Opción 2: Sobre el costado norte de Independence Blvd.

Pros:

- Ruta más directa que permite mayor velocidad de los trenes.
- Comparada con la LPA, conserva más entradas a negocios.
- Reduce el potencial de impactos a llanuras aluviales.
- Establece una nueva conexión para cruzar Independence Blvd., brindando servicio al Coliseo Bojangles y al Auditorio Ovens vía un puente peatonal.
- Oportunidad para un aparcadero park-and-ride cerca de Albemarle Rd.

Contras:

- La estación se ubica al otro lado de Independence Blvd., frente al Coliseo Bojangles y al Auditorio Ovens.
- La estación cerca del Coliseo Bojangles requiere conexiones a los vecindarios aledaños.
- Mayor potencial de impactos a residencias que la LPA.

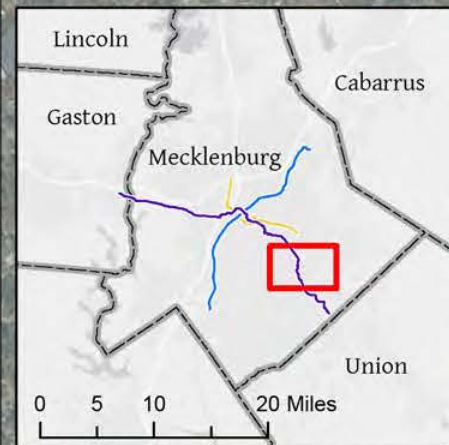
LYNX Silver Line Project Legend

- LYNX Silver Line Stations
- LYNX Silver Line (LPA)
- Alignment Refinement Stations
- Alignment Refinement Option 1
- Alignment Refinement Option 2
- LYNX Blue Line Stations
- LYNX Blue Line
- CityLYNX Gold Line Stations
- CityLYNX Gold Line
- Focus Area 4 Boundary

0 0.125 0.25 0.5 Miles

Date Created: 08/31/2020

Área de enfoque 5 (de Idlewild Rd. al CPCC Levine, justo al sur de la I-485)



LYNX Silver Line Project Legend

- LYNX Silver Line Stations
- LYNX Silver Line (LPA)
- Alignment Refinement Stations
- Alignment Refinement Option 1A
- Alignment Refinement Option 1B
- Alignment Refinement Option 1C
- LYNX Blue Line Stations
- LYNX Blue Line
- CityLYNX Gold Line Stations
- CityLYNX Gold Line
- Focus Area 5 Boundary

0 0.125 0.25 0.5 Miles

Date Created: 08/31/2020

LPA cerca de Village Lake Dr.

Pros:

- Brinda una conexión desde Independence Blvd. hasta Monroe Rd.

Contras:

- Requiere considerable adquisición y reubicación de residencias.
- Mayor potencial de impactos a recursos acuíferos como arroyos, humedales y estanques.
- Requiere una estación elevada, la cual sería más difícil de alcanzar.

Opción 1A: Sobre Lumarka Dr.

Pros:

- Estación al nivel de la calle cerca de Monroe Rd. que es más fácil de alcanzar que la estación elevada de la LPA.
- Menos potenciales impactos a recursos acuíferos como arroyos, humedales y estanques.
- Más cerca de vecindarios y oportunidades de desarrollo cerca de Monroe Rd.

Contras:

- Requiere adquisición y reubicación de residencias, pero considerablemente menos que la LPA.

Opción 1B: Sobre el costado oeste del Parque McAlpine Creek

Pros:

- Menor potencial de adquisición y reubicación de residencias.

Contras:

- Mayor potencial de impactos al parque y a las llanuras aluviales.
- Redirecciona entradas a negocios sobre el costado sur de Independence Blvd.
- Estación elevada que es más difícil de alcanzar.

Opción 1C: Cerca de Krefeld Dr.

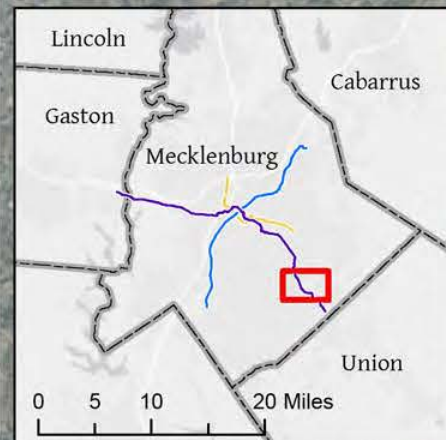
Pros:

- Menor potencial de adquisición y reubicación de residencias.
- Menor potencial de impactos al parque.

Contras:

- Más alejada de vecindarios y áreas de potencial desarrollo nuevos sobre Monroe Rd.
- Redirecciona calles laterales y entradas a vecindarios y negocios sobre Independence Blvd.
- Ruta más larga que resulta en mayores tiempos de traslado.

Área de enfoque 5 (de Idlewild Rd. al CPCC Levine, justo al sur de la I-485)



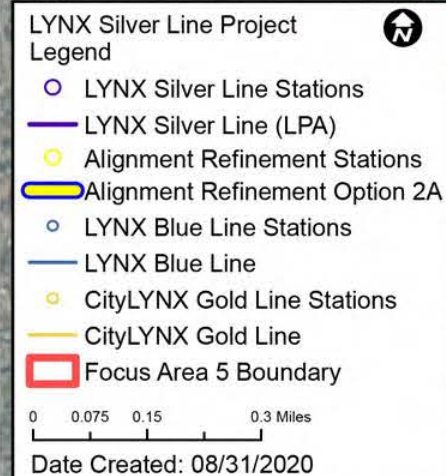
LPA sobre Monroe Rd.

Pros:

- Más cerca de vecindarios y oportunidades de desarrollo cerca de Monroe Rd.

Contras:

- Requiere reconstruir y ampliar Monroe Rd.



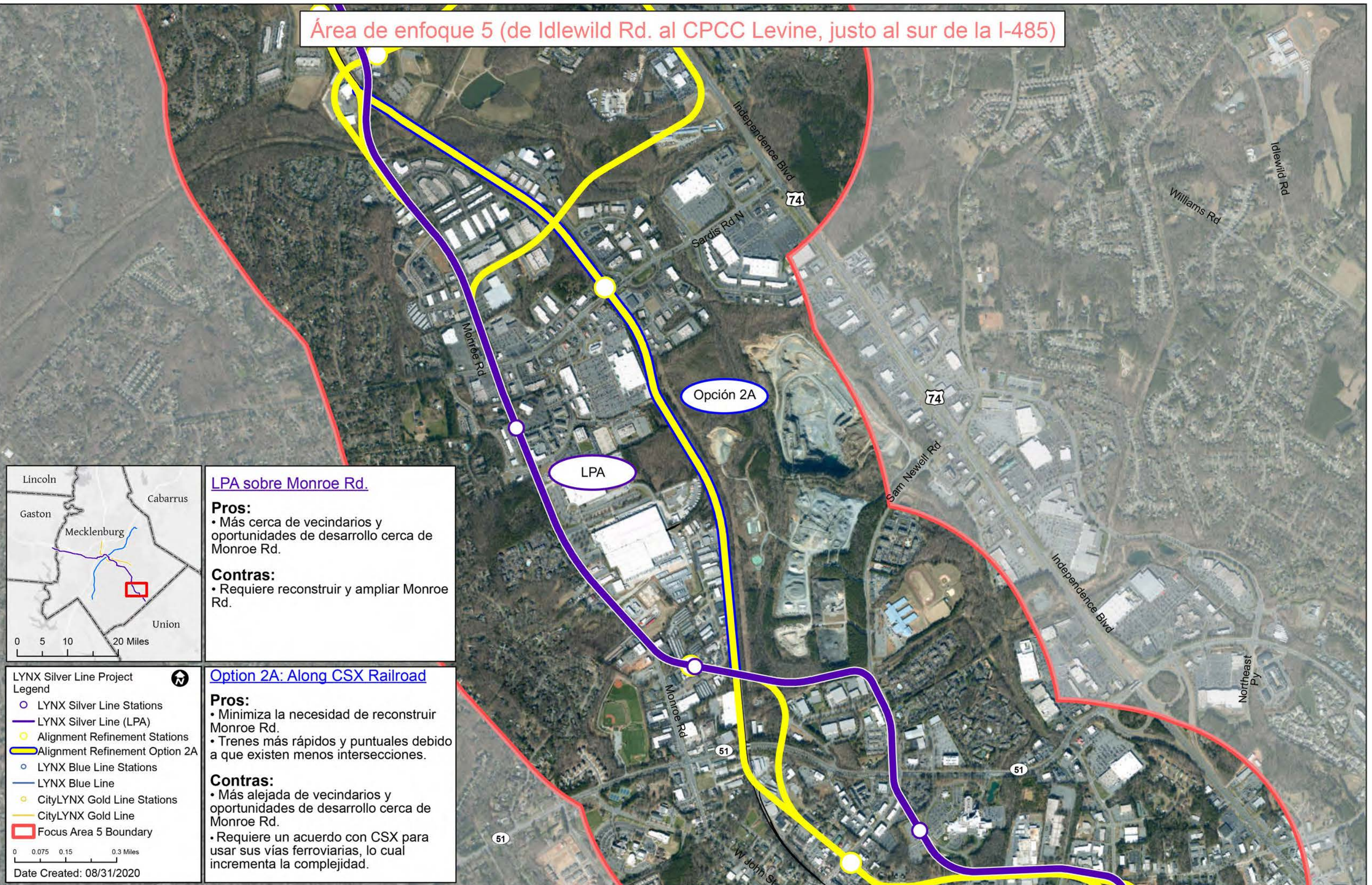
Option 2A: Along CSX Railroad

Pros:

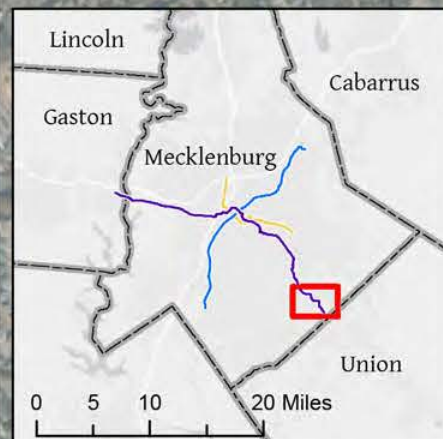
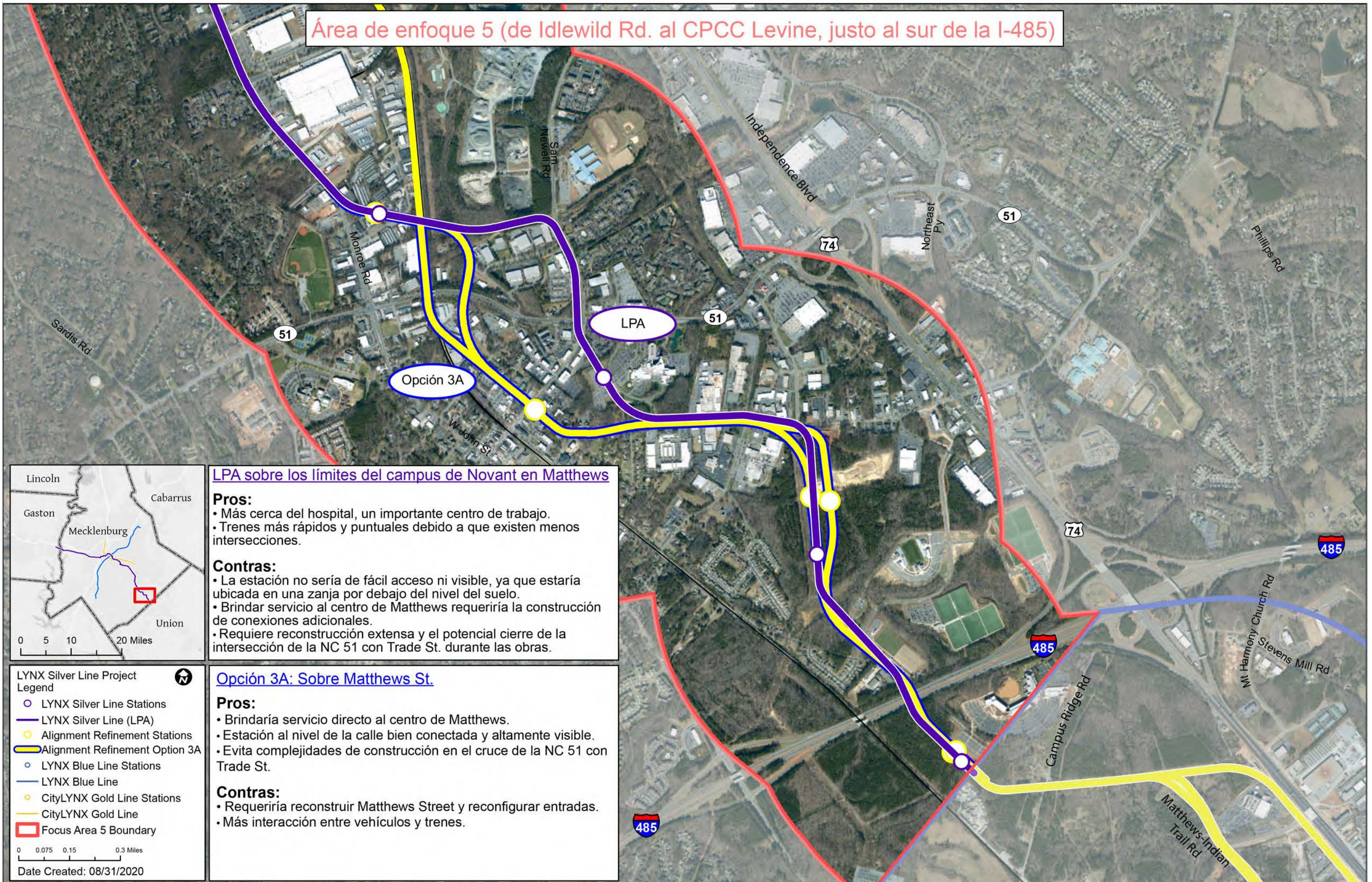
- Minimiza la necesidad de reconstruir Monroe Rd.
- Trenes más rápidos y puntuales debido a que existen menos intersecciones.

Contras:

- Más alejada de vecindarios y oportunidades de desarrollo cerca de Monroe Rd.
- Requiere un acuerdo con CSX para usar sus vías ferroviarias, lo cual incrementa la complejidad.



Área de enfoque 5 (de Idlewild Rd. al CPCC Levine, justo al sur de la I-485)



LPA sobre los límites del campus de Novant en Matthews

Pros:

- Más cerca del hospital, un importante centro de trabajo.
- Trenes más rápidos y puntuales debido a que existen menos intersecciones.

Contras:

- La estación no sería de fácil acceso ni visible, ya que estaría ubicada en una zanja por debajo del nivel del suelo.
- Brindar servicio al centro de Matthews requeriría la construcción de conexiones adicionales.
- Requiere reconstrucción extensa y el potencial cierre de la intersección de la NC 51 con Trade St. durante las obras.

Opción 3A: Sobre Matthews St.

Pros:

- Brindaría servicio directo al centro de Matthews.
- Estación al nivel de la calle bien conectada y altamente visible.
- Evita complejidades de construcción en el cruce de la NC 51 con Trade St.

Contras:

- Requeriría reconstruir Matthews Street y reconfigurar entradas.
- Más interacción entre vehículos y trenes.

LYNX Silver Line Project Legend

- LYNX Silver Line Stations
- LYNX Silver Line (LPA)
- Alignment Refinement Stations
- Alignment Refinement Option 3A
- LYNX Blue Line Stations
- LYNX Blue Line
- CityLYNX Gold Line Stations
- CityLYNX Gold Line
- Focus Area 5 Boundary

0 0.075 0.15 0.3 Miles

Date Created: 08/31/2020

Área de enfoque 6 (Extensión del Condado Union)



LYNX Silver Line Project Legend

- LYNX Silver Line Stations
- LYNX Silver Line (LPA)
- Alignment Refinement Stations
- Alignment Refinement Option 1A
- Alignment Refinement Option 1B
- Alignment Refinement Option 2
- LYNX Blue Line Stations
- LYNX Blue Line
- CityLYNX Gold Line Stations
- CityLYNX Gold Line
- Focus Area 6 Boundary

0 0.125 0.25 0.5 Miles

Date Created: 08/31/2020

Opción 1A: De Independence Blvd. a Chestnut Pkwy.

Pros:

- Más directa con menos intersecciones al nivel de la calle.
- Mayor visibilidad para un aparcadero park-and-ride.

Contras:

- Menos conexiones a oportunidades de desarrollo nuevas.
- Espacio limitado en Chestnut Pkwy. para un tren ligero.
- Ruta con curvas hacia la estación cerca del Ayuntamiento de Indian Trail.

Opción 1B: De Independence Blvd. a Matthews-Indian Trail Rd.

Pros:

- Más directa con menos intersecciones al nivel de la calle.
- Mayor visibilidad para un aparcadero park-and-ride.
- Ruta más directa hacia la estación cerca del Ayuntamiento de Indian Trail.

Contras:

- Menos conexiones a oportunidades de desarrollo nuevas.

Opción 2: Matthews-Indian Trail Rd.

Pros:

- Mayor potencial para incrementar las conexiones a oportunidades de desarrollo nuevas.

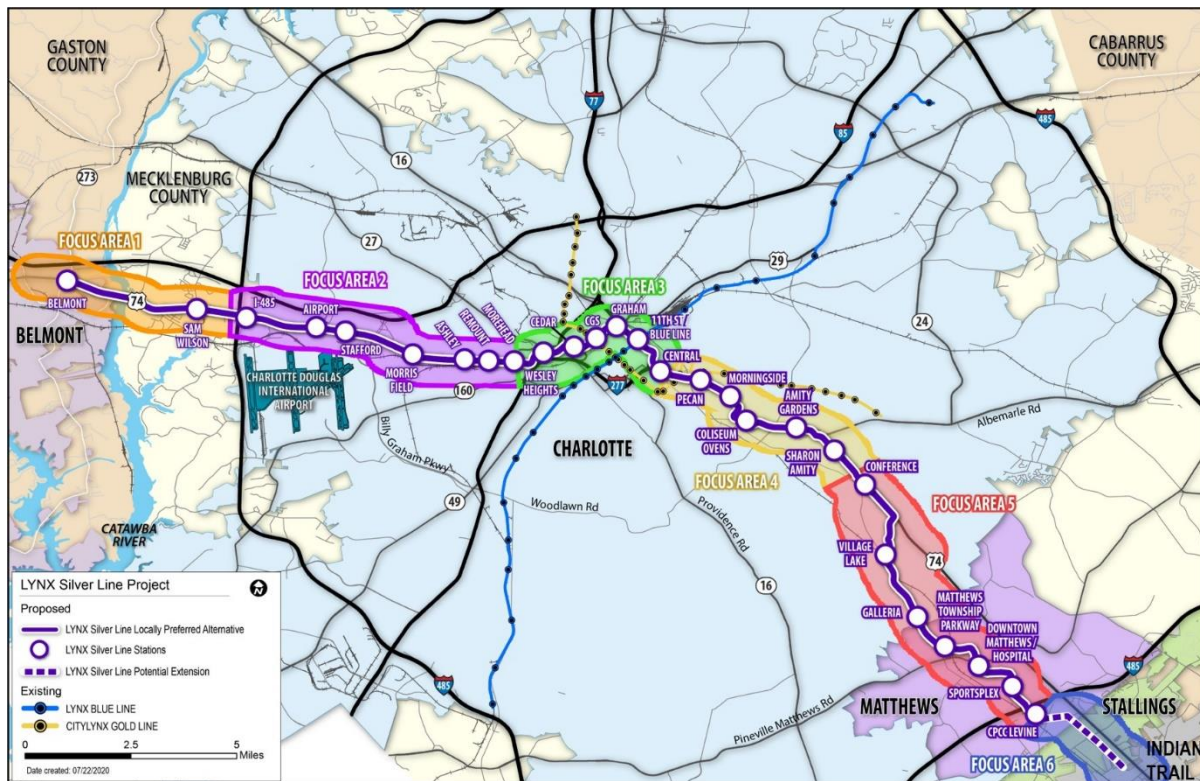
Contras:

- Requiere reconstruir y ampliar Matthews-Indian Trail Rd.
- Redirecciona potencialmente calles laterales y entradas a negocios y vecindarios sobre Matthews-Indian Trail Rd.
- Menor visibilidad para un aparcadero park-and-ride.

APPENDIX C.9 – COUNCIL – MANAGER MEMORANDA

CATS to Host Public Meetings during Second Round of LYNX Silver Line Project Engagement

Staff Resource: Andy Mock, (704) 507-1635



The LYNX Silver Line light rail project has entered the Pre-Project Development phase. The project team is currently making refinements to the proposed light rail alignment, also known as the locally preferred alternative (LPA).

CATS will present several refined LYNX Silver Line alignment options to the public starting Tuesday, September 15 when CATS will kick-off a series of live virtual public meetings. Each meeting will include a presentation and Q&A session with the project team. The 26-mile alignment has been sectioned into six focus areas.

Tuesday, September 15, 5:30 p.m.

Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)

Wednesday, September 16, 5:30 p.m.

Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)

Thursday, September 17, 5:30 p.m.

Focus Area 3: Center City (West Morehead Street to Charlotte Towne Avenue)

Tuesday, September 22, 5:30 p.m.

Focus Area 4: Independence Boulevard (Charlotte Towne Avenue to Idlewild Road)

Thursday, September 24, 5:30 p.m.

Focus Area 5: Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine)

Tuesday, September 29, 5:30 p.m.

Focus Area 6: Union County Extension

The LYNX Silver Line Project has entered into *Early Scoping*, a Federal Transit Administration (FTA) public planning period that allows the public to provide comment on a project before entering a formal National Environmental Policy Act (NEPA) process. **From August 31 – October 14**, all public comments on the LYNX Silver Line project will be registered with the FTA and help the LYNX Silver Line team make project development decisions that will help with the refinement of the alignment.

For more information on upcoming live virtual public meetings and to provide public input, visit RideTransit.org/LYNXSilverLine.

###

Evans, Hart

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Friday, October 23, 2020 1:38 AM
To: Rubrecht, Genevieve; Thompson, Jasmine D.
Subject: FW: LYNX Silver Line Pre-Project Development and Early Scoping

MTC memo

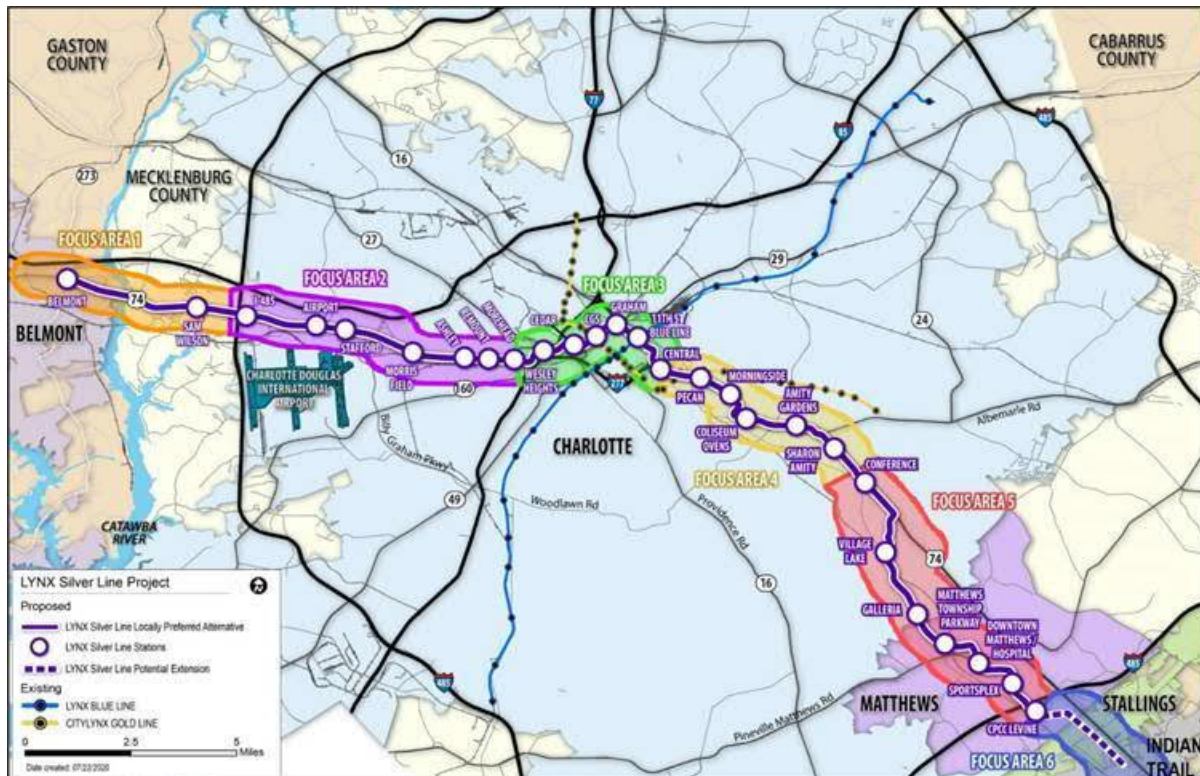
Thanks!
-APoole

From: Poole, Ajonelle
Sent: Thursday, September 3, 2020 4:18 PM
To: Ford, Paulus <pford@ci.charlotte.nc.us>
Cc: Sheldon, Juliann <Juliann.Sheldon@ci.charlotte.nc.us>
Subject: LYNX Silver Line Pre-Project Development and Early Scoping

Hey Paulus,

Hope all is well. We are informing the public about the upcoming LYNX Silver Line virtual public meetings and the online resources. I have attached the memo going to Council and was hoping you could share this information with the MTC. Are you also able to share with TSAC and CTAG?

CATS to Host Public Meetings during Second Round of LYNX Silver Line Project Engagement



The LYNX Silver Line light rail project has entered the Pre-Project Development phase. The project team is currently making refinements to the proposed light rail alignment, also known as the locally preferred alternative (LPA). CATS will present several refined LYNX Silver Line alignment options to the public starting Tuesday, September 15 when CATS will kick-off a series of live virtual public meetings. Each meeting will include a presentation and Q&A session with the project team. The 26-mile alignment has been sectioned into six focus areas.

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Thursday, September 24, 5:30 p.m.

Focus Area 5: Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine)

Tuesday, September 29, 5:30 p.m.

Focus Area 6: Union County Extension

The LYNX Silver Line Project has also entered into Early Scoping, a Federal Transit Administration (FTA) public planning period that allows the public to provide comment on a project before entering a formal National Environmental Policy Act (NEPA) process. From August 31 – October 14, all public comments on the LYNX Silver Line project will be registered with the FTA and will help the LYNX Silver Line team make project development decisions that will refine the alignment.

For more information on upcoming live virtual public meetings and to provide public input, visit RideTransit.org/LYNXSilverLine.

###

Please let me know if you have any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](https://CharlotteAreaTransitSystem.com)
Cell: (980) 307-9943
Media Line: (980) 722-0311

APPENDIX D – EARLY SCOPING MEETINGS

APPENDIX D.1 – LIST OF AGENCY EARLY SCOPING MEETING PARTICIPANTS

AGENCY	ROLE	POC
Charlotte-Mecklenburg Historic Landmarks Commission	Executive Director	Jack Thomson
City of Belmont	Associate Planner	Tiffany Faro
City of Charlotte	Charlotte PD&D - Regional Transportation Planner	Jerrel Leonard
Federal Highway Administration	Planning and Environmental Specialist	Loretta Barren
Federal Railroad Administration	Community Planner	Jessie Gatti
Federal Transit Administration, Region 4	Environmental Protection Specialist	Carrie Walker
Gaston County	Transportation Planner	Juan Garcia
Gaston County Historic Preservation Commission	Planning Director	David Williams
Gaston-Cleveland-Lincoln Metropolitan Planning Organization	Principal Transportation Planner	Randi P. Gates
Mecklenburg County	Environmental Specialist, Air Quality	Sheldon Turner
Mecklenburg County	LUESA Director	Ebenezer Gujjarlapudi
North Carolina Department of Agriculture	Environmental Program Specialist	Joe Hudyncia
North Carolina Department of Agriculture	Assistant Director	Evan Davis
North Carolina Department of Environmental Quality - DWR	Project Coordinator	Donna Hood
North Carolina Department of Environmental Quality - DWR	Stormwater Engineer	Robert Patterson
North Carolina Department of Natural and Cultural Resources	SHPO - Environmental Review Coordinator	Renee Gledhill-Earley
North Carolina Department of Transportation	Rail Division Director	Jason Orthner
North Carolina Department of Transportation	Public Transportation & Integrated Mobility Divisions Interim Director	Heather Hildebrandt
North Carolina Department of Transportation	Highway Division 12 Engineer	Mark Stafford
North Carolina Department of Transportation	EPU - Western Regional Team Lead	John Jamison
North Carolina Department of Transportation	Congestion Management Regional Engineer	Michael Reese
North Carolina Department of Transportation	State ITS & Signals Management Engineer	Auref Aslami
North Carolina Department of Transportation	Design & Construction Branch Manager	Matthew Simmons
North Carolina Department of Transportation	ITS Engineer	Neil Avery
North Carolina Department of Transportation	ITS Development and Design	Andrew Skuce
North Carolina Department of Transportation	Team Leader - PEF Coordination	Tierre Peterson
North Carolina Department of Transportation	Project Engineer - PEF / Program Mgmt	David Stutts
North Carolina Wildlife Resources Commission	Western Piedmont Habitat Conservation Coordinator	Olivia Munzer
Town of Matthews	Transportation Planner	Dana Stoogenke
Town of Stallings	Town Engineer	Christopher Easterly
Town of Stallings	Planning & Zoning Director	Lynne Hair
United Keetowah Band of Cherokee Indians	Assistant THPO	Erica Gorsuch
United States Environmental Protection Agency, Region 4	NEPA Program Office	Amanetta Somerville

APPENDIX D.2 – AGENCY EARLY SCOPING PRESENTATION

Microsoft Teams Tips

- The meeting will start at 9:30 a.m.
- Please turn off your camera; this will help with bandwidth quality.
- Please mute your microphone.
- We will hold Q&A at the end of the meeting. If you would like to participate in the Q&A, please type your name, agency/organization and question in the chat box. As a note, the chat text is saved and may be considered public record.
- We will not provide technical support. If you need assistance, please contact Microsoft directly:
<https://support.microsoft.com/en-us/help/contactus>
- If you are unable to participate today for any reason, you may access the early scoping materials:
<http://ridetransit.org/LYNXSilverLine> and email your questions/comments to amock@ci.charlotte.nc.us.

LYNX Silver Line Project Overview Early Scoping August 31 – October 14, 2020



Purpose of Today's Meeting



Provide a LYNX
Silver Line
Overview



Share Early
Scoping
Information



Seek Regulatory
Agency Input

CATS Overview

- ½ cent Sales Tax approved in 1998 by Mecklenburg County voters
- Governed by Metropolitan Transit Commission
- 2025 Transit/Land Use Plan
 - Integrate rapid transit and mixed-use development along 5 transportation corridors
 - Significantly expand bus system
 - Provide more transportation choices to meet mobility needs
 - Support sustainable growth for region



How Did We Get Here?

1998

2025 Integrated Transit / Land Use Plan

2002/2006

Major Investment Studies are completed, resulting in the 2030 Transit System Plan

2016

Southeast Corridor Transit Study

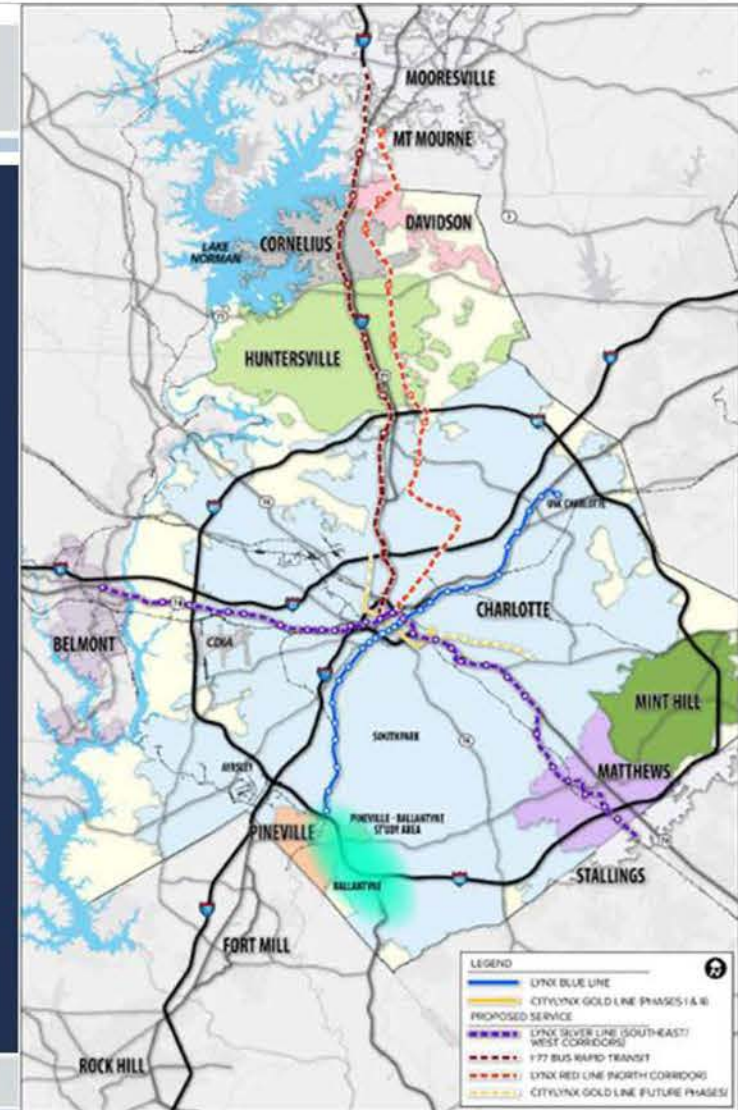
2019

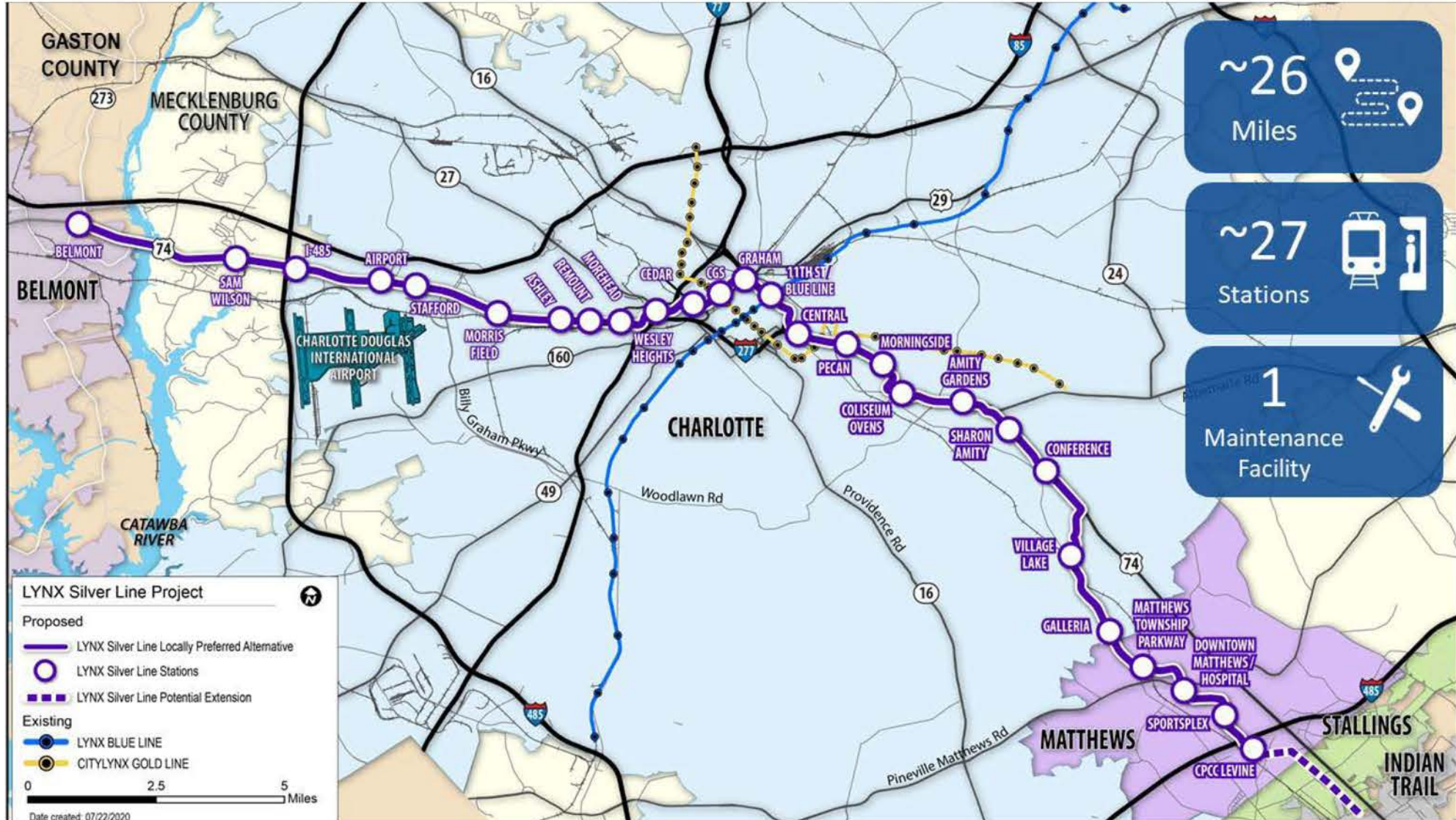
LYNX System Update

2020

CATS begins refinement of the LPA to determine the alignment (and options) that may be carried forward into NEPA

SILVER LINE





Refining the Alignment



**ENGINEERING
EVALUATION**



**ENVIRONMENTAL
CONSIDERATIONS**



CORRIDOR CHANGES



**PUBLIC & AGENCY
INPUT**



**COORDINATION WITH
OTHER PROJECTS**



**LYNX BLUE LINE
LESSONS LEARNED**

Refining the Alignment

Alignment options to
enhance **benefits**
and minimize **risks** of
the locally preferred
alternative

Benefits

Competitive and
reliable travel time

Promote equitable
transit-oriented
development

Improve access to
destinations and local
connectivity

Risks

Dependencies on
other projects & third
parties

Capital and operating
costs

Environmental
screening

Preliminary Purpose

- Provides a competitive and reliable transit alternative
- Improves local connectivity and access to housing, employment, and community services in the corridor
- Promotes opportunities for development
- Provides a transit system that is financially sustainable to build, operate, and maintain
- Preserves and protects the natural and built environment



Potential Impacts/Environmental Considerations



Land Use, Zoning & Public Policy



Neighborhoods & Community Facilities/Services



Socio-Economic Conditions



Environmental Justice



Visual & Aesthetics



Section 4(f) and 6(f) Resources



Historic & Archaeological Resources



Hazardous Materials



Air Quality



Noise & Vibration



Energy



Natural & Water Resources



Utilities



Parks & Recreational Resources



Construction



Transportation



Acquisitions, Displacements & Relocations



Safety & Security



Indirect & Cumulative Effects

Participate!

Early Scoping Comment Period Ends October 14:



Scoping Materials:

<http://ridetransit.org/LYNXSilverLine>



Email: amock@ci.charlotte.nc.us



Phone: 704-507-1635



Mail: CATS, C/O Mr. Andy Mock, 600 E. Fourth Street Charlotte,
NC 28202

Public Engagement

Go Online

- Online Open House
 - Project Videos
 - Interactive Comment Map
- Public Survey
- Download Materials



Get Involved

- Live Virtual Public Meetings
→ September 15, 16, 17, 22, 24, 29
- Stakeholder Meetings
- Community/
Organization Meetings



Contact Us

- Contact Team Directly
 - Email
 - Phone
 - Mail



Next Steps

NOW:
Virtual Public Engagement
Round 2 (Early Scoping)



Present LPA and
potential options for
public and regulatory
agency input

LATE 2020/EARLY 2021:
Public Engagement
Round 3



Present proposed
refined LPA; Early
Scoping Report

EARLY 2021:
MTC Adoption of
Recommendations



Adopt refined LPA for
environmental review
under NEPA

Questions?



<http://ridetransit.org/LYNXSilverLine>



APPENDIX D.3 – PROJECT WEBSITE (ONLINE OPEN HOUSE)

Transit Planning > Silver Line


charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx

CITY of CHARLOTTE Home Services Resident Business City Government

BUS • RAIL • PARA-TRANSIT • FARES • ALERTS • COMMUTING • NEWSROOM • TRANSIT PLANNING • ABOUT

City of Charlotte > Charlotte Area Transit System > Transit Planning > Silver Line

Print Share



The Early Scoping comment period closed on October 14, 2020. Thank you for participating. If you have questions or comments for the project team please use the contact information under "Tell Us What You Think!" You may continue to review project information and the interactive map available on the Online Open House.

What is the LYNX Silver Line?

The LYNX Silver Line is a proposed 26-mile light rail project from the City of Belmont in Gaston County, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. Key connections include:

- LYNX Blue Line Light Rail
- CityLYNX Gold Line Streetcar
- Charlotte Douglas International Airport
- Charlotte Gateway District
- Bank of America Stadium
- CPCC Central and Levine campuses
- BB&T Ballpark
- Ovens Auditorium
- Bojangles Coliseum
- Novant Uptown and Matthews hospitals

Transit Planning > Silver Line

charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx

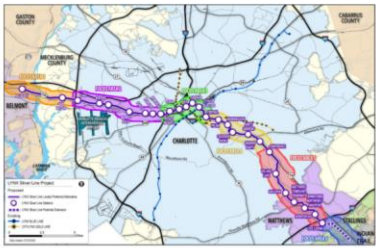
CITY of CHARLOTTE Home Services Resident Business City Government

Pre-Project Development and Early Scoping.

CATS conducted Early Scoping from August 31 - October 14, 2020 in collaboration with the Federal Transit Administration. CATS is analyzing public and agency feedback received as the proposed alignment (or locally preferred alternative (LPA)) is refined. Thank you for your feedback.

CATS hosted six live virtual public meetings that included a presentation followed by Q&A. To view those recordings view "Focus Area Virtual Public Meeting Videos."

The 26-mile alignment has been broken into six focus segments to allow the project team and public to concentrate on particular areas of interest.



Focus Area Virtual Public Meeting Videos:

LYNX Silver Line live virtual public meetings have concluded. Please view the recorded meetings for each focus area below:

Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)
 YouTube Link: https://www.youtube.com/watch?v=v8c03qzCT_Q&t=2287s

Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)
 YouTube Link: <https://www.youtube.com/watch?v=cRPq06H0N5g>

Focus Area 3: Center City (West Morehead

Transit Planning > Silver Line

charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx

CITY of CHARLOTTE

Home Services Resident Business City Government

Tell Us What You Think!

✉ LYNXSilverLine@publicinput.com

☎ or by calling **704-336-7433 (RIDE)**

STAY IN THE KNOW!

Sign up below to receive updates about the LYNX Silver Line Light Rail Project

Email

SMS

SIGN UP

[Sign up your neighborhood](#) or community group for a virtual meeting with project team.

Focus Area 3: Center City (West Morehead Street to Charlotte Avenue)

YouTube Link: <https://www.youtube.com/watch?v=wbGwIkMveA>

Focus Area 4: Independence Boulevard (Charlotte Avenue to Idlewild Rd)

YouTube Link: <https://www.youtube.com/watch?v=j6o3C9qBTtA&t=168s>

Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine)

YouTube Link: <https://www.youtube.com/watch?v=cTGkzh7PS4Q>

Focus Area 6: Union County Extension

YouTube Link: <https://www.youtube.com/watch?v=HlMoEIQYKfU>

3:24 PM 10/17/2020

Transit Planning > Silver Line

charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx

CITY of CHARLOTTE

Home Services Resident Business City Government

[Sign up your neighborhood](#) or community group for a virtual meeting with project team.

Download the LYNX Silver Line [toolkit](#) with shareable project materials.

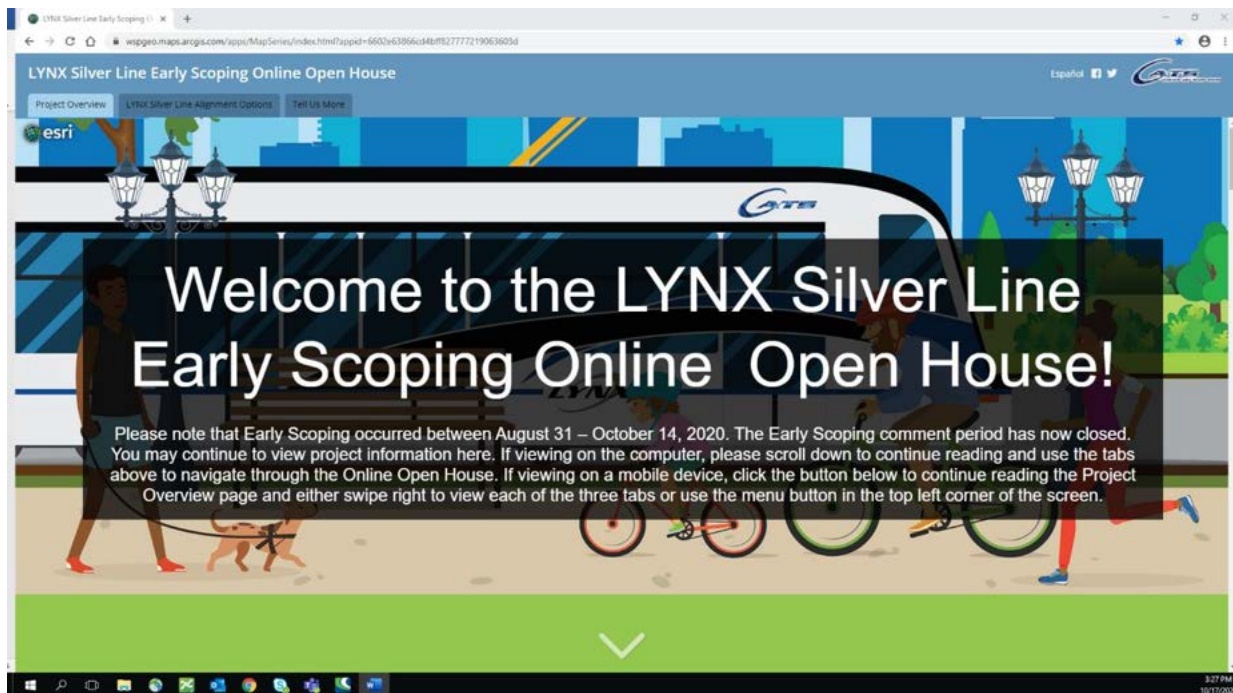
View/Download the [LYNX Silver Line Fact Sheet](#).

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3:25 PM 10/17/2020



LYNX Silver Line Early Scoping Online Open House

Project Overview

LYNX Silver Line Alignment Options

Tell Us More

esri

Welcome to the LYNX Silver Line Early Scoping ...

The LYNX Silver Line is a proposed 26-mile light rail project from the City of Belmont, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. CATS is wrapping up refining the proposed alignment, or locally preferred alternative (LPA), and conducted early scoping between August 31 and October 14, 2020 in collaboration with the Federal Transit Administration (FTA).

The corridor has been sectioned into six "Focus Areas" as shown in the map. Additional information about each Focus Area is available on the "LYNX Silver Line Alignment Options" tab.

From August 31 – October 14, 2020, CATS solicited public and agency feedback on the planning analysis. The comment period is closed but you can continue to review project materials on this website. View the interactive map on the "LYNX Silver Line Alignment Options" tab to see what options the project team is considering.

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LYNX Silver Line Early Scoping Online Open House

Project Overview LYNX Silver Line Alignment Options Tell Us More

Welcome to the LYNX Silver Line Early Scoping ...

Project History and Previous Studies

The timeline consists of a vertical sequence of white boxes with years, connected by downward-pointing arrows. Each year is followed by a title and a brief description of the event.

Year	Event
1998	2025 Integrated Transit / Land Use Plan In 1998, the City of Charlotte prepared the 2025 Integrated Transit / Land Use Plan. This was the original transit and land use plan that proposed using rapid transit to support focusing future growth in Charlotte's key centers and corridors. The West Corridor (along Wilkinson Boulevard) and the Southeast Corridor (along Independence Boulevard) were two of the identified corridors.
2002-2006	2030 Transit System Plan Since 1998, there have been various planning efforts, and the plan has since been updated to the 2030 Transit System Plan.
2016	Southeast Corridor Transit Study CATS completed the Southeast Corridor Transit Study, which considered various transit technologies and alignments. The MTC approved the recommendation of a light rail LPA for the 13-mile Southeast Corridor from Center City Charlotte to the Mecklenburg and Union County border. The LPA resulted from a detailed technical evaluation and outreach effort to the public and stakeholders.
2019	LYNX System Update More recently, CATS studied various technology and alignment alternatives for the West Corridor and Center City as part of the LYNX System Update, and in February 2019, the MTC adopted a light rail locally preferred alternative for the West Corridor, and combined the West and Southeast Corridor locally preferred alternatives as one continuous 26-mile light rail corridor from Belmont to Matthews known as the LYNX Silver Line. An extension into Union County also was evaluated.
2020	CATS begins refinement of the LPA to determine the alignment (and options) that may be carried forward into NEPA environmental review.

[LYNX System Update - LYNX Silver Line Final Recommendations \(2019\)](#)

[Southeast Corridor Transit Study Final Recommendations \(2016\)](#)

[2030 Transit System Plan](#)

LYNX Silver Line Early Scoping Online Open House

Project Overview LYNX Silver Line Alignment Options Tell Us More

esri Welcome to the LYNX Silver Line Early Scoping Onl...

Preliminary Purpose and Need

Previous planning analysis and discussions with stakeholders have helped to identify key transportation needs in the West and Southeast Corridors. These needs will be refined and detailed during planning and through environmental review, as analysis continues, and input is received from the public, stakeholders, and regulatory agencies. Initially, the key transportation concerns are:

- continued population and employment growth in the Charlotte region,
- a congested roadway network with increased travel times,
- reduced reliability of the transportation system,
- local goals to address equity concerns such as limited transportation options for transit-dependent populations, and
- inadequate connectivity between and access to transit, affordable housing, employment, and community services by environmental justice populations.

The preliminary purpose of the LYNX Silver Line project is to provide high-capacity transit service in dedicated right-of-way along the US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard), and Monroe Road transportation corridors that:

- Provides a competitive and reliable alternative to automobiles;
- Improves local connectivity between and access to transit, housing, employment, and community services in the corridor;
- Promotes opportunities for development consistent with local vision, goals, plans, and policies;
- Provides a transit system that is financially sustainable to build, operate, and maintain; and,
- Preserves and protects the natural and built environment.

Alternatives

The planning analysis completed to date has resulted in a locally preferred planning-level light rail transit alternative, which was adopted by the Metropolitan Transit Commission (MTC) and the metropolitan planning organizations (MPOs). FTA and CATS are considering refinements to the LPA, including changes to the alignment to address new opportunities and risks, and terminus options including an approximate two-mile extension into Union County. Other reasonable alternatives identified through the early scoping process are being considered for potential inclusion in the planning analysis.

LYNX Silver Line Early Scoping Online Open House

Project Overview

LYNX Silver Line Alignment Options

Tell Us More

esri

Welcome to the LYNX Silver Line Early Scoping ...

At the conclusion of the planning analysis, a refined locally preferred planning level alternative (potentially with options) will be presented to the MTC for adoption in early 2021. This will then be the “proposed action” subject to an appropriate environmental review under the National Environmental Policy Act (NEPA).

The project corridor is sectioned into six Focus Areas, each with different alignment options. You can find more information on the tab called, “LYNX Silver Line Alignment Options,” along with a comparison of the LPA and the different alignment options.

Potential Impacts & Environmental Considerations

Below is a list of environmental considerations that will be taken into account as the LPA is refined and we move into environmental review under NEPA. Among other things, we plan to assess the potential impact to community resources, environmental resources, and cultural resources, as well as conduct required coordination, such as that related to Section 106 of the National Historic Preservation Act. The public and regulatory agencies are asked to provide feedback about those resources within the project corridor that are important to them.

Land Use, Zoning & Public Policy

Neighborhoods & Community Facilities/Services

Socio-Economic Conditions

Environmental Justice

Visual & Aesthetics

Section 4(f) and 6(f) Resources

Historic & Archaeological Resources

Hazardous Materials

Air Quality

Noise & Vibration

Energy

Natural & Water Resources

Utilities

Parks & Recreational Resources

Construction

Transportation

Acquisitions, Displacements & Relocations

Safety & Security

Indirect & Cumulative Effects

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When viewing on mobile devices, the Project Overview page will open in a new window. Please navigate back to the original window to continue viewing the Online Open House.

Contact the project team:

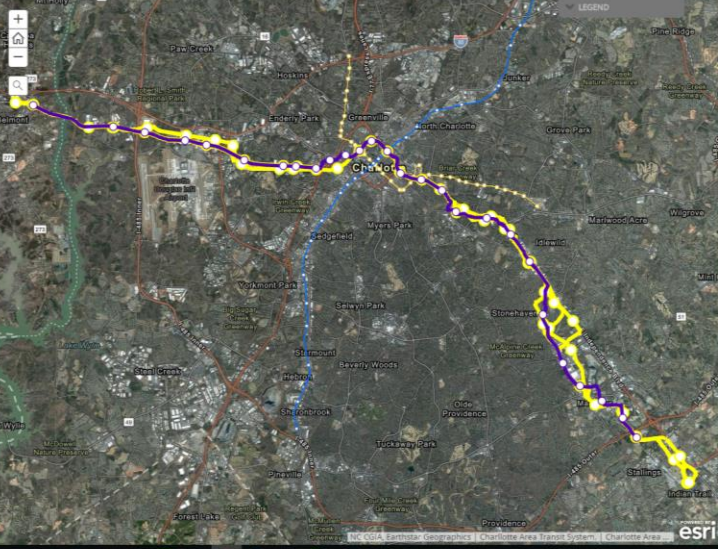
Phone: (704) 336 - 7433 (RIDE)

Email: LYNXSilverLine@publicinput.com

LYNX Silver Line Early Scoping Online Open House

Project Overview | LYNX Silver Line Alignment Options | Tell Us More

Spanish | Facebook | Twitter | YouTube



LYNX Silver Line: Alignment Options & Tradeoffs

The locally preferred alternative (LPA) for the LYNX Silver Line was adopted by the Metropolitan Transit Commission (MTC) in 2019. CATS is refining the LPA by analyzing new risks and opportunities along the corridor. Alignment refinement options have been developed as possible adjustments to the LPA.

Using the Map

- The interactive map is divided into six Focus Areas. It displays the previously adopted LPA in **purple** and the alignment refinement options in **yellow**.
- Zoom in to view details on the map and click the alignments to reveal more information.
- Click the house icon on the left-hand side of the map to return to the original map location.
- Scroll up and down in this side panel to view details about the alignment refinement options in each Focus Area.
- Click on the underlined text to highlight the alignment on the map and view additional information.
- The Early Scoping comment period was held from August 31 – October 14, 2020. Thank you for your participation. The team is currently analyzing comments. If you have additional questions there is a comment box at the bottom of this page. Please note, comments received after October 14, 2020 will not be reflected in the documentation of Early Scoping activities.*

Focus Area 1: (Belmont to I-485) How will the LYNX Silver Line connect to Belmont?

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LYNX Silver Line Early Scoping Online Open House

Español

Project Overview | **LYNX Silver Line Alignment Options** | Tell Us More

LYNX Silver Line: Alignment Options & Tradeoffs

Focus Area Two (I-485 to I-77): How will the LYNX Silver Line relate to the Airport area and to Wilkinson Blvd.?

The LPA operates along Wilkinson Blvd., running next to the north side of the roadway between I-485 and Little Rock Rd., then shifting to the center of Wilkinson Blvd. as it continues toward Center City. Other options being considered include constructing light rail along a future roadway north of Wilkinson Blvd. in the airport area and constructing light rail next to the existing railroad corridor south of Wilkinson Blvd. east of Billy Graham Parkway. An option is also being considered that builds light rail on an elevated structure running down the center of Wilkinson Blvd.

Click the alignment options below to learn more information for each:

- [LPA along Wilkinson Blvd.](#)
- [Option 1: Along future roadway north of Wilkinson Blvd. \(west of Billy Graham Pkwy\)](#)
- [Option 2: Next to the rail corridor south of Wilkinson Blvd. \(east of Billy Graham Pkwy\)](#)
- [Option 3: Continuous overhead structure in the middle of Wilkinson Blvd.](#)

LYNX Silver Line Early Scoping Online Open House

Project Overview LYNX Silver Line Alignment Options Tell Us More

LYNX Silver Line: Alignment Options & Tradeoffs

Focus Area Three (Center City): How will the LYNX Silver Line enter Center City and interact with city streets and the LYNX Blue Line?

The LPA goes around the north side of the I-77 / I-277 interchange to the proposed Charlotte Gateway Station. The LPA then turns to the east along the south side of 11th Street before crossing Brookshire Freeway to continue beyond Uptown. Another option being considered goes around the south side of the I-77 / I-277 interchange before getting to Charlotte Gateway Station. Along 11th Street, there is an option on an elevated structure next to the street, as well as an option that travels below street level underneath the intersections.

Click the alignment options below to learn more information for each:

1. I-77 / I-277 interchange
 - [LPA north of I-77 / I-277 interchange](#)
 - [Option 1A: South of I-77 / I-277 interchange \(entering Uptown from the west\)](#)
2. 11th Street
 - [LPA at street level along 11th St.](#)
 - [Option 2A: Next to 11th Street on elevated bridge](#)
 - [Option 2B: Next to 11th Street below street level](#)

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LYNX Silver Line Early Scoping Online Open House

Project Overview LYNX Silver Line Alignment Options Tell Us More

LYNX Silver Line: Alignment Options & Tradeoffs

Focus Area Four (Charlotte Ave. to Idelwild Rd.): How will the LYNX Silver Line operate along Independence Blvd. near Bojangles Coliseum/Ovens Auditorium?

The proposed light rail will run next to Independence Blvd. between Charlotte Ave. and Idelwild Rd. The LPA stays on the north side of Independence Blvd. as it exits Center City before crossing to the south side of the highway near Bojangles Coliseum and Ovens Auditorium. Options are being considered that keep the proposed light rail on the north side of Independence Blvd. beyond the Bojangles Coliseum area before crossing to the south side farther to the east.

Click the alignment options below to learn more information for each:

- [LPA along the south side of Independence Blvd.](#)
- [Option 1: Behind the properties south of Independence Blvd.](#)
- [Option 2: Along the north side of Independence Blvd.](#)

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LYNX Silver Line Early Scoping

wspego.maps.arcgis.com/app/MapSeries/index.html?appid=6602e63866cd4bf82777219630d3

LYNX Silver Line Early Scoping Online Open House

Español

Project Overview LYNX Silver Line Alignment Options Tell Us More

LEGEND

LYNX Silver Line: Alignment Options & Tradeoffs

Click the alignment options below to learn more information for each.

- Transition
 - LPA near Village Lake Dr.
 - Option 1A: Along Lumarka Dr.
 - Option 1B: Along west side of McAlpine Creek Park
 - Option 1C: Near Knefield Dr.
- Monroe Road or CSX
 - LPA along Monroe Rd.
 - Option 2A: Along CSX railroad
- Through Matthews
 - LPA along the edge of the Novant Matthews campus
 - Option 3A: Along Matthews St.

Focus Area 5 Online Open House

Watch later Share

BACK

LYNX Silver Line: Alignment Options & Tradeoffs

Alignments along the I-77 extension corridor, and an option through Matthews includes an alignment primarily along Matthews St. in unincorporated areas.

Click the alignment options below to learn more information for each:

- Transition
 - LPA near Village Lake Dr.
 - Option 1A: Along Lumarka Dr.
 - Option 1B: Along west side of McAlpine Creek Park
 - Option 1C: Near Knefield Dr.
- Monroe Road or CSX
 - LPA along Monroe Rd.
 - Option 2A: Along CSX railroad
- Through Matthews
 - LPA along the edge of the Novant Matthews campus
 - Option 3A: Along Matthews St.

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Below is the survey for the proposed LYNX Silver Line project. Review the information found on the "[Project Overview](#)" and "LYNX Silver Line Alignment Options" tabs before completing this survey. Please provide your comments by October 14, 2020.

Contact Information:

Add your email below if you would like to sign up to receive future LYNX Silver Line information. If you have a question and would like to hear from the project team email LYNXSilverLine@publicinput.com.

Name

Email

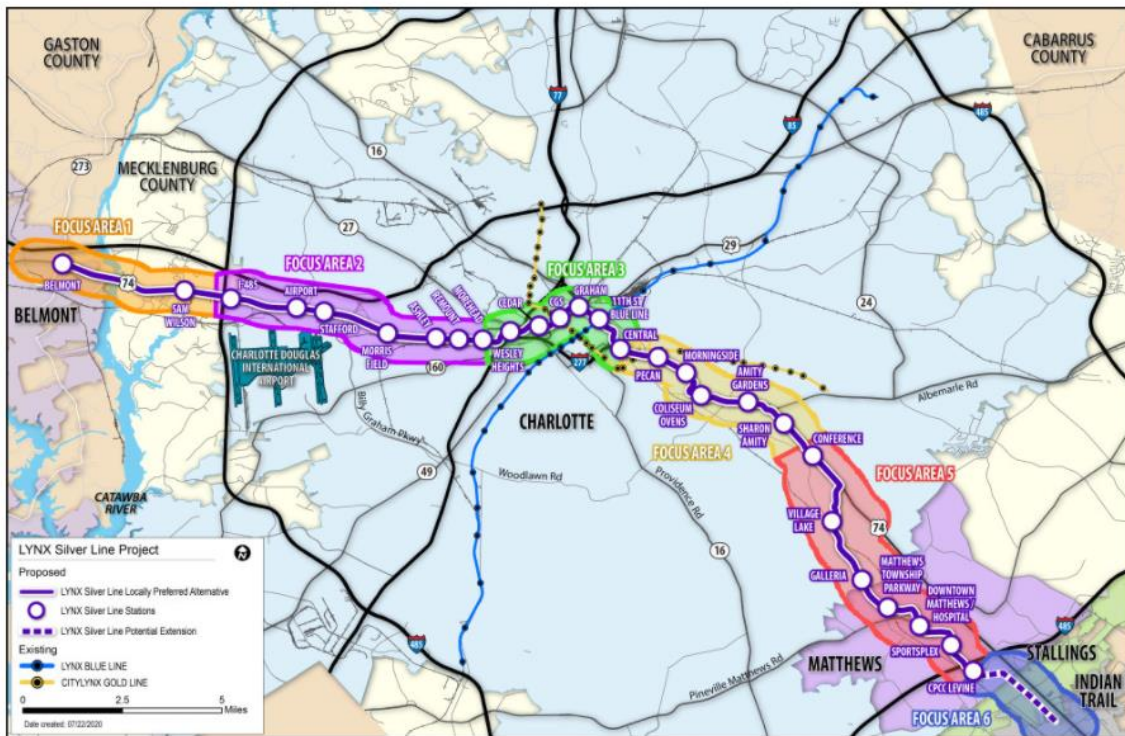
Phone

Address

Zip *

Submit





Do you have any additional questions or comments on the locally preferred alternative or the alignment refinement options as shown on the "LYNX Silver Line Alignment Options" tab?

[Comment](#)

Are there other alternatives that should be considered?

☐ Yes

☐ No

Select a response

LYNX Silver Line Project Preliminary Purpose and Need:

Previous planning analysis and discussions with stakeholders have helped to identify key transportation needs in the West and Southeast Corridors. These needs will be refined and detailed during planning and through environmental review, as analysis continues, and input is received from the public, stakeholders, and regulatory agencies. Initially, the key transportation concerns are:

- continued population and employment growth in the Charlotte region,
- a congested roadway network with increased travel times,
- reduced reliability of the transportation system,
- local goals to address equity concerns such as limited transportation options for transit-dependent populations, and
- inadequate connectivity between and access to transit, affordable housing, employment, and community services by environmental justice populations.

The preliminary purpose of the LYNX Silver Line project is to provide high-capacity transit service in dedicated right-of-way along the US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard), and Monroe Road transportation corridors that:

- **Provides a competitive and reliable alternative to automobiles;**
- **Improves local connectivity between and access to transit, housing, employment, and community services in the corridor;**
- **Promotes opportunities for development consistent with local vision, goals, plans, and policies;**
- **Provides a transit system that is financially sustainable to build, operate, and maintain; and,**
- **Preserves and protects the natural and built environment.**

Do you agree or disagree with the preliminary Purpose and Need of the LYNX Silver Line project as stated above?

☐ Strongly Agree

☐ Agree

☐ Neutral

☐ Disagree

☐ Strongly Disagree

Select a response

If you disagree or strongly disagree, what do you believe should be changed or added to the preliminary Purpose and Need?

Comment

Which of the following items are of concern to you as it relates to the project? (Select up to three)

City of Charlotte, NC > LYNX Silver Line Light Rail Project- Round 2



Which of the following items are of concern to you as it relates to the project? (Select up to three)

☐ Land Use, Zoning & Public Policy

☐ Neighborhoods & Community Facilities/Services

☐ Environmental Justice/Equity

☐ Visual & Aesthetics

☐ Historic & Archaeological Resources

☐ Hazardous Materials

☐ Air Quality

☐ Noise & Vibration

☐ Energy

☐ Natural & Water Resources

☐ Utilities

☐ Parks & Recreational Resources

☐ Construction

☐ Existing Transportation Network/Traffic

☐ Acquisitions, Displacements & Relocations

☐ Safety & Security

☐ Cost

☐ Transit Ridership & Travel Time

☐ Other

Select a response

Do you have additional comments?

Comment

[Comment](#)

CATS is using several methods to engage residents in the LYNX Silver Line project. Some of these methods include mailers, social media, e-blasts, online meetings, informational web sessions and videos, meetings with neighborhood and stakeholder groups, distributing materials to partners and community groups, announcements via local government channels, and notifications in print media.

Do you have comments about (these) public engagement methods?

[Comment](#)

What is the best way to keep you informed about the LYNX Silver Line project?

☐ Email☐ Transit Notice☐ Newspaper/Radio/TV☐ Project Website☐ Social Media☐ Postcard/Mailer☐ Nextdoor☐ Other

Select a response

How did you hear about this survey? (Check all that apply)

☐ Email☐ Transit Notice☐ Newspaper/Radio/TV☐ Project Website☐ Social Media☐ Postcard/Mailer☐ Nextdoor☐ Other



Were you able to easily access project materials?

- ☐ Yes, I found the information easy to access.
- ☐ I found the information, but it was difficult to find.
- ☐ No, I could not find the information I was looking for.

Select a response

Please note the following are optional. It is important to collect demographic data to ensure all stakeholder groups are represented in the planning process. The following questions will help CATS monitor and evaluate community engagement efforts.

How many people are in your household?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 or more

Select a response

Age:

- | | |
|------------------------------------|-------------------------------|
| <input type="radio"/> Under 19 | <input type="radio"/> 19 - 24 |
| <input type="radio"/> 25 - 34 | <input type="radio"/> 35 - 44 |
| <input type="radio"/> 45 - 54 | <input type="radio"/> 55 - 64 |
| <input type="radio"/> 65 and older | |



What is your sex/gender?

☐ Male

☐ Female

☐ Intersex/Non-binary

☐ Prefer not to answer

Select a response

Which one of the following best describes your race? (Select all boxes that apply)

☐ American Indian/Alaska Native

☐ Asian/Pacific Islander

☐ Black/African American

☐ Hispanic/Latino

☐ White/Caucasian

☐ Other

☐ Prefer not to answer

Select a response

Diversity is represented in many ways. Do you identify as any of the following?
(Select all that apply)

☐ Homeowner

☐ Renter

☐ Business Owner

☐ Do not usually attend City-Organized events

☐ Other



lynx Line Light Rail Project x +

publicinput.com/F3274

City of Charlotte, NC > LYNX Silver Line Light Rail Project- Round 2

Select a response

Last year (2019) what was your total family income from all sources, before taxes?

☐ Less than \$25,000

☐ \$25,000 - \$49,999

☐ \$50,000 - \$74,999

☐ \$75,000 - \$99,999

☐ More than \$100,000

Select a response

Do you regularly have access to a car?

☐ Yes

☐ No

Select a response

Do you have access to high speed internet in your home?

☐ Yes


☐ No

Select a response

How often would you use LYNX Silver Line?

☐ Daily

☐ Weekly





City of Charlotte, NC > LYNX Silver Line Light Rail Project- Round 2



☐ No

Select a response

Do you have access to high speed internet in your home?

☐ Yes

☐ No

Select a response

How often would you use LYNX Silver Line?

☐ Daily

☐ Weekly

☐ Monthly

☐ Occasionally throughout the year

☐ Never

Select a response

Is English your primary language? If not, what is your primary language?

Yes

No

Select a response

Spread the word



APPENDIX D.4 – PUBLIC EARLY SCOPING MEETING MATERIALS



Fast Facts

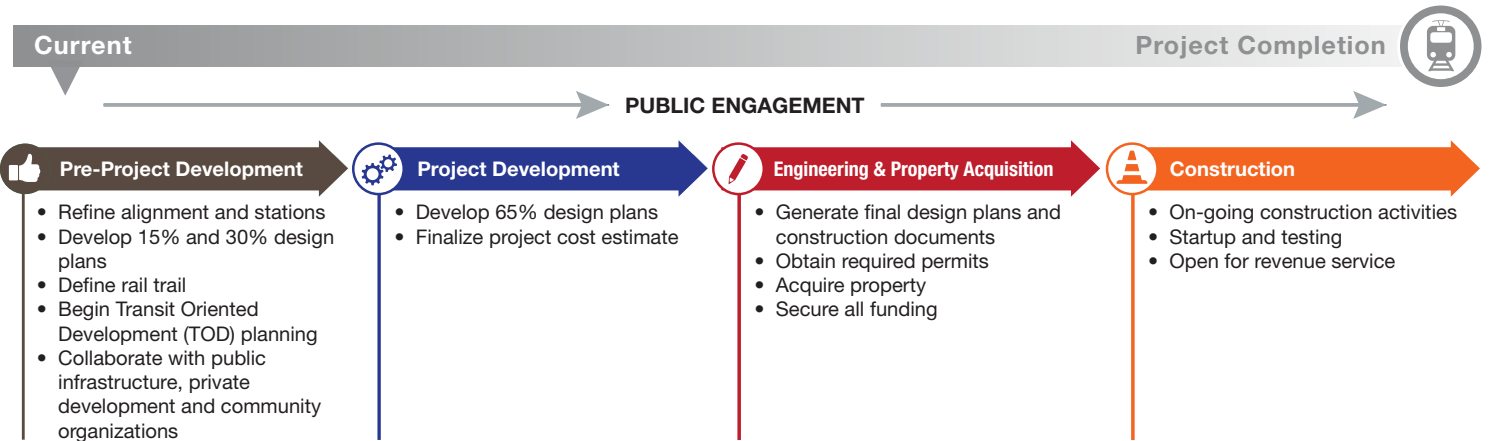
The LYNX Silver Line is a 26-mile light rail line that is part of CATS 2030 Corridor System Plan. The line stretches from the Town of Matthews, through Center City, into the City of Belmont in Gaston County.



Key Connections

- | | |
|---|---|
| <ul style="list-style-type: none"> • LYNX Blue Line Light Rail • CityLYNX Gold Line Streetcar • Charlotte Douglas International Airport • Charlotte Gateway District • Bank of America Stadium | <ul style="list-style-type: none"> • BB&T Ballpark • Ovens Auditorium • Bojangles Coliseum • Novant Uptown and Matthews hospitals • CPCC Central and Levine campuses |
|---|---|

Project Phases



Contact Us

For more information on the LYNX Silver Line project and other CATS projects:

Ridetransit.org. Click on the “NotifyMe” tab and select LYNX Silver Line to receive electronic project updates.

telltransit@charlottenc.gov

704-336-RIDE (7433)



What's Happening Right Now?

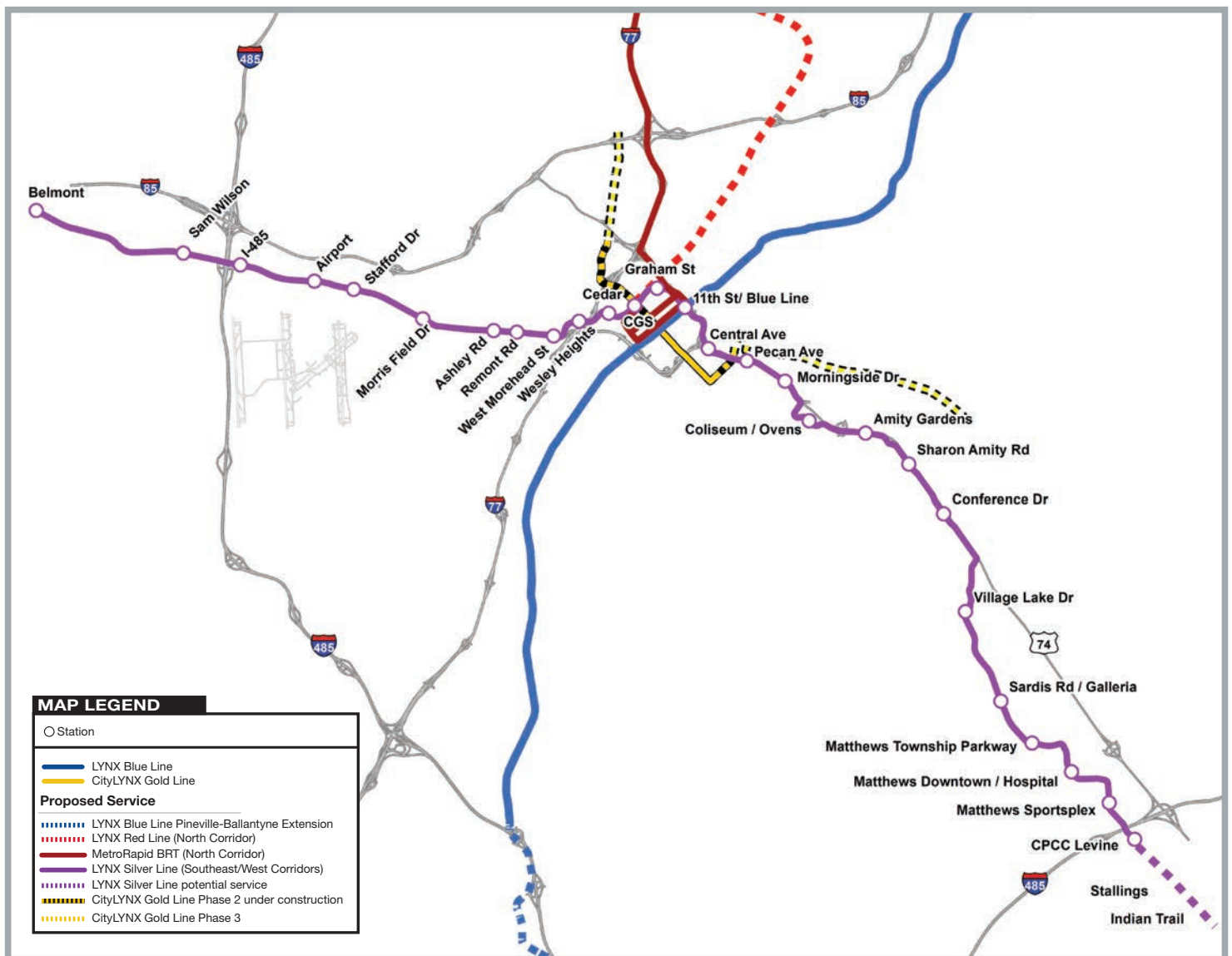
CATS and its partners are currently working on three components of the LYNX Silver Line project:

LYNX Silver Line Design & Environmental Services: This work will progress the Silver Line alignment and station definition through technical workshops, environmental screening, stakeholder engagement and public involvement in anticipation of entering the FTA Project Development Phase, the first step in the federal funding process.

Transit Oriented Development (TOD) Planning: Potential land-use and development opportunities will be identified surrounding the stations areas including implementation strategies for public improvements .

Rail Trail Study: This study will explore potential alignment options for a continuous bike and pedestrian path near the LYNX Silver Line alignment.

Silver Line Alignment



704.336. 1



www.

|



Frequently Asked Questions

LYNX Silver Line Project

Last Revised: 11/5/2020

OVERVIEW

? What is the LYNX Silver Line?

The LYNX Silver Line is a proposed 26-mile light rail project from the City of Belmont, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County.

? How was the alignment chosen?

This process began in 1998 when the City of Charlotte prepared the 2025 Integrated Transit / Land Use Plan. Since then, several studies have helped form the LYNX Silver Line: The West Corridor (along Wilkinson Boulevard) and the Southeast Corridor (along Independence Boulevard) were two of the identified corridors for future rapid transit to support future growth in Charlotte.

Additional studies were conducted between 2002 and 2006, and ultimately the plan was updated to the 2030 Transit System Plan. In 2016, CATS completed the Southeast Corridor Transit Study and the Metropolitan Transit Commission (MTC), CATS' governing board, adopted a light rail locally preferred alternative (LPA) for the 13-mile corridor from Center City Charlotte to the Union County border.

In 2019, CATS completed the LYNX System Update, which studied the West Corridor and Center City Charlotte. MTC adopted a light rail LPA for the West Corridor and combined it with the Southeast Corridor LPA to form one continuous 26-mile light rail corridor from Belmont to Matthews, creating what is today known as the LYNX Silver Line. Additionally, in 2019, the MTC directed CATS staff to evaluate a LYNX Silver Line extension from the Town of Matthews to the Union County Towns of Stallings and Indian Trail.

Earlier this year, CATS began the process of refining the LYNX Silver Line LPA to determine the alignment (and options) that may be carried forward into the National Environmental Policy Act (NEPA) environmental review.

? Why are we moving forward with the proposed LYNX Silver Line?

Rapid transit has been planned in the West and Southeast Corridors for decades. There is continued population and employment growth, congested roadway networks, reduced reliability of the transportation system, limited options for transit-dependent populations and inadequate connectivity between transit, affordable housing, employment, and community services. Investing in infrastructure like the LYNX Silver Line is a means to address and correct these issues.

? How will light rail benefit residents?

There are many benefits of public transit including, economic opportunities, safer than travel by automobile, saves money, reduces the carbon footprint, and can enhance

personal opportunities. Public transit options also give communities a better quality of life by creating access to mobility options and connections to employment, cultural and educational opportunities. Light rail encourages a pedestrian-friendly environment, by spurring adjacent rail trail and greenway connections.

? Can the LYNX Silver Line be extended further into Gaston County or to the City of Gastonia?

There are several different types of rapid transit technologies that work best depending on the environment and geographic area it will serve. Rapid transit solutions for Gaston County are being explored through *Connect Beyond*, a regional transit study conducted in partnership by the Centralina Regional Council and CATS. This study, in collaboration with 12 counties in North and South Carolina, will address regional mobility by creating a bi-state transit plan. Learn more about Connect Beyond at www.connect-beyond.com.

? What is early scoping?

Early scoping is an optional step in the public planning and environmental processes to link transportation planning and NEPA. It precedes the formal NEPA scoping that will be conducted in the next phase of study. Early scoping allows the public and regulatory agencies to learn more about a proposed project, provide their input, and it helps CATS identify possible environmental concerns so that they can be considered earlier in the design phase.

AIRPORT

? Will the light rail have a station at the airport?

The LYNX Silver Line will have a station at the airport in conjunction with the Airport's plans to construct a multimodal center that will function like an extension of the main terminal. Per the Airport's plans, passengers would use a people-mover (automated transit system) to take passengers from the light rail station to the main terminal.

SAFETY

? How do you plan to keep people safe on their commute?

Safety is our number one priority at CATS, and we take the well-being of every patron, employee and of our entire system seriously. CATS has numerous safety measures currently in place, including blue light emergency phones that connect directly to law enforcement installed on all LYNX platforms and in all CATS park and ride facilities and transit centers. We also have partnerships with various law enforcement agencies, and uniformed and plain-clothes law enforcement officers patrol the entire system including on all parking decks. We have well-lit train stations and platforms and thousands of cameras systemwide on buses, trains and station platforms. We also encourage every rider to download the CATS' See/Say mobile app to anonymously report any criminal or suspicious activity. The app is monitored by law enforcement 24/7.

? Life after the pandemic will be different. Why do we need light rail if people will not be commuting to work every day?

While we don't know what the future will hold, growth is happening and will continue to happen in the Charlotte region, so we need to plan for it.

AFFORDABLE HOUSING

? Will I be displaced once light rail is built?

We are not far enough along in our design to know what the project property impacts will be; however, we will continue to engage with the public throughout the process as the project develops.

? Displacement/Gentrification/ Affordable housing: How will you prevent gentrification?

Economic development is one of the benefits of a rapid transit infrastructure and brings an undeniable return on investment. However, making sure that neighborhoods and communities are protected, while development is encouraged, is a balance the City is working to address. CATS will work to minimize impacts to the natural and human environment through partnerships with other City departments and conducting studies related to transit-oriented development (TOD) during the LYNX Silver Line light rail study. As part of the future NEPA phase, the LYNX Silver Line light rail team will document any potential effects of the project on the communities.

COST

? How will the project be funded?

CATS will develop a cost estimate through the Pre-Project Development and Project Development Phases. Once a more complete cost has been determined, funding sources will be determined. As with previous light rail projects, CATS anticipates using a combination of local, state and federal funds. As the project continues to advance and a more complete cost has been determined, CATS will continue to engage with the local community about their desires to invest in rapid transit projects.

SCHEDULE

? What is the schedule for the LYNX Silver Line?

CATS' goal is to construct the project as part of its 2030 plan; however, project and funding decisions to be made between now and that time will dictate the actual timeframe.

? What are the next steps after MTC adoption?

After the MTC adopts the refined alignment, CATS will begin a more detailed environmental study of the corridor in coordination with the National Environmental Policy Act (NEPA). The



team will also move towards more detailed design work. Additionally, the transit-oriented development team will begin planning exercises to look at the vision for the land use around the LYNX Silver Line stations.

? How and when will station locations be chosen?

The team is currently in the process of refining the LYNX Silver Line, including the identification of preliminary station locations. This phase is expected to be completed in early 2021. In coordination with the light rail design project, CATS is also conducting a TOD study that will inform development planning around stations. Station locations and types will be further detailed in future design phases.

TRAFFIC

? Will traffic be a concern during the building of this project?

Traffic analysis is underway. We will know more about the effects of the proposed project on traffic in the coming years.

RAILROAD COORDINATION

? Will there be a lot of railroad interaction with this project?

There will be some interaction between the railroad and the LYNX Silver Line. The LPA has a couple of crossings of the CSX Railroad on the southeast side of the corridor. In Uptown near Bank of America stadium, the LYNX Silver Line would cross the Norfolk-Southern railroad. All LYNX Silver Line railroad crossings would be grade separated, meaning that the LYNX Silver Line would either build a bridge over or go under the freight railroads tracks. CATS is working closely with CSX and Norfolk Southern during this process.

RAIL TRAIL

? What is the rail trail project?

In coordination with the LYNX Silver Line Design and TOD efforts, CATS is conducting a rail trail study to determine a vision for a pedestrian and bike path along the entire LYNX Silver Line project.

APPENDIX D.5 – AVAILABILITY OF RECORDED MEETINGS

Availability of Recorded Materials:

Links to the virtual public meetings held for the six focus areas are found on the CATS Youtube page. Recordings of the videos used in the online open house are also available in the project file, as needed.

Focus Area 1: https://www.youtube.com/watch?v=v8c03qzCT_Q

Focus Area 2: <https://www.youtube.com/watch?v=cRPq06H0N5g>

Focus Area 3: <https://www.youtube.com/watch?v=wbgwilkMveA>

Focus Area 4: <https://www.youtube.com/watch?v=j6o3C9qBTtA>

Focus Area 5: <https://www.youtube.com/watch?v=cTGkzh7P54Q>

Focus Area 6: <https://www.youtube.com/watch?v=hIMbEfQVKfU>



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LYNX SILVER LINE
FOCUS AREA 6
Tuesday, September 24
LIVE VIRTUAL
PUBLIC MEETING
57:35

LYNX Silver Line Focus Area 6: Union County Extension - ...
434 views •
Streamed 4 months ago

LYNX SILVER LINE
FOCUS AREA 5
Thursday, September 24
LIVE VIRTUAL
PUBLIC MEETING
1:11:25

LYNX Silver Line Focus Area 5: Independence Boulevard ...
1.1K views •
Streamed 4 months ago

LYNX SILVER LINE
FOCUS AREA 4
Tuesday, September 22
LIVE VIRTUAL
PUBLIC MEETING
1:10:25

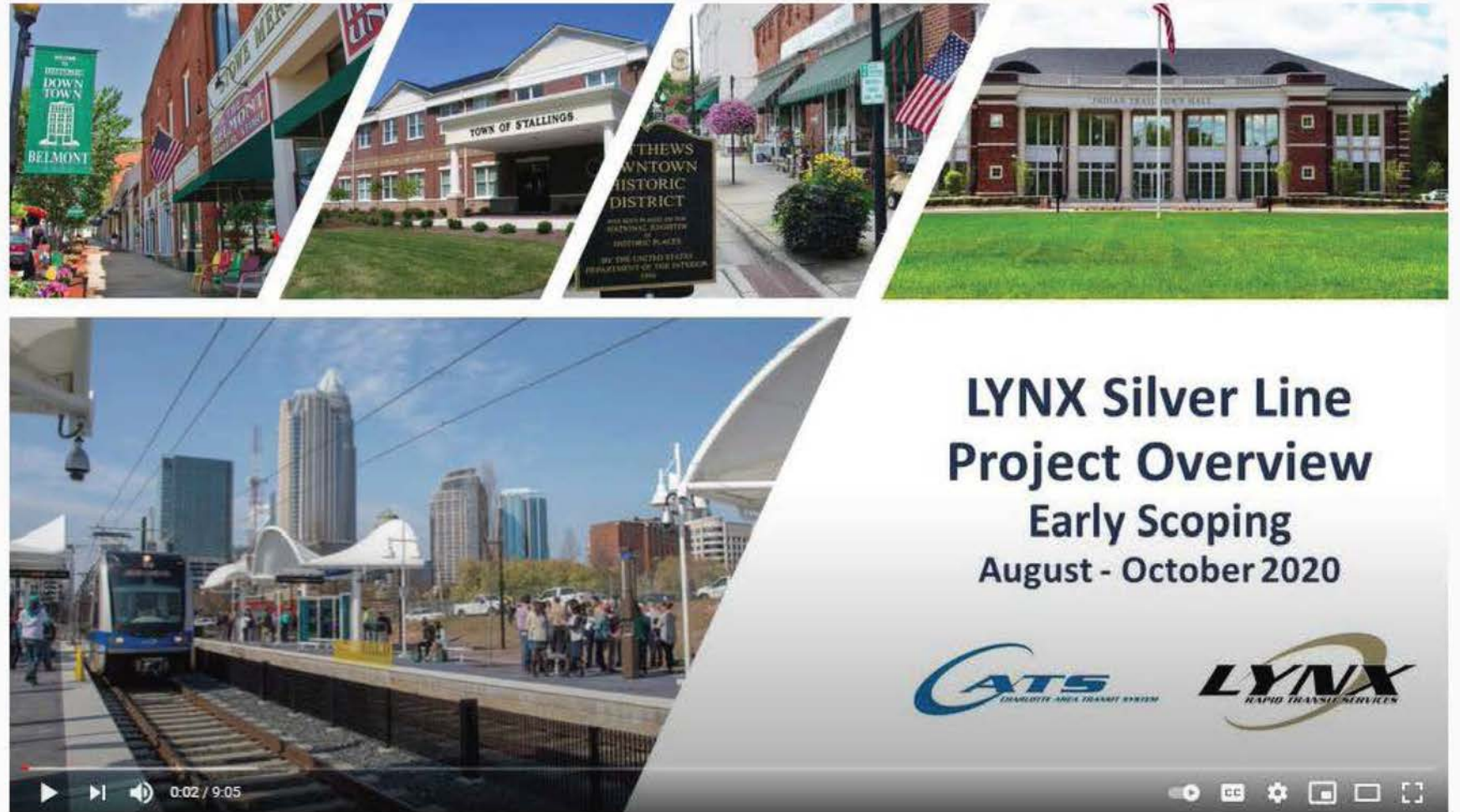
LYNX Silver Line Focus Area 4: Independence Boulevard ...
654 views •
Streamed 4 months ago

LYNX SILVER LINE
FOCUS AREA 3
Thursday, September 22
LIVE VIRTUAL
PUBLIC MEETING
59:11

LYNX Silver Line Focus Area 3: Center City - Live Virtual...
660 views •
Streamed 4 months ago

LYNX SILVER LINE
FOCUS AREA 2
Wednesday, September 25
LIVE VIRTUAL
PUBLIC MEETING
56:31

LYNX Silver Line Focus Area 2: Wilkinson Boulevard - Liv...
707 views •
Streamed 4 months ago



LYNX Silver Line Overview Video

1,780 views • Sep 14, 2020

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The LYNX Silver Line light rail project is in the Pre-Project Development phase and currently making refinements to the proposed alignment. CATS will present several refined LYNX Silver Line alignment options to the public during a series of live virtual public meetings this week. View this

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LYNX Silver Line Project Overview Early Scoping August - October 2020



LYNX Silver Line Overview Video

1,780 views • Sep 14, 2020

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The LYNX Silver Line light rail project is in the Pre-Project Development phase and currently making refinements to the proposed alignment. CATS will present several refined LYNX Silver Line alignment options to the public during a series of live virtual public meetings this week. View this

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LYNX SILVER LINE FOCUS AREA 1

Tuesday, September 15

LIVE VIRTUAL PUBLIC MEETING



▶ ⏮ 🔊 0:01 / 57:54

🔊 ⏮ ⏭ ⚙️ 📺 🔍

LYNX Silver Line Focus Area 1: Wilkinson Boulevard - Live Virtual Public Meeting

2,136 views • Streamed live on Sep 15, 2020

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Wilkinson Boulevard (City of Belmont to I-485)

Please visit <https://bit.ly/3hm8Gwn> to view project information, comment on the interactive map

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LYNX SILVER LINE FOCUS AREA 2

Wednesday, September 16

LIVE VIRTUAL PUBLIC MEETING



0:01 / 56:30

LYNX Silver Line Focus Area 2: Wilkinson Boulevard - Live Virtual Public Meeting

707 views • Streamed live on Sep 16, 2020

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Wilkinson Boulevard (I-485 to West Moreland Street)

Please visit <https://bit.ly/3hm8Gwn> to view project information, comment on the interactive map

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LYNX Silver Line Focus Area 3: Center City - Live Virtual Public Meeting

660 views • Streamed live on Sep 17, 2020

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Center City (West Morehead Street to Charlottetowne Avenue)

Please visit <https://bit.ly/3hm8Gwn> to view project information, comment on the interactive map

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LYNX Silver Line Focus Area 4: Independence Boulevard - Live Virtual Public Meeting

654 views • Streamed live on Sep 22, 2020

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Independence Boulevard (Charlottetowne Avenue to Idlewild Road)

Please visit <https://bit.ly/3hm8Gwn> to view project information, comment on the interactive map

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LYNX SILVER LINE FOCUS AREA 5

Thursday, September 24

LIVE VIRTUAL PUBLIC MEETING



0:01 / 1:11:25

CC Settings Full Screen

LYNX Silver Line Focus Area 5: Independence Boulevard - Live Virtual Public Meeting

1,169 views • Streamed live on Sep 24, 2020

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Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine)

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LYNX SILVER LINE FOCUS AREA 6

Tuesday, September 29

LIVE VIRTUAL PUBLIC MEETING



0:01 / 57:35



LYNX Silver Line Focus Area 6: Union County Extension - Live Virtual Public Meeting

434 views • Streamed live on Sep 29, 2020

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Union County Extension

Please visit <https://bit.ly/3hm8Gwn> to view project information, comment on the interactive map

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Live Virtual Public Meeting Questions for Website

LYNX Silver Line Project - Phase 1 (5% Design)

Public Engagement Early Scoping (Round 2)

CATS held a series of six Live Virtual Public Meetings for the LYNX Silver Line Project. The following includes questions that were received during meetings but were not answered during the meetings due to time. Questions are shown as they were received.

Focus Area 1 Tuesday, September 15, 2020

TL L: What is the investment from Gaston County?

Once the alignment has been selected there will need to be a funding discussion with the public and all municipal partners.

TL L: With NCDOT fiscally defunct, how will CATS secure state dollars?

Once the alignment has been selected there will need to be a funding discussion with the public and all municipal partners.

TL L: Before I-85 gets its extra lanes, Wilkinson Boulevard's 86-year-old bridge across the Catawba River will be replaced by a new, widened, arched bridge. part 1.

TL L: The bridge will offer separate paths for bicycles and pedestrians as well. In addition, U.S.74 will expand by two lanes near the South Fork River, with that bridge replaced and widened as well. part 2

TL L: Is this still the plan? part 3

This question is related to NCDOT and has been shared with NCDOT. For additional information please contact Division 12 at (980) 552-4200.

Erin Penn: Other big question is connection to the Gaston County Amtrak station possible? With Gastonia major station for the bus-system to the Amtrak station, this will allow everywhere in Gastonia to connect.

The LYNX Silver Line team will develop a bus-rail integration plan that will evaluate bus connections to the rail system and major destinations. Additionally, CATS in partnership with the Centralia Regional Council are developing a regional transit plan called CONNECT Beyond. That effort is also evaluating transit options in Gaston County. Please visit <http://www.connect-beyond.com/> for additional detail.

TL L: Andy Mock indicated that there will be a separate bridge across the river, can you confirm?

The current plan is for the LYNX Silver Line to be on a separate structure than the new Wilkinson Blvd bridge.

Erin Penn: Why not run the train under the bridge instead of building another bridge - do the transit under the bridge?

Regarding the Catawba Bridge, one of the challenges with crossing the Catawba River is to ensure that boats and other watercraft can go under the bridge structures.

"Double stacking" the bridge would push the highway bridge very high in the air which adds a cost and complexity to both projects.

Harvey Elmore: Has the Park and Ride location been selected or suggested?

No, there is an assumption based on the LYNX Blue Line and observations of travel patterns that the stations in Focus area 1 would be good candidates for Park and Ride lots. However, we have not sited them yet.

Missy Eppes: There is currently a rezoning petition (2020-049) that would reroute Moores Chapel Rd. to terminate at Old Dowd. That may impact the feasibility of each of the options. **The rezoning is approximately .8 miles from the nearest proposed station at Sam Wilson Road. The Moores Chapel Rd. alignment as shown in the site plans will create a traditional and safer intersection at Wilkinson Boulevard and provide a 10' multi-purpose trail and planting strip on both sides of the street. During the station area planning phase of the TOD study we will determine a future land use vision and important connections around the Sam Wilson station area to support connectivity and redevelopment goals to support transit-oriented development.**

Frank Kosarek: Why does the light rail have to be on the north side of the bridge?
On the southern side of the bridge there are parklands that would be impacted by the LYNX Silver Line. The project seeks to minimize impacts to parks where possible.

Focus Area 2 Wednesday, September 16, 2020

TL L: Within the options, what is the time saving estimates for vehicular travel along Wilkinson?

This has not been determined. This analysis will be included as part of future LYNX Silver Line traffic modeling.

TL L: @Jenna Chavez Agreed, can you confirm continuous linear facilities for active transportation destination access?

CATS is conducting a Rail Trail study to determine a vision for rail trail along the LYNX Silver Line. Where possible, CATS will seek to incorporate a rail trail adjacent to the LYNX Silver Line, however it is likely there will be places along the alignment that the rail trail is more appropriate to be separated from the LYNX Silver Line. The Rail Trail study will help determine that.

H&H Dist Inc: How will that plan allow companies like us to operate with a busy inbound/outbound schedule with carriers in the amount of 100 tractor trailers each day?

Coordination with businesses and individual property owners for access will be required as the design of the project proceeds.

Maria Kotrotsios: When will businesses be contacted regarding eminent domain? I own a business on the north side of Wilkinson.

The LYNX Silver Line project is at the very beginning of the design process. It will take several years to define the project "footprint" and attain all environmental clearances necessary to begin the right-of-way acquisition process. There will be several public meetings and public hearings between now and then for the public to stay engaged in the progress of the project. Once the project has been defined to the appropriate level and has achieved all necessary environmental clearances, the City will approach property owners about acquiring right of way for the project.

Bradley Dilks: Does Wilkerson traffic count justify 3 lanes in each direction or should it be reduced to two lanes like n Tyron which would lessen the need to acquire land on each side
This question is related to NCDOT's policy and has been shared with NCDOT. For additional information please contact Division 10 at (704) 983-4400.

Focus Area 3 Thursday, September 17, 2020

Mike Hartman: If you did the option to somehow connect the silver to the blue, would you use the Blue Line maintenance facility, or build a new one along the Silver line?

CATS intends to pursue a new maintenance facility for the LYNX Silver Line, as well as continue to use the South Blvd and North Brevard facilities.



yurania jimenez: From the Center Line of the of rail how much ROW will be acquired before construction? **This will depend on many factors that have not been defined at this early stage. It will take several years to define the project “footprint” and attain all environmental clearances necessary to begin the right-of-way acquisition process.**

Focus Area 4 Tuesday, September 22, 2020

Victoria Plunkey: Any initial feedback from the survey so far?

Yes. A summary will be posted to CATS website in the future.

Zoom: How will the TOD policies regarding the Silver Line promote affordable housing along the corridor, particularly closer to center city? How will the mistakes made with the Blue Line and the lack of new affordable housing development (again, particularly closer to center city) along that corridor be avoided this time around?

We recognize housing affordability is an issue impacting residents throughout the city. The goal of the LYNX Silver Line Transit Oriented Development (TOD) Planning study is to proactively develop station area plans along the corridor, and one focus area of the study is affordable housing. Outcomes of the study include an analysis of existing affordable housing and strategies for the development of affordable housing along the LYNX Silver Line corridor. We are also working closely with our City partners such as Neighborhood & Housing Services, and other community groups.

Luke Carter: If the northern option is adopted, will there be a pedestrian walkway over independence at the Amity Gardens stop?

Pedestrian connectivity will be critical to make the LYNX Silver Line stations work, especially along Independence Blvd. The LYNX Silver Line program, including the Rail-Trail, TOD and Design teams will evaluate station connectivity once the alignment has been selected.

Bradley Dilks: Was Hawthorne bridge built for light rail to go under it or will it need to be torn down and reconstructed?

The LYNX Silver Line is working closely with NCDOT to ensure that there will be room for the LYNX Silver Line to fit with the abutments underneath Hawthorne bridge.

Focus Area 5 Thursday, September 24, 2020

Will this cost me? Should I expect my taxes to go up?

The completion of the LYNX Silver Line will be dependent on funding. This will require a robust conversation with the public about their desire to invest in transportation infrastructure.

Zoom: Will the Silver Line be center-running along Matthews Street/Matthews Mint-Hill Road? **Both the LPA and the Matthews Street alternatives are proposed to run along the side of the Matthews Street/ Matthews- Mint Hill Road.**

Garrett Erlandson: I live between the LPA and option 1A for decision 1. What impacts do you estimate in regards to home values?

It is difficult to speculate how residential home values will react to the LYNX Silver Line on any particular design option at this point.

John Lincoln: Are there significant cost differences between the extended run along Monroe Rd or short run b4 shifting over to CSX ROW? Other complications?

There are clear tradeoffs between the LPA (Monroe Road) and CSX. The reason that the LPA was previously selected was to foster development along this commercial corridor. However, it will require the reconstruction of Monroe Rd, adding cost to the



project. The CSX design option loses some of the development potential because of access and visibility limitations. It also requires an agreement with the Freight Railroad adding complexity and uncertainty.

Brent Gilroy: You acknowledge transitioning to Monroe @ McAlpine Park or Krefield kills major development opportunities on Monroe. Same for the shifts to CSX farther out. How can that realistically be justified?

There are tradeoffs for each alignment, development potential is a major consideration, but so are light rail operations, environmental impacts, cost, etc. The purpose of this first phase is to evaluate the LPA against the overall benefits and risks of the alternatives to ensure that the project that we pursue through design is the most appropriate for the community.

Tim Springer: When will you contact owners of businesses about the impact to them- As far as taking land or needing to relocate.

The LYNX Silver Line project is at the very beginning of the design process. It will take several years to define the project “footprint” and attain all environmental clearances necessary to begin the right-of-way acquisition process. There will be several public meetings and public hearings between now and then for the public to stay engaged in the progress of the project. Once the project has been defined to the appropriate level and has achieved all necessary environmental clearances, the City will approach property owners about acquiring right of way for the project.

Olivia Andrick: When would alignment options be expected to be finalized? And will there be public comments again before those decisions are made?

The current schedule has the Metropolitan Transit Commission (MTC) adopting a refined Locally Preferred Alternative (LPA) in March of 2021. There is another round of public meetings planned in advance of that adoption.

Vicki Mary: I'm asking about my impact based on the Galleria station and its parking. Are you saying you don't know the details about where the station will be or its parking? As I live near this area, I'm interested in the increased cars, noise, etc.

The current concept for the Galleria station is that the platform would be in the median with a park and ride adjacent. We do not have the details for exactly where the parking would be sited or how the access would work. This detail will be progressed as the project is further defined. However, CATS will conduct traffic studies and other analysis as part of the environmental studies to determine if any other improvements are necessary to mitigate impacts of the station or park and ride.

Jack Miller: What kind of impact would the McAlpine alignment have on the greenway? Would the train be visible from the greenway? How would the tracks interact with the creek?

The McAlpine design option is very conceptual, but the current concept protects the greenway itself. Conceptually, it does not directly impact, or cross, the greenway; however, construction will require infrastructure to be built within sensitive environmental areas and may impact other areas of McAlpine Creek Park. The alignment would also likely be elevated though much of the park so it would likely be visible from the greenway.

Focus Area 6 Tuesday, September 29, 2020

All questions were answered.

APPENDIX E – WRITTEN COMMENTS

APPENDIX E.1 – AGENCY LETTERS (EMAIL AND MAIL)

Evans, Hart

From: Walker, Julia (FTA) <julia.walker@dot.gov>
Sent: Monday, September 28, 2020 2:11 PM
To: 'Kelly Goforth'; Paschal, Susan F.
Subject: FW: CATS LYNX Silver Line Project
Attachments: 2020-852-4.docx

Importance: High

FYI – Good news!

Julia Carrie Walker, MHP
Environmental Protection Specialist
Federal Transit Administration Region 4
230 Peachtree St. NW, Ste. 1400
Atlanta, GA 30303
O: (404) 865-5645
julia.walker@dot.gov

From: Caitlin Rogers [mailto:caitlin.rogers@catawba.com]
Sent: Monday, September 28, 2020 12:59 PM
To: Walker, Julia (FTA) <julia.walker@dot.gov>
Subject: CATS LYNX Silver Line Project

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Ms. Walker,

Attached is the concurrence letter for your project. Thanks

Caitlin

Caitlin Rogers
Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, SC 29730

803-328-2427 ext. 226

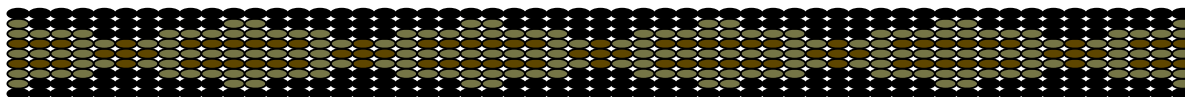
*** Please note that my email has changed to Caitlin.Rogers@catawba.com ***

Please Note: We CANNOT accept Section 106 forms via e-mail, unless requested. Please send us hard copies. Thank you for your understanding

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Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791

September 28, 2020

Attention: Yvette G. Taylor
Federal Transit Authority
230 Peachtree Street, N.W. Suite 800
Atlanta, GA 30303

Re. THPO #	TCNS #	Project Description
2020-852-4		CATS LYNX Silver Line Project, Gaston, Mecklenburg and Union Counties

Dear Ms. Taylor,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer

Evans, Hart

From: Walker, Julia (FTA) <julia.walker@dot.gov>
Sent: Thursday, October 1, 2020 3:18 PM
To: Goforth, Kelly; Paschal, Susan F.
Cc: Orr, Parris (FTA); Lei, Guanying (FTA)
Subject: FW: CATS LYNX Silver Line - Notification of Undertaking
Attachments: 100120 FTA COR CATS Lynx Silver.pdf

Importance: High

FYI

Julia Carrie Walker, MHP
Environmental Protection Specialist
Federal Transit Administration Region 4
230 Peachtree St. NW, Ste. 1400
Atlanta, GA 30303
O: (404) 865-5645
julia.walker@dot.gov

From: Elizabeth Toombs [mailto:elizabeth-toombs@cherokee.org]
Sent: Thursday, October 1, 2020 2:43 PM
To: Walker, Julia (FTA) <julia.walker@dot.gov>
Cc: amock@ci.charlotte.nc.us
Subject: FW: CATS LYNX Silver Line - Notification of Undertaking

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Ms. Walker:

Attached is Cherokee Nation's response to the proposed undertaking. Please note that Union County is outside the Cherokee Nation's Area of Interest. Please let me know if there are any questions or concerns.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation
Tribal Historic Preservation Office
PO Box 948
Tahlequah, OK 74465-0948
918.453.5389

From: Paschal, Susan F. <Susan.Paschal@wsp.com>
Sent: Monday, August 31, 2020 5:12 PM
To: Elizabeth Toombs <elizabeth-toombs@cherokee.org>
Cc: Walker, Julia (FTA) <julia.walker@dot.gov>; 'Kelly Goforth' <kgoforth@ci.charlotte.nc.us>; Mock, Andrew <amock@ci.charlotte.nc.us>; Nichols, Jenna <Jenna.Nichols@ci.charlotte.nc.us>; Wallace, Brett P.

<Brett.Wallace@wsp.com>; 193757.001 CATS SILVERLINE <193757.001@wsp.com>
Subject: <EXTERNAL> CATS LYNX Silver Line - Notification of Undertaking

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DO NOT OPEN ANY EMAIL ATTACHMENTS AND DELETE THIS MESSAGE.
Thank you: The Cherokee Nation - Information Technology Department

Good evening -

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed light rail project, and we are asking for written comments and/or your participation in an Early Scoping Meeting scheduled for Monday, September 14, 2020, 9:30am-11:30am. You may have already received an agency scoping memo, as well. Due to the pandemic, we will be holding the meeting virtually. A Microsoft Teams Meeting invitation will follow.

Additionally, we have attached a Notification of Undertaking for the LYNX Silver Line Project. Should you have questions or concerns specific to Section 106, please contact Ms. Carrie Walker, FTA Environmental Protection Specialist, by phone (404-865-5645) or by email (julia.walker@dot.gov).

Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner



Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

WSP USA
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203

wsp.com

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918-453-5000 • www.cherokee.org

Office of the Chief

Chuck Hoskin Jr.
Principal Chief

Bryan Warner
Deputy Principal Chief

October 1, 2020

Julia Carrie Walker
Federal Transit Administration
230 Peachtree Street, N.W., Suite 800
Atlanta, GA 30303

Re: Charlotte Area Transit System Lynx Silver Line Project

Ms. Julia Carrie Walker:

The Cherokee Nation (Nation) is in receipt of your correspondence about **Charlotte Area Transit System Lynx Silver Line Project**, and appreciates the opportunity to provide comment upon this project. Please allow this letter to serve as the Nation's interest in acting as a consulting party to this proposed project in Gaston and Mecklenburg Counties, North Carolina.

The Nation maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found no instances where this project intersects or adjoins such resources. Thus, the Nation does not foresee this project imparting impacts to Cherokee cultural resources at this time.

However, the Nation requests that the Federal Transit Administration (FTA) halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project.

Additionally, the Nation requests that the FTA conduct appropriate inquiries with other pertinent Tribal and Historic Preservation Offices regarding historic and prehistoric resources not included in the Nation's databases or records.

If you require additional information or have any questions, please contact me at your convenience. Thank you for your time and attention to this matter.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389

CC: Andy Mock

Evans, Hart

From: Gatti, Jessie (FRA) <Jessie.Gatti@dot.gov>
Sent: Thursday, October 15, 2020 2:57 PM
To: Paschal, Susan F.
Subject: CATS LYNX Silver Line Project

Good Afternoon Susan,

I am writing to let you know what FRA will be submitting a letter with comments on the CATS Silver Line project. The letter is still in development, but I wanted to make sure you knew that a letter would be heading your way.

Thank you,

Jessie Fernandez-Gatti
Community Planner
Federal Railroad Administration
1200 New Jersey Ave SE
Washington, DC 20590
202-493-0454



01/13/2021

Dear Mr. Mock,

Thank you for the opportunity to provide comments on Charlotte Area Transit System's Lynx Silver Line Project. The Federal Railroad (FRA) is interested in the project as it has potential to impact other intercity passenger rail projects that are either under development or under construction in the Charlotte area. Related active projects include: Charlotte Gateway Station; Charlotte Locomotive and Railcar Maintenance Facility (LRMF); and Atlanta to Charlotte Passenger Rail Corridor Investment Plan (PRCIP). FRA has included a general description of these projects in this letter; however, either the North Carolina Department of Transportation (NCDOT) Rail Division or Georgia Department of Transportation (GDOT) can provide additional information.

1. Charlotte Gateway Station (CGS)

FRA, the City of Charlotte and NCDOT are currently constructing Phase I of CGS, which is located in Uptown Charlotte on the south side of the Norfolk Southern Railway (NS) generally between West 7th Street and West Morehead Street. Phase I of CGS includes the railroad infrastructure that will serve a new multimodal passenger station to be constructed by the City of Charlotte in a future phase. Generally, Phase I includes two new railroad tracks and a station platform elevated on bridges spanning West 6th, 5th, Trade and 4th Streets. The proposed Silver Line alignment follows immediately adjacent to the railroad facilities under construction in Phase I of CGS and includes a station stop at the site of the planned multimodal passenger station. As CATS is involved in both CGS and the Silver Line, coordination among the project teams and with NCDOT is essential.

2. Charlotte Locomotive and Railcar Maintenance Facility (LRMF)

LRMF Phase I: FRA and NCDOT recently constructed Phase I of the LRMF, which is located southwest of Uptown Charlotte on the south side of the NS right-of-way between West Carson Boulevard and West Summit Avenue. The LRMF is connected to the NS mainline through a lead track and the CGS station tracks along the south side of the NS right-of-way adjacent to the Carolina Panthers stadium. Phase I of the LRMF includes open air facilities where NCDOT and Amtrak's Piedmont and Carolinian trains will layover for servicing upon the opening of CGS. Phase I was funded through a grant from FRA to NCDOT under the American Recovery and Reinvestment Act of 2009.

LRMF Phase II: The USDOT has selected NCDOT to receive an award of \$156.8 million from FRA's Federal-State Partnership for State of Good Repair Program for the Piedmont Intercity Fleet and Infrastructure Investments Project. This project will fully replace NCDOT's Piedmont intercity rail fleet and construct Phase II of the Charlotte LRMF with expanded equipment storage tracks and an enclosed maintenance facility. CATS should coordinate with NCDOT to identify any potential conflicts between the two projects when evaluating the Silver Line options that follow the NS right-of-way through this area.

3. Atlanta to Charlotte Passenger Rail Corridor Investment Plan (PRCIP)

FRA and GDOT are preparing a Tier-1 Environmental Impact Statement (EIS) for the Atlanta to Charlotte PRCIP, which will define the corridor route for new high-speed intercity passenger rail service connecting Atlanta, GA and Charlotte, NC. FRA and GDOT published the Draft EIS for the project in September 2019, which presented three corridor alternatives for public comment. FRA and GDOT have identified the Greenfield Corridor as the Preferred Alternative, which FRA expects to confirm in a combined Final EIS and Record of Decision in early 2021. Analysis of the specific alignment, infrastructure, operating speeds and use of technology will be performed in subsequent studies.

The Greenfield Alternative would connect Atlanta and Charlotte on a primarily new route with two dedicated passenger tracks capable of supporting trains operating at speeds up to 125 mph (diesel) or 220 mph (electric). Due to dense development, however, portions this alternative in Charlotte and Atlanta would follow existing rail or highway transportation corridors with passenger train speeds limited to 50-110 mph. On the approach to Charlotte, the EIS studied a 600-foot wide corridor generally centered on the NS right-of-way between the airport and CGS, but other alignments could be considered in subsequent studies. The corridor would generally be constructed in a 100-foot alignment with safety measures to separate the high-speed rail service from adjacent freight rail, transit or roadway facilities. CATS should coordinate with NCDOT to identify potential compatibilities or conflicts between the two projects, particularly if CATS were to advance an option for the Silver Line that follows the NS right-of-way. Similar to the CATS Blue Line Extension north of Charlotte, there may be an opportunity to locate the facilities in a consolidated multimodal corridor. Where practicable, and in compliance with FRA and FTA safety regulations, this could reduce infrastructure costs and potentially lessen environmental impacts.

Additionally, the Atlanta-Charlotte project includes a station at the Charlotte Airport, which allows the Greenfield Alternative to have stations serving all three international airports along the route in Atlanta, Charlotte and Greenville-Spartanburg. The Charlotte Airport station will not only provide multimodal connectivity between intercity passenger rail and air transportation, but will also include access to highway, parking and transit (such as the Silver Line). Where possible, the City of Charlotte (including CATS and the Charlotte Airport) and NCDOT could consider options for a single station location to access all rail, transit and ground transportation modes serving the airport. A consolidated multimodal station could improve efficiency for direct connection between modes, consolidate parking and ground transportation access, and increase potential for Transit Oriented Development.

Thank you again for the opportunity to provide comment on the Lynx Silver Project and to bring to your attention potential connections between this project and other FRA projects in Charlotte. If you would like to discuss this in more detail, please feel free to contact FRA's Southeast region community planner, Jessie Fernandez-Gatti at Jessie.Gatti@dot.gov or 202-841-9872.

Thank you,

Michael M. Johnsen
Supervisory Environmental Protection Specialist
Environment and Project Engineering Division, U.S. Federal Railroad Administration

Encl. Atlanta-Charlotte PRCIP Concept Map

From: Juan Garcia <Juan.Garcia@gastongov.com>
Sent: Monday, October 12, 2020 9:02 AM
To: Paschal, Susan F.
Subject: Gaston County LYNX Silver Line comments

Dear Ms. Paschal,

Please find some of the comments and questions we have from Gaston County Government.

Comments:

- Connectivity and Mobility. The LYNX Silver Line will promote a safe, efficient, and diverse public transportation system. It will minimize times and driving distances.
- Extend the light rail to downtown Gastonia. Recent changes in the land use and development along Wilkinson Blvd. and Franklin Blvd., include increased housing density and economic activity in the vicinity of various towns.
- This system will meet the needs of users of all ages and abilities, including those in rural areas.
- If the light rail is a separate structure, how far from the Catawba River bridge will be to the north? This may help to determine if the light rail goes in the center of Wilkinson Blvd. or north of Wilkinson Blvd.

Questions:

- Are you taking in consideration the replacement of the Catawba River bridge (STIP project BR-0020)?
- Are you adding the rail to the future replacement of the Catawba River Bridge? Or is the light rail a separate structure?
- Is the light rail connecting to the Charlotte-Douglas International airport and the Multi-Modal facility?
- Are multi-use paths part of the plan to connect to stations?

Thank you.

 Juan G. Garcia – Senior Transportation Planner/Data Analyst
Gaston County Government | Planning Services Division
128 W. Main Avenue | Gastonia, NC 28052
T 704.866.3770 | F 704.866.3908
GASTON COUNTY juan.garcia@gastongov.com | www.gastongov.com
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MECKLENBURG COUNTY
Land Use and Environmental Services Agency
- AIR QUALITY -
September 22, 2020

MEMORANDUM – Transmitted by email

To: Andy Mock
CATS Senior Project Manager

From: Sheldon Turner
Air Quality Specialist

Subject: National Environmental Policy Act Review
CATS LYNX Silver Line Project (Scoping)

Mecklenburg County Air Quality (MCAQ) has reviewed the information with regard to air quality regulations for stationary sources and renovation and demolition of structures (i.e., the asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)). MCAQ has conducted the review based on the limited information provided.

Comments

Mecklenburg County Air Quality has regulatory authority over some aspects of the project in Mecklenburg County. For example:

- [Demolition or renovation activities subject to the Asbestos NESHAP rule](#)
- [Permitting of air pollution sources involved in construction \(e.g. portable crusher, portable concrete plants, etc.\).](#)

Gaston, Mecklenburg, and Union Counties are all part of a "maintenance" area for the 1997 and 2008 National Ambient Air Quality Standard for ozone and subject to the following State Implementation Plans (SIPs):

- [Charlotte / Gastonia / Salisbury, NC 2008 8-Hour Ozone Area](#)
- [Charlotte / Gastonia / Salisbury, NC and Rock Hill, SC \(Metrolina\) 1997 8-Hour Ozone Area](#)

The CATS LYNX Silver Line project may be subject to conformity requirements associated with these SIPs.



MECKLENBURG COUNTY
Land Use & Environmental Services Agency
Storm Water Services

Email: Andy Mock – Charlotte Transit

October 5, 2020

US Department of Transportation
230 Peachtree ST
N.W., Suite 800
Atlanta, GA 30303

RE: LYNX Silver Line Project

Mr. Mock,

Thank you for the opportunity to comment on the above project. Mecklenburg County Storm Water Services (MCSWS) focuses on reducing flood losses and protecting the water quality in our streams.

We have reviewed the information presented and have the following comments:

- Flood Mitigation: MCSWS manages a floodplain buyout program and collaborates with federal, State and local agencies. MCSWS would like to share that the following properties are at high risk of flooding and intersect at least one alignment:
 - 935 S Summit Ave
 - 2028 Woodland Drive
 - 3701, 3745 and 3751 E. Independence Boulevard
 - There are several other flood prone properties that are in the immediate vicinity of a proposed alignment, but do not intersect the alignment. Careful consideration should be given to the potential negative impacts of the project, such as, increase in flood risk.
- Water Quality: MCSWS also manages a long-standing water quality program that focuses on improving and protecting the water quality in our creeks, streams and lakes. MCSWS would like to share some overall and specific comments:
 - Overall:
 - Preferred alignment options are those that follow existing development corridors to reduce environmental impacts from additional grading, sedimentation impacts to surface waters, and the addition of impervious surfaces within watersheds.

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www.mecknc.gov

- Preferred alignment options are those that avoid surface waters, stream buffers and floodplains. Stream buffers protect surface waters by providing bank stabilization, a filter for pollutants, shade and woody debris for aquatic habitat. Floodplains provide the natural storage area for streams during precipitation events, aiding to protect lives and property.
- It is recommended that the project implement the City and County's enhanced erosion control measures to protect surface waters during construction.

○ Alignment Specific:

Silver Line Section	Comments
Along future roadway north of Wilkinson Bv (west of Billy Graham)	Alignment away from Wilkinson Bv would create a stream crossing over Ticer Branch near Tuckaseegee; we have identified a section of Ticer downstream of this crossing as a possible reference reach
LPA north of I-77/I-277 interchange	This alignment has the potential for significant impacts to both Stewart and Irwin Creeks. Options 1a and 2a are preferred.
LPA along the south side of Independence Bv (near Briar Creek Rd)	This alignment would create a crossing just upstream of our Edwards Branch stream restoration project (Chantilly/Briar Project). Option 1 may lead to lower impact to the creeks.
Along west side of McAlpine Creek Park	This alignment runs parallel to McAlpine Creek/Village Lake with potential to impact the buffer area. Option 1a may have lower impact to the creek.
Near Krefeld Drive	This alignment would create a crossing over Irvins Creek.

Thank you for the opportunity to comment. We look forward to reviewing additional information as the project moves forward.

Please do not hesitate to reach out if you have any questions.

Regards,

W. Dave Canaan

W. Dave Canaan
Mecklenburg County Storm Water Services, Director

CC: Susan Paschal

Evans, Hart

From: Jamison, John <johnjamison@ncdot.gov>
Sent: Thursday, November 12, 2020 10:29 AM
To: Paschal, Susan F.
Cc: Basham, Stuart L
Subject: RE: [External] CATS LYNX Silver Line - Early Scoping

Susan – Sorry for the delayed response on this. With the updates being made to our [STIP](#), we don't have any immediate comments regarding the proposed Silver Line. We do ask that CATS coordinate Silver Line project development with Stuart Basham in Division 10, and he will coordinate with all appropriate staff within NCDOT as needed. We also ask that CATS stay apprised of any future updates to our STIP. Thank you!

Customer Service is important to us. Please provide your feedback at
<https://connect.ncdot.gov/resources/Environmental/Pages/EPU-Customer-Service-Survey.aspx>.

John Jamison, PWS
Western Regional Team Lead (Div 7,9-14)
Environmental Policy Unit
North Carolina Department of Transportation

919-707-6140 office
919-801-8471 mobile
JohnJamison@ncdot.gov

1000 Birch Ridge Drive
Raleigh, North Carolina 27610
or
1582 Mail Service Center
Raleigh, North Carolina 27699-1582



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From: Paschal, Susan F. <Susan.Paschal@wsp.com>
Sent: Monday, August 31, 2020 5:39 PM
To: Adrian Miller (amiller@cityofbelmont.org) <amiller@cityofbelmont.org>; Alex Robinson (arobinson@cityofbelmont.org) <arobinson@cityofbelmont.org>; Alex Sewell (asewell@stallingsnc.org) <asewell@stallingsnc.org>; Allison Collins (allison.collins@fema.dhs.gov) <allison.collins@fema.dhs.gov>; Amanetta Somerville (Somerville.Amanetta@epa.gov) <Somerville.Amanetta@epa.gov>; Chapman, Amy <amy.chapman@ncdenr.gov>; Anita Barnett (anita.barnett@nps.gov) <anita.barnett@nps.gov>; Aslami, Auref <aaslami@ncdot.gov>; Walston, Bobby L <bwalston@ncdot.gov>; Canipe, Brett D <bdcnipe@ncdot.gov>; Brett Gendoes (brett.gendoes@faa.gov) <brett.gendoes@faa.gov>; Hanks, Brian <bhanks@ncdot.gov>; Cathy Dowd

(cathryn.dowd@usda.gov) <cathryn.dowd@usda.gov>; David Shaeffer (david.l.shaeffer@usace.army.mil) <david.l.shaeffer@usace.army.mil>; David Williams (dwilliams@gastongov.com) <dwilliams@gastongov.com>; Dena Diorio (William.Carroll@mecklenburgcountync.gov) <William.Carroll@mecklenburgcountync.gov>; Denise Cleveland-Leggett (Denise.C.Cleveland-Leggett@hud.gov) <Denise.C.Cleveland-Leggett@hud.gov>; fmr.dwayne.patterson <fmr.dwayne.patterson@ncparks.gov>; EBCI <syerka@nc-chokeee.com>; Ebenezer Gujjarlapudi (Ebenezer.Gujjarlapudi@mecklenburgcountync.gov) <Ebenezer.Gujjarlapudi@mecklenburgcountync.gov>; Elizabeth Toombs (elizabeth-toombs@chokeee.org) <elizabeth-toombs@chokeee.org>; Myers, Gordon S. <gordon.myers@ncwildlife.org>; Atchley, Greg (NCEM) <Greg.Atchley@ncdps.gov>; Hal Pitts (Hal.R.Pitts@uscg.mil) <Hal.R.Pitts@uscg.mil>; Hazen Blodgett (hblodgett@matthewsnc.gov) <hblodgett@matthewsnc.gov>; Hildebrandt, Heather J <hjhldebrandt@ncdot.gov>; Jack Thomson (jack.thomson@mecklenburgcountync.gov) <jack.thomson@mecklenburgcountync.gov>; Eden, James J <jjeden@ncdot.gov>; Janet Mizzi (janet_mizzi@fws.gov) <janet_mizzi@fws.gov>; Orthner, Jason T <jorthner@ncdot.gov>; Jay Camp (jcamp@matthewsnc.gov) <jcamp@matthewsnc.gov>; Hudyncia, Joseph <joseph.hudyncia@ncagr.gov>; Jamison, John <johnjamison@ncdot.gov>; John Sullivan <john.sullivan@dot.gov>; John Winkle (john.winkle@dot.gov) <john.winkle@dot.gov>; Karen Williams (kwilliams@stallingsnc.org) <kwilliams@stallingsnc.org>; Kim Eagle (kim.eagle@gastongov.com) <kim.eagle@gastongov.com>; Sanders, Machele <Machele.Sanders@doa.nc.gov>; Stafford, Mark E <mstafford@ncdot.gov>; Mark Watson (mark.watson@unioncountync.gov) <mark.watson@unioncountync.gov>; Mary O'Driscoll (mary.odriscoll@ferc.gov) <mary.odriscoll@ferc.gov>; Reese, Michael P <mikereese@ncdot.gov>; Michelle Nance (mnance@centralina.org) <mnance@centralina.org>; Randi Gates (randig@cityofgastonia.com) <randig@cityofgastonia.com>; Raymond Allen (ria@indiantrail.org) <ria@indiantrail.org>; Gledhill-earley, Renee <renee.gledhill-earley@ncdcr.gov>; Robert Cook (rwcook@charlottenc.gov) <rwcook@charlottenc.gov>; Russell Townsend (russtown@nc-chokeee.com) <russtown@nc-chokeee.com>; DCR - Environmental_Review <Environmental.Review@ncdcr.gov>; Stephanie Madson (stephanie.madson@fema.dhs.gov) <stephanie.madson@fema.dhs.gov>; Timothy Beard (timothy.beard@usda.gov) <timothy.beard@usda.gov>; Union County Historic Preservation Commission (uchheritage@unioncountync.gov) <uchheritage@unioncountync.gov>; W. Lee Jones Jr. (Lee.Jones@MecklenburgCountyNC.gov) <Lee.Jones@MecklenburgCountyNC.gov>; Wenonah George Haire (wenonahh@ccppcrafts.com) <wenonahh@ccppcrafts.com>; Whitney Warrior (wwarrior@ukb-nsn.gov) <wwarrior@ukb-nsn.gov>
Cc: Walker, Julia (FTA) <julia.walker@dot.gov>; 'Kelly Goforth' <kgoforth@ci.charlotte.nc.us>; Mock, Andrew <amock@ci.charlotte.nc.us>; Nichols, Jenna <Jenna.Nichols@ci.charlotte.nc.us>; Wallace, Brett P. <Brett.Wallace@wsp.com>; 193757.001 CATS SILVERLINE <193757.001@wsp.com>
Subject: [External] CATS LYNX Silver Line - Early Scoping

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Dear Agency Representative –

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed LYNX Silver Line Project. We are asking for written comments and/or your participation in an Early Scoping Meeting scheduled for Monday, September 14, 2020, 9:30am-11:30am. Due to the pandemic, we will be holding the meeting virtually. A Microsoft Teams Meeting invitation will follow.

Attached is a memo which includes a brief overview of the LYNX Silver Line and a project location map. A link to additional project information is posted on the CATS website at <http://RideTransit.org/LYNXSilverLine>. Should you have other questions or concerns, please contact Mr. Andy Mock, CATS Senior Project Manager, by phone (704-507-1635) or by email (amock@ci.charlotte.nc.us).

We kindly request written comments be sent by October 14, 2020. If you are not the appropriate contact for your agency, please let us know who is, so we can reach out prior to the scheduled meeting. Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner



Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

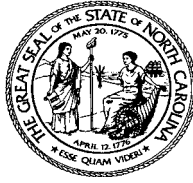
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**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

October 14, 2020

Yvette G. Taylor, Ph.D.
Regional Administrator
c/o Julia Carrie Walker
Federal Transit Authority Region IV
230 Peachtree Street NW, Suite 800
Atlanta, GA 30303

julia.walker@dot.gov

Re: Charlotte Area Transit System (CATS) LYNX Silver Line Project, Multi County, ER 20-1919

Dear Dr. Taylor:

We look forward to reviewing the Area of Potential Effects (APE) for the proposed undertaking as the planning progresses.

Thank you for your August 27, 2020, letter concerning the above-referenced undertaking and inviting the State Historic Preservation Office to attend the on-line early scoping for the project. We apologize for our delayed response, but we have not been able to keep up with the increased workload during the current Covid-19 pandemic.

Having reviewed the materials provided, we agree with the Area of Potential Effects (APE) for archaeology - the footprint where subsurface construction activity will take place. We anticipate that both recorded and potentially unidentified cultural resources could be impacted.

From our experience with similar projects in Charlotte and Durham, we understand that they are great attractants for rail-station development that leads to near immediate rezoning and the resulting demolition and new construction well beyond the parcels immediately adjacent to the proposed line. We also recognize that agreeing to wait until the stations are in place and then deal with the development impacts has not worked. Thus, we do not agree with the proposed APE for the built environment - parcels immediately adjacent to the proposed improvements. We recommend further coordination to develop a more appropriate APE for above-ground resources.

We look forward to discussing this matter with you and the City of Charlotte and to review of the resulting surveys for archaeology and architecture. Should you have any question, please contact our Environmental Review Coordinator, Renee Gledhill-Earley at 919-814-6579 or renee.gledhill-earley@ncdcr.gov.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



for Ramona Bartos, Deputy
State Historic Preservation Officer

cc: Susan Paschal, WSP USA

Susan.Paschal@wsp.com



Town of
Stallings

315 Stallings Road • Stallings, North Carolina 28104

September 15, 2020

RE: Requested Town Input

To Whom It May Concern,

In response to the enclosed letter, please be advised that the Town of Stallings supports the LYNX Silver Line light rail project corridor coming through the Town of Stallings. The Town is currently aware of the draft alignment options and is looking forward to the upcoming public input opportunities. Once the public has an opportunity to provide input, it is our understanding that CATS will provide its recommendation to the Town and the Town will determine then whether it concurs.

Sincerely,

Alex Sewell
Town Manager



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

230 Peachtree St.,
N.W., Suite 800
Atlanta, GA 30303
404-865-5600

Date: August 27, 2020

Re: Charlotte Area Transit System (CATS) LYNX Silver Line Project, Gaston, Mecklenburg
and Union Counties

Dear Agency Representative:

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed LYNX Silver Line Project (Project) in Gaston, Mecklenburg and Union Counties, in accordance with the National Environmental Policy Act (NEPA). The FTA is the lead agency and CATS is the Project sponsor. This letter invites your agency to participate in Early Scoping during the current planning-level phase. A Project Location Map is included for reference.

Rapid transit has been discussed in Charlotte for decades, and in 1998, CATS prepared the 2025 Integrated Transit / Land Use Plan. This was the original transit and land use plan that proposed using rapid transit to support focusing future growth in Charlotte's key centers and corridors. The West Corridor (along Wilkinson Boulevard) and the Southeast Corridor (along Independence Boulevard) were two of the identified corridors. Since 1998, there have been various planning efforts, and the plan has since been updated to the 2030 Transit System Plan. In 2016, CATS completed the Southeast Corridor Transit Study, which considered various transit technologies and alignments. The Metropolitan Transit Commission (MTC) approved the recommendation of a light rail locally preferred alternative for the 13-mile Southeast Corridor from Center City Charlotte to the Mecklenburg and Union County border. The locally preferred alternative resulted from a detailed technical evaluation and outreach effort to the public and stakeholders.

More recently, CATS studied various technology and alignment alternatives for the West Corridor and Center City as part of the LYNX System Update, and in February 2019, the MTC adopted a light rail locally preferred alternative for the West Corridor, and combined the West Corridor and Southeast Corridor locally preferred alternatives as one continuous 26-mile light rail corridor from Belmont to Matthews known as the LYNX Silver Line. An extension into Union County will also be evaluated, as directed by MTC. CATS is currently assessing new opportunities and risks, in order to refine the locally preferred alternative and help determine the alignment (and options) that may be carried forward into NEPA and the environmental impact statement (EIS).

The preliminary purpose of the Project is to provide high-capacity transit service in dedicated right-of-way along the US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard) and Monroe Road transportation corridors that provides a competitive and reliable alternative to automobiles; improves local connectivity between and access to transit, housing, employment, and community services in the corridor; promotes opportunities for development consistent with local vision, goals, plans, and policies; provides a

CATS LYNX Silver Line Project

transit system that is financially sustainable to build, operate, and maintain; and, preserves and protects the natural and built environment.

At the conclusion of the planning-level screening and analysis, the MTC will adopt a refined locally preferred planning-level alternative, which will then be the “proposed action” subject to an appropriate environmental review under NEPA. If the proposed action would have significant impacts, FTA and CATS would initiate an EIS by conducting a scoping process to determine the appropriate scope of the EIS. In particular, the purpose and need for the project, the range of alternatives to be considered in the EIS, the environmental and community impacts to be evaluated, and the evaluation methodologies to be used would be subject to public and interagency review and comment, in accordance with 40 CFR parts 1500-1508 and 23 CFR part 771.

Your agency has been identified as one that has jurisdiction in the Project Corridor. The FTA and CATS greatly appreciate your input, and we invite you to an Agency Early Scoping Meeting for the Project. Due to circumstances surrounding the novel coronavirus, this meeting will be conducted virtually. The meeting will be held on Monday, September 14, 2020, 9:30am – 11:30am. A Microsoft Teams Meeting invitation will follow.

In addition, you are welcome to review project and meeting information at <http://RideTransit.org/LYNXSilverLine> or attend any of the live virtual Public Early Scoping Meetings at 5:30 p.m. on September 15, 16, 17, 22, 24 or 29, 2020. Should you have other questions or concerns, please contact Mr. Andy Mock, CATS Senior Project Manager, by phone (704-507-1635) or by email (amock@ci.charlotte.nc.us).

We kindly ask for a written response via email to this letter by October 14, 2020. Thank you for your cooperation and interest in the proposed LYNX Silver Line Project.

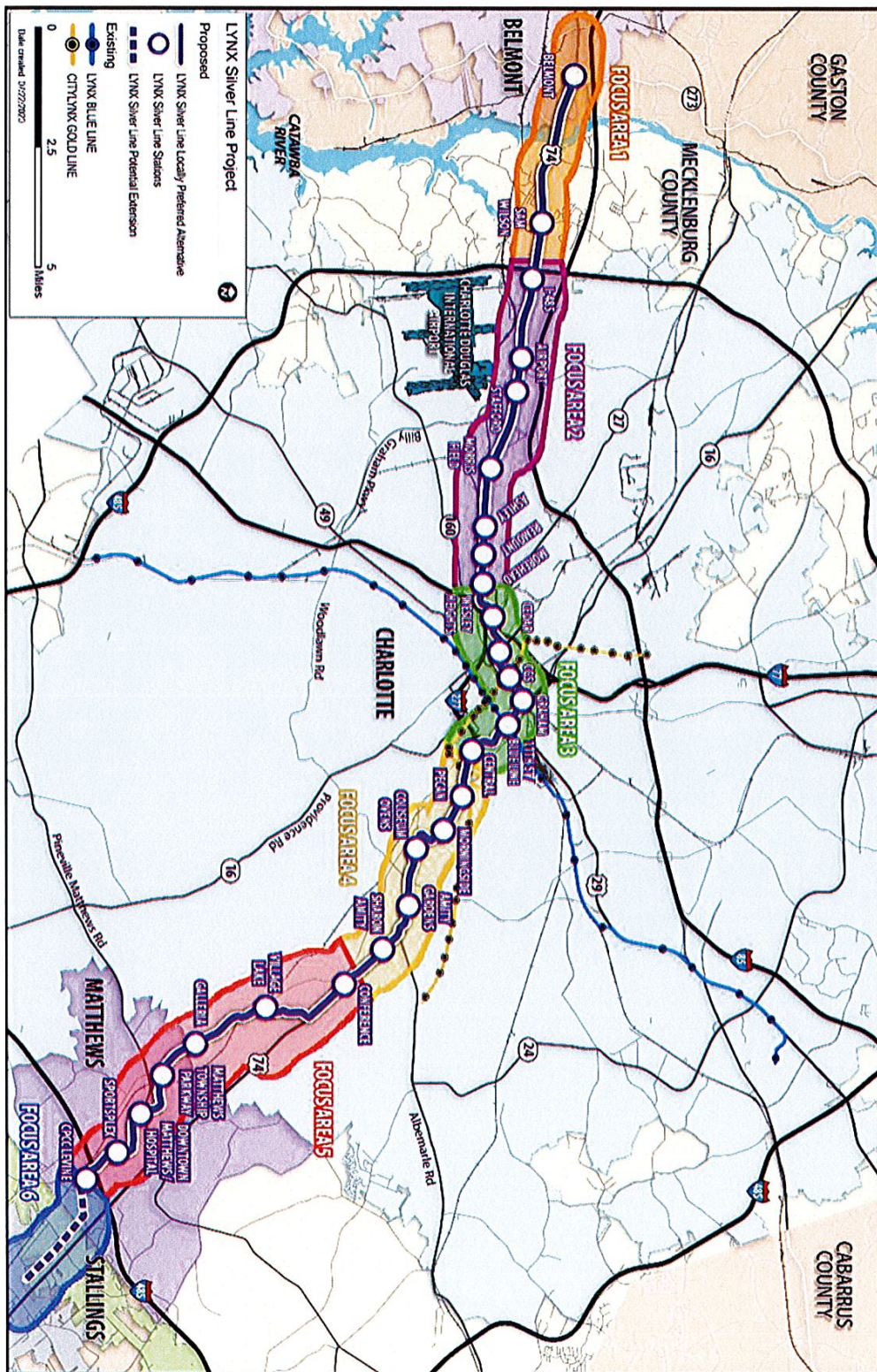
Sincerely,

B. Keith Melton for

Yvette G. Taylor, Ph.D.
Regional Administrator

Enclosure: Project Location Map

Cc: Carrie Walker, FTA Region IV
Kelly Goforth, CATS
Andy Mock, CATS
Jenna Nichols, CATS





**DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
151 PATTON AVENUE
ROOM 208
ASHEVILLE, NORTH CAROLINA 28801-5006**

October 14, 2020

Regulatory Division

Action ID: SAW-2020-01785

Ms. Yvette G. Taylor
Regional Administrator
US Department of Transportation
Federal Transit Administration
230 Peachtree St., NW Suite 800
Atlanta, GA 30303

Dear Ms. Taylor:

Thank you for your request for U.S. Army Corps of Engineers' (USACE) input regarding the Charlotte Area Transit System (CATS) LYNX Silver Line Project located in Gaston, Mecklenburg and Union Counties. While the USACE always endeavors to assist potential applicants and appreciates your request for our input, providing detailed comments at this time is challenging due to the lack of detailed information concerning waters of the United States (U.S.) in the area of the LYNX Silver Line project corridor. We do, however, offer the following information to clarify USACE considerations and/or requirements for those instances when a Department of the Army (DA) permit will be required for a specific project, as we believe this information will be beneficial in the LYNX Silver Line Project development process, which will affect later planning and permitting processes.

USACE Permitting:

There are two federal regulations for DA permitting: Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbor Act (RHA) of 1899. DA authorization (i.e., a permit) under Section 404 of the CWA is required when an applicant will discharge dredged or fill material (e.g., culvert installation, culvert extension, rip rap, soil, etc.) into a jurisdictional water of the U.S., whether this discharge is permanent or temporary. DA authorization under Section 10 of the RHA of 1899 is required when an applicant will construct any structure in, under, or over any navigable water of the U.S., excavate/dredge or discharge fill material into these waters, or place any obstruction in, or alter, a "navigable water", whether these activities are permanent or temporary. A structure or work outside of the limits defined for navigable waters of the U.S. requires a Section 10 permit if the structure or work would affect the course, location, condition, or capacity of the water body.

A current check of the Section 10 waters list finds one or more such water within the geographical scope of the LYNX Silver Line project corridor. Information on Section 10 waters can be found at <https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Jurisdiction/> (scroll down the page to find the list on the righthand side). Please note

that the Wilmington District anticipates publishing a Section 10 Geographic Information System (GIS) layer by the end of 2020, and we recommend that you review this layer for all future CATS projects when available.

The type of DA authorization required [i.e., general or standard (individual) permit] will be determined by the USACE based on the location, type(s), and extent of jurisdictional waters of the U.S. that are proposed for impact by a project. Stated another way, the extent of USACE review on any given project is commensurate with the amount of impacts to streams and wetlands, among other considerations.

Single and Complete determination

Before a DA permit can be issued for a linear project, and in determining what type of DA permit is required, the project must first consider the requirements of a single and complete linear project (per 33 CFR 330.2(i)). The LYNX Silver Line project would be considered a “linear project” which is described as a project constructed for the purpose of getting people, goods, or services from a point of origin to a terminal point, which often involves multiple crossings of one or more waterbodies at separate and distant locations. The term “single and complete project” is defined as that portion of the total linear project proposed or accomplished by one owner/developer or partnership or other association of owners/developers that includes all crossings of a single water of the United States (i.e., a single waterbody) at a specific location. For linear projects crossing a single or multiple waterbodies several times at separate and distant locations, each crossing is considered a single and complete project for purposes of NWP authorization. Permanent impacts that result in a loss of waters of the U.S., must be within NWP thresholds for each single and complete linear project to qualify for the use of NWPs.

Jurisdictional Determinations

As a project moves forward in the planning process, an on-site delineation of streams and wetlands will be required by the USACE to ensure that all potential waters of the U.S. are captured and to allow for project/application evaluation. Once an applicant/applicant’s consultant conducts a delineation, it should be forwarded to our office along with a request for a jurisdictional determination. The request for jurisdictional determination can be found on our website at <https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Jurisdiction/>.

GIS Data for Planning Efforts and compliance with other federal requirements:

In addition to the Section 10 GIS layer noted above, National Wetland Inventory (NWI) maps will aid in locating on-site wetlands; however, please be aware that NWI maps often have a high level of error when predicting the location of wetlands so an applicant must be cautious about relying exclusively on this data. Please also ensure you review information to address all federal requirements to include the Endangered Species Act (ESA) (16 U.S.C. 1531 *et seq.*), the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. 470), the Fish and Wildlife

Coordination Act of 1956 (FWCA) (16 USC 742a, *et seq.*), Section 401 of the Clean Water Act (33 U.S.C. 1341), Section 307(c) of the Coastal Zone Management Act (CAMA) of 1972, as amended (16 U.S.C. 1456(c)), Section 7(a) of the Wild and Scenic Rivers Act (WSRA) (16 U.S.C. 1278 *et seq.*), Tribal boundaries (e.g., trust land boundaries), etc., as DA authorization for a project cannot be issued until all applicable federal requirements have been met.

Individual Permit requirements:

1) Project Purpose, the 404(b)(1) Guidelines, and the Least Environmentally Practicable Alternative:

The USACE understands that development of the LYNX Silver Line project is at the beginning of the planning process; however, we also understand that long-range planners will begin to develop system purpose(s) and need(s), as well as assess some level of alternatives analysis on selected projects. Therefore, we urge you to consider the following information, as decisions made during the LYNX Silver Line project evaluation process will affect subsequent stages of the planning and permitting processes.

For all projects that will require an Individual Permit, the USACE must conduct a project-specific analysis under the 404(b)(1) Guidelines (Guidelines) (40 CFR Part 230). Note that the Guidelines and the National Environmental Policy Act (NEPA) are separate requirements and contain different obligations.

One difference between the Guidelines and NEPA is the requirement to examine “practicable” alternatives under the Guidelines vs. “reasonable” alternatives under NEPA. As noted in the Guidelines [40 CFR Part 230.10(a)(4)], “For actions subject to NEPA, where the Corps of Engineers is the permitting agency, the analysis of alternatives required for NEPA...will in most cases provide the information for the evaluation of alternatives under these Guidelines. On occasion, these NEPA documents may address a broader range of alternatives than required to be considered under this paragraph or may not have considered the alternatives in sufficient detail to respond to the requirements of these Guidelines. In the latter case, it may be necessary to supplement these NEPA documents with this additional information.” Because during the later stages of planning or permitting, the USACE may inquire about alternatives that have not been advanced (because the USACE believes that they may be practicable and/or have fewer impacts to the aquatic ecosystem than do the alternatives carried forward for detailed analysis), please ensure that decisions made at all stages of the planning process are adequately documented and justified. If done adequately, this will prevent having to “go back” and consider/analyze an alternative that was discarded earlier in the planning process.

“Practicable” is defined in the Guidelines at 40 CFR Part 230.10(a)(2) as “...available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose...” The agency responsible for determining “practicability” under the Guidelines is the USACE; this responsibility does not change or transfer to another agency (e.g., the Federal Highway Administration, NCDOT, etc.), even if another federal agency is the lead for NEPA.

A second difference is that while NEPA does not require the lead federal agency's decision maker to select the "environmentally preferred alternative" as the "agency's preferred alternative" in the NEPA document, the Guidelines do require that, "...no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic eco-system, so long as the alternative does not have other significant adverse environmental consequences" [40 CFR part 230.10(a)] – i.e., this is commonly referred to as the "LEDPA" (least environmentally damaging practicable alternative). When the applicant fails to clearly demonstrate that their "preferred alternative" is the LEDPA, the USACE cannot authorize that project/alternative; if this were to happen, it would result in project delays, additional expenses to the transportation agency(ies), possible project revisions, etc., and the travelling public would not be well served. The following paragraph details how to avoid this issue.

Under the Guidelines, to satisfactorily demonstrate that the applicant's/agency's preferred alternative is indeed the LEDPA, the applicant is required to assess a range of alternatives and show that the other alternatives are more environmentally damaging than the applicant's preferred alternative and/or are not practicable. Because "practicability" is dependent on the project's purpose, it is vital that the purpose statement, or performance measures/evaluation criteria (evaluation criteria) that support the purposed statement (if used), are clearly presented and measurable.

In summary, the purpose statement, supported by the need statement, is a critical factor in selecting the LEDPA for a project that is processed under an Individual Permit, and the LEDPA is the only alternative that can be permitted by the USACE. Therefore, it is crucial that the purpose and need statements be well thought out and well written.

2) Impacts to waters of the U.S.: Avoidance, Minimization, and Compensatory Mitigation:

Please keep the following information in mind while considering alternatives, as these issues are rigorously reviewed during the permitting process:

As noted above, we are required to review proposed projects that would impact waters that are jurisdictional under Section 404 of the CWA in accordance with the Guidelines. In addition to practicability and the LEDPA determinations, the Guidelines require that permits for work in waters of the U.S. can be issued only after all appropriate and practicable steps to avoid and minimize impacts have been taken; this requires the applicant to demonstrate that they have (1) avoided unnecessary environmental impacts by preparing an analysis of available off and on-site alternatives that would potentially result in less adverse impacts than the proposed project, especially regarding site design and construction techniques, and; (2) minimized the unavoidable adverse impacts of your preferred alternative (i.e., information regarding measures you have taken to avoid and minimize impacts to aquatic resources), to the maximum extent practicable. Once these steps have been taken, the applicant must then propose a compensatory mitigation plan that would adequately offset all unavoidable impacts to waters or wetlands. To demonstrate avoidance and minimization measures that are taken during the project development process,

and to support later planning and permitting efforts, please ensure that all measures taken during the project development process are documented in detail.

Hopefully, this information will be useful to you during the LYNX Silver Line project development. If you have any questions, please contact me by email at Crystal.C.Amschler@usace.army.mil or by phone at 828-271-7980 ext. 4231. You may also visit our website at <https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/> for general information on permitting and related issues.

Sincerely,

Crystal Amschler
Project Manager
Asheville Regulatory Field Office

Evans, Hart

From: Paschal, Susan F.
Sent: Monday, October 19, 2020 9:00 PM
To: 'Walker, Julia (FTA)'
Cc: 'Kelly Goforth'; Mock, Andrew; Wallace, Brett P.; 193757.001 CATS SILVERLINE
Subject: FW: CATS LYNX Silver Line - Early Scoping

FYI

From: Paschal, Susan F.
Sent: Wednesday, September 16, 2020 1:54 PM
To: Lampley, Jonathan D -FS <jonathan.lampley@usda.gov>
Cc: Mock, Andrew <amock@ci.charlotte.nc.us>; 'Kelly Goforth' <kgoforth@ci.charlotte.nc.us>; 193757.001 CATS SILVERLINE <193757.001@wsp.com>
Subject: RE: CATS LYNX Silver Line - Early Scoping

Jonathan,
Thanks for the response. I will make a note of it in our files.

Just to confirm, should I remove Cathy Dowd's name from the list of contacts also? I am assuming that's how it got routed to you, but please let me know if not.

Regards,
Susan Paschal

From: Lampley, Jonathan D -FS <jonathan.lampley@usda.gov>
Sent: Tuesday, September 15, 2020 4:06 PM
To: Paschal, Susan F. <Susan.Paschal@wsp.com>
Subject: CATS LYNX Silver Line - Early Scoping

Hey Susan,
My name is Jonathan Lampley. I am detailed as the North Carolina Department of Transportation liaison for the National Forest in North Carolina. The email below was routed to me for review. Thank you for reaching out but this project is outside of the National Forest in NC interest and we are not impacted by the proposal and won't be participating. Thank you so much.
Cheers,



Jonathan Lampley
NCDOT Liaison (Detailed)
Cherokee National Forest
p: 423-783-2416
c: 423-534-0883
jonathan.lampley@usda.gov

4900 Asheville Hwy SR 70
Greeneville, TN 37743

www.fs.fed.us



Caring for the land and serving people

From: Paschal, Susan F. <Susan.Paschal@wsp.com>
Sent: Monday, August 31, 2020 5:39 PM
To: Adrian Miller (amiller@cityofbelmont.org) <amiller@cityofbelmont.org>; Alex Robinson (arobinson@cityofbelmont.org) <arobinson@cityofbelmont.org>; Alex Sewell (asewell@stallingsnc.org) <asewell@stallingsnc.org>; Allison Collins (allison.collins@fema.dhs.gov) <allison.collins@fema.dhs.gov>; Amanetta Somerville (Somerville.Amanetta@epa.gov) <Somerville.Amanetta@epa.gov>; Amy Chapman (amy.chapman@ncdenr.gov) <amy.chapman@ncdenr.gov>; Anita Barnett (anita.barnett@nps.gov) <anita.barnett@nps.gov>; Auref Aslami (aaslami@ncdot.gov) <aaslami@ncdot.gov>; Bobby Walston (bwalston@ncdot.gov) <bwalston@ncdot.gov>; Brett Canipe (bdcanipe@ncdot.gov) <bdcanipe@ncdot.gov>; Brett Gendoes (brett.gendoes@faa.gov) <brett.gendoes@faa.gov>; Brian Hanks (bhanks@ncdot.gov) <bhanks@ncdot.gov>; Dowd, Cathryn -FS <cathryn.dowd@usda.gov>; David Shaeffer (david.l.shaeffer@usace.army.mil) <david.l.shaeffer@usace.army.mil>; David Williams (dwilliams@gastongov.com) <dwilliams@gastongov.com>; Dena Diorio (William.Carroll@mecklenburgcountync.gov) <William.Carroll@mecklenburgcountync.gov>; Denise Cleveland-Leggett (Denise.C.Cleveland-Leggett@hud.gov) <Denise.C.Cleveland-Leggett@hud.gov>; Dwayne Patterson (dwayne.patterson@ncparks.gov) <dwayne.patterson@ncparks.gov>; EBCI <syerka@nc-chokeee.com>; Ebenezer Gujjarlapudi (Ebenezer.Gujjarlapudi@mecklenburgcountync.gov) <Ebenezer.Gujjarlapudi@mecklenburgcountync.gov>; Elizabeth Toombs (elizabeth-toombs@chokeee.org) <elizabeth-toombs@chokeee.org>; gordon.myers@ncwildlife.org; Greg Atchley (greg.atchley@ncdps.gov) <greg.atchley@ncdps.gov>; Hal Pitts (Hal.R.Pitts@uscg.mil) <Hal.R.Pitts@uscg.mil>; Hazen Blodgett (hblodgett@matthewsnc.gov) <hblodgett@matthewsnc.gov>; Hildebrandt, Heather J <hjhildebrandt@ncdot.gov>; Jack Thomson (jack.thomson@mecklenburgcountync.gov) <jack.thomson@mecklenburgcountync.gov>; James Eden (jjeden@ncdot.gov) <jjeden@ncdot.gov>; janet_mizzi@fws.gov; Jason Orthner (jorthner@ncdot.gov) <jorthner@ncdot.gov>; Jay Camp (jcamp@matthewsnc.gov) <jcamp@matthewsnc.gov>; Joe Hudyncia (joseph.hudyncia@ncagr.gov) <joseph.hudyncia@ncagr.gov>; John Jamison (johnjamison@ncdot.gov) <johnjamison@ncdot.gov>; John Sullivan III (john.sullivan@dot.gov) <john.sullivan@dot.gov>; John Winkle (john.winkle@dot.gov) <john.winkle@dot.gov>; Karen Williams (kwilliams@stallingsnc.org) <kwilliams@stallingsnc.org>; Kim Eagle (kim.eagle@gastongov.com) <kim.eagle@gastongov.com>; Machelle Sanders (machelle.sanders@doa.nc.gov) <machelle.sanders@doa.nc.gov>; Mark Stafford (mstafford@ncdot.gov) <mstafford@ncdot.gov>; Mark Watson (mark.watson@unioncountync.gov) <mark.watson@unioncountync.gov>; Mary O'Driscoll (mary.odriscoll@ferc.gov) <mary.odriscoll@ferc.gov>; Michael Reese (mikereese@ncdot.gov) <mikereese@ncdot.gov>; Michelle Nance (mnance@centralina.org) <mnance@centralina.org>; Randi Gates (randig@cityofgastonia.com) <randig@cityofgastonia.com>; Raymond Allen (ria@indiantrail.org) <ria@indiantrail.org>; Renee Gledhill-Earley <renee.gledhill-earley@ncdcr.gov>; Robert Cook (rwcook@charlottenc.gov) <rwcook@charlottenc.gov>; russtown@nc-chokeee.com; SHPO (Environmental.Review@ncdcr.gov) <Environmental.Review@ncdcr.gov>; Stephanie Madson (stephanie.madson@fema.dhs.gov) <stephanie.madson@fema.dhs.gov>; Beard, Timothy - NRCS, Raleigh, NC <timothy.beard@usda.gov>; Union County Historic Preservation Commission (ucheritage@unioncountync.gov) <ucheritage@unioncountync.gov>; W. Lee Jones Jr. (Lee.Jones@MecklenburgCountyNC.gov) <Lee.Jones@MecklenburgCountyNC.gov>; wenonahh@ccppcrafts.com; Whitney Warrior (wwarrior@ukb-nsn.gov) <wwarrior@ukb-nsn.gov>
Cc: Walker, Julia (FTA) <julia.walker@dot.gov>; 'Kelly Goforth' <kgoforth@ci.charlotte.nc.us>; Mock, Andrew <amock@ci.charlotte.nc.us>; Nichols, Jenna <Jenna.Nichols@ci.charlotte.nc.us>; Wallace, Brett P. <Brett.Wallace@wsp.com>; 193757.001 CATS SILVERLINE <193757.001@wsp.com>
Subject: CATS LYNX Silver Line - Early Scoping

Dear Agency Representative –

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed LYNX Silver Line Project. We are asking for written comments and/or your participation in an Early Scoping

Meeting scheduled for Monday, September 14, 2020, 9:30am-11:30am. Due to the pandemic, we will be holding the meeting virtually. A Microsoft Teams Meeting invitation will follow.

Attached is a memo which includes a brief overview of the LYNX Silver Line and a project location map. A link to additional project information is posted on the CATS website at <http://RideTransit.org/LYNXSilverLine>. Should you have other questions or concerns, please contact Mr. Andy Mock, CATS Senior Project Manager, by phone (704-507-1635) or by email (amock@ci.charlotte.nc.us).

We kindly request written comments be sent by October 14, 2020. If you are not the appropriate contact for your agency, please let us know who is, so we can reach out prior to the scheduled meeting. Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner



Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

WSP USA
1001 Morehead Square Drive, Suite 610
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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Asheville Field Office
160 Zillicoa Street Suite #B
Asheville, North Carolina 28801



October 2, 2020

Susan Paschal
WSP USA
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203
Susan.paschal@wsp.com

Subject: 20-498, Charlotte Area Transit System (CATS) LYNX Silver Line Project, Gaston, Mecklenburg and Union Counties, North Carolina

Dear Susan Paschal,

This responds to your email received by our office on September 1, 2020, concerning the subject project. We have reviewed the information presented and submit the following comments and recommendations in accordance with the provisions of Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. §§1531-1543); the Fish and Wildlife Coordination Act, as amended (16 U.S.C. §§661-667e); the Clean Water Act (33 U.S.C. §1251 et seq.); the Migratory Bird Treaty Act (16 U.S.C. §§703-712); and the National Environmental Policy Act (42 U.S.C. §4321 et seq.).

Project Summary

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) propose to develop the LYNX Silver Line which is a 26-mile light rail line that is part of CATS 2030 Corridor System Plan. The line stretches from the Town of Matthews, through Center City, into the City of Belmont in Gaston County.

We offer the following recommendations in the interest of protecting federally threatened and endangered species, migratory birds, as well as other fish, wildlife, and natural resources.

Federally Listed Endangered and Threatened Species

In accordance with section 7 (a)(2) of the Endangered Species Act and 50 CFR Part 402.01, before any federal authorization/permits or funding can be issued for this project, it is the responsibility of the appropriate federal regulatory/permitting and/or funding agency(ies) to determine whether the project may affect any federally endangered or threatened species (listed species) or designated critical habitat within the action area¹.

¹ Pursuant to 50 CFR §402.02, the *Action Area* includes all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action. Moreover, the *Effects of the Action* are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A *consequence* is caused by the proposed action if it

A species list for counties in North Carolina can be found online here:

https://www.fws.gov/raleigh/species/cntylist/nc_counties.html. If it is determined that this project may affect any listed species or designated critical habitat, you must initiate section 7 consultation with this office.

Please note that species of concern are not legally protected under the Endangered Species Act and are not subject to any of its provisions, including section 7, unless they are formally proposed or listed as endangered or threatened. However, incorporating proactive conservation measures on their behalf may preclude the need to list them in the future. Therefore, we encourage you to consider and avoid potential impacts to all species on these county lists.

Suitable summer roosting habitat may be present in the project area for the federally threatened northern long-eared bat (*Myotis septentrionalis*). However, the final 4(d) rule (effective as of February 16, 2016), exempts incidental take of northern long-eared bat associated with activities that occur greater than 0.25 miles from a known hibernation site, and greater than 150 feet from a known, occupied maternity roost during the pup season (June 1 – July 31). Based on the information provided, the project would occur at a location where any incidental take that may result from associated activities is exempt under the 4(d) rule. Your project will likely include tree clearing. **Although not required, we encourage you to conduct any associated tree clearing activities outside the pup season (June 1 to July 31) and/or active season (April 1 to October 31) to reduce the chance of impacting unidentified maternity roosts.**

Service records indicate occurrences of a bald eagle (*Haliaeetus leucocephalus*) nesting site within the vicinity of the project area. The bald eagle has been removed from the federal list of endangered and threatened species due to its recovery. However, this species is afforded legal protection by the Bald and Golden Eagle Protection Act (16 U.S.C. 668 668d) and the Migratory Bird Treaty Act (16 U.S.C. 703 712). The Bald and Golden Eagle Protection Act, enacted in 1940, and amended several times, prohibits anyone without a permit issued by the Secretary of the Interior from “taking” bald eagles, including their parts, nests, or eggs. “Take” includes pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb (16 U.S.C. 668c; 50 CFR 22.3). Disturb means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, (1) injury to an eagle, (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior. In addition to immediate impacts, these definitions also cover impacts that result from human induced alterations initiated around a previously used nest site during a time when eagles are not present if, upon an eagle’s return, such alterations agitate or bother the eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits and causes injury, death, or nest abandonment.

If any active nests are located within a half mile of the project site, we request that work at the site be restricted from mid-January through July in order to prevent adverse impacts to the bald

would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action (see also 50 CFR §402.17)

eagle. This will prevent disturbance of the eagles from the egg laying period until the young fledge, which encompasses their most vulnerable times

Suitable habitat and known records exist within the project boundary for the federally protected bog turtle (*Glyptemys muhlenbergii*). We are concerned about project-mediated impacts to this species that may result from construction disturbances. This species is known to occur in open, unpolluted emergent and scrub/shrub wetlands including fens, sphagnum bogs, marshy meadows, and wet pastures. The southern population of bog turtle (*Glyptemys muhlenbergii*) is federally threatened due to similarity of appearance and is therefore not subject to section 7 consultation. However, detecting and conserving novel populations of bog turtle may prevent the need for additional regulatory protections for this animal. Therefore, we encourage the Applicant to survey for this imperiled animal where its habitat occurs onsite to ensure that it is not inadvertently lost.

The federally endangered Carolina heelsplitter (*Lasmigona decorata*) historically occurred in Sugar Creek, Irwin Creek as well as Paw Creek. Current records of this species and designated critical habitats for this species occur in project receiving waters several miles downstream from the proposed project boundary². Like most freshwater mussels, this sessile filter feeder is highly sensitive to perturbations in water quality and physical habitats. Sedimentation linked to the degradation of instream and riparian habitats are among the primary threats to this species. Sedimentation may disrupt feeding, respiration, reproduction, and direct mortality of individuals. We are concerned for potential indirect impacts to this species via sediment loss and/or water quality degradation and encourage the Applicant to conduct targeted mussel surveys where suitable habitats would be affected by proposed project impacts.

Service records indicate known occurrences of the federally endangered Schweinitz's sunflower (*Helianthus schweinitzii*), as well as historical records for smooth coneflower (*Echinacea laevigata*), and Michaux's sumac (*Rhus michauxii*) within the project boundary. Additionally suitable habitat occurs, intermittently, through the proposed project, (e.g. transitional areas along forest edges, fencerows, roadsides, utility rights-of-way, etc.). Targeted surveys for these species should be conducted during the optimal survey window(s) where proposed project-mediated impacts overlap suitable habitats for these species. Survey efforts between late August and October (first frost) would span the optimal survey window for all of the plant species referenced above.

Suitable habitat may also be present onsite for the federally threatened dwarf-flowered heartleaf (*Hexastylis naniflora*). This species is known to occur along streams, hillsides, ravines, and bluffs. To ensure that this species is not inadvertently lost, targeted botanical surveys should be conducted during the optimal survey window where project-mediated impacts may alter suitable habitats within the action area¹. Members of the genus *Hexastylis* may be identified by characteristic evergreen leaves present throughout the year, but flowers are required to diagnose

2 Within these areas, the primary constituent elements include: (i) Permanent, flowing, cool, clean water; (ii) Geomorphically stable stream and river channels and banks; (iii) Pool, riffle, and run sequences within the channel; (iv) Stable substrates with no more than low amounts of fine sediment; (v) Moderate stream gradient; (vi) Periodic natural flooding; and (vii) Fish hosts, with adequate living, foraging, and spawning areas for them.

H. naniflora. The flowering window for dwarf-flowered heartleaf is typically March – May in North Carolina.

Please bear in mind that in accordance with the Act, it is the responsibility of the appropriate federal agency or its designated representative to review its activities or programs and to identify any such activities or programs that may affect endangered or threatened species or their habitats. If it is determined that the proposed activity may adversely affect any species federally listed as endangered or threatened, formal consultation with this office must be initiated.

Our habitat suitability models predict the presence of the Carolina darter (*Etheostoma collis*), Eastern creekshell (*Villosa delumbis*), and Carolina creekshell (*Villosa vaughniana*) that are known to occur in the vicinity of the Action Area. Any instream investigations should consider the presence of these species as well. These species often co-occur with Carolina heelsplitter and their presence suggest that suitable habitat may be present for this federally protected species within the proposed Action Area. While these species are not currently afforded legal protection under the Act, incorporating proactive conservation measures on their behalf may preclude the need to list them in the future. We encourage you to solicit comments from the North Carolina Wildlife Resources Commission regarding potential project-mediated impacts to state-protected natural resources.

Migratory Birds

The MBTA (16 §U.S.C. 703-712) prohibits the intentional taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Department of the Interior. To avoid impacts to migratory birds, we recommend conducting a visual inspection of any migratory bird nesting habitat within the project area during the migratory bird nesting season of March through September and avoiding impacting the nests during the migratory bird nesting season. If birds are discovered nesting near the project area during years prior to the proposed construction date, we recommend that FTA and CATS, in consultation with US Fish and Wildlife Service, develop measures to discourage birds from establishing nests within the project area by means that will not result in the take of birds or eggs; or avoid construction activities during the nesting period.

Erosion and Sedimentation Control

Construction activities near streams, rivers, and lakes have the potential to cause water pollution and stream degradation if measures to control site runoff are not properly installed and maintained. In order to effectively reduce erosion and sedimentation impacts, best management practices specific to the extent and type of construction should be designed and installed during land-disturbing activities and should be maintained until the project is complete and appropriate stormwater conveyances and vegetation are reestablished on the site.

A complete design manual, which provides extensive details and procedures for developing site-specific plans to control erosion and sediment and is consistent with the requirements of the North Carolina Sedimentation and Pollution Control Act and Administrative Rules, is available at:

<http://portal.ncdenr.org/web/lr/publications>

For maximum benefits to water quality and bank stabilization, riparian areas should be forested; however, if the areas are maintained in grass, they should not be mowed. We recommend planting disturbed areas with native riparian species. The U.S. Fish and Wildlife Service can provide information on potential sources of plant material upon request.

Stream Buffers

Natural, forested riparian buffers are critical to the health of aquatic ecosystems. They accomplish the following:

1. catch and filter runoff, thereby helping to prevent nonpoint-source pollutants from reaching streams;
2. enhance the in-stream processing of both point- and nonpoint-source pollutants;
3. act as “sponges” by absorbing runoff (which reduces the severity of floods) and by allowing runoff to infiltrate and recharge groundwater levels (which maintains stream flows during dry periods);
4. catch and help prevent excess woody debris from entering the stream and creating logjams;
5. stabilize stream banks and maintain natural channel morphology;
6. provide coarse woody debris for habitat structure and most of the dissolved organic carbon and other nutrients necessary for the aquatic food web; and
7. maintain air and water temperatures around the stream.

Forested riparian buffers (a minimum 50 feet wide along intermittent streams and 100 feet wide along perennial streams [or the full extent of the 100-year floodplain, whichever is greater]) should be created and/or maintained along all aquatic areas. Within the watersheds of streams supporting endangered aquatic species, we recommend undisturbed, forested buffers that are naturally vegetated with trees, shrubs, and herbaceous vegetation and extend a minimum of 200 feet from the banks of all perennial streams and a minimum of 100 feet from the banks of all intermittent streams, or the full extent of the 100-year floodplain, whichever is greater.) Impervious surfaces, ditches, pipes, roads, utility lines (sewer, water, gas, transmission, etc.), and other infrastructures that require maintained, cleared rights-of-way and/or compromise the functions and values of the forested buffers should not occur within these riparian areas.

Stream Crossings

In the event that the project requires stream crossings, we recommend the following:

Bridges or spanning structures should be used for all permanent roadway crossings of streams and associated wetlands. Structures should span the channel and the floodplain in order to minimize impacts to aquatic resources, allow for the movement of aquatic and terrestrial organisms, and eliminate the need to place fill in streams and floodplains.

Bridges should be designed and constructed so that no piers or bents are placed in the stream, approaches and abutments do not constrict the stream channel, and the crossing is perpendicular to the stream. Spanning some or all of the floodplain allows the stream to access its floodplain and dissipate energy during high flows and also provides for terrestrial wildlife passage. When

bank stabilization is necessary, we recommend that the use of riprap be minimized and that a riprap-free buffer zone be maintained under the bridge to allow for wildlife movement. If fill in the floodplain is necessary, floodplain culverts should be added through the fill to allow the stream access to the floodplain during high flows.

If bridges are not possible and culverts are the only option, we suggest using bottomless culverts. Bottomless culverts preserve the natural stream substrate, create less disturbance during construction and provide a more natural post-construction channel. Culverts should be sufficiently sized to mimic natural stream functions and habitats located at the crossing site; allow for water depth, volume (flow), and velocity levels that will permit aquatic organism passage; and accommodate the movement of debris and bed material during bank-full events. Widening the stream channel must be avoided.

Floodplain Development

Executive Order 11988 requires federal agencies (and their designated nonfederal representatives) to consider and protect floodplain functions. We believe the examples of flooding in this area of North Carolina highlight the importance of avoiding impacts associated with floodplain development. Therefore, we do not believe the subject project should be built in the 100-year floodplain or in any way result in the alteration of the 100-year floodplain.

If you have questions about these comments please contact Mr. Byron Hamstead of our staff at Byron_Hamstead@fws.gov. In any future correspondence concerning these projects, please reference our Log Number 20-498.

Sincerely,

Janet Mizzi
Field Supervisor

Evans, Hart

From: Mock, Andrew <amock@ci.charlotte.nc.us>
Sent: Wednesday, October 7, 2020 5:59 PM
To: Goforth, Kelly; Paschal, Susan F.
Subject: Fwd: [EXT] EPA Early Scoping Comments on the Charlotte Area Transit System LYNX Silver Line Project in Gaston and Union County, North Carolina

Sent from my iPhone

Begin forwarded message:

From: "Somerville, Amanetta" <Somerville.Amanetta@epa.gov>
Date: October 7, 2020 at 5:30:58 PM EDT
To: "Mock, Andrew" <amock@ci.charlotte.nc.us>
Cc: "Kajumba, Ntale" <Kajumba.Ntale@epa.gov>, "Buskey, Traci P." <Buskey.Traci@epa.gov>, "Somerville, Amanetta" <Somerville.Amanetta@epa.gov>
Subject: [EXT] EPA Early Scoping Comments on the Charlotte Area Transit System LYNX Silver Line Project in Gaston and Union County, North Carolina

EXTERNAL EMAIL: This email originated from the Internet. Do not click any images, links or open any attachments unless you recognize and trust the sender and know the content is safe. Please click the Phish Alert button to forward the email to Bad.Mail.

Dear Mr. Mock:

The U.S. Environmental Protection Agency (EPA) Region 4 appreciates the opportunity to provide comments on the early scoping information for the Charlotte Area Transit System LYNX Silver Line. On September 14, 2020, the North Carolina DOT held a Merger Meeting. Additionally, in September, six focus area virtual public meetings discussing the various areas of the 26-mile light rail project from the City of Belmont in Gaston County, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County were held. The EPA has reviewed the provided information and used geospatial and environmental quality data analysis tools (please see links to online databases and tools provided at the end of this email for reference) to provide the following technical comments and recommendations:

Waters of the United States:

The proposed light rail project will originate in the City of Belmont in Gaston County and traverse 26 miles through the Charlotte Metropolitan area and conclude in the Town of Matthews in Union County. Based on GIS analysis of the National Wetlands Inventory, the proposed light rail project and the various alternatives are located near lacustrine, riverine, and freshwater emergent and freshwater forested wetlands, some of which are conservation and trust lands. Additionally, the proposed project will cross the Catawba River. The EPA recommends that any contractor working on-site should use best management practices and should address any potential impacts to off-site streams and waterways. The EPA also recommends that site grading, excavation, and construction plans should include

implementable measures to prevent erosion and sediment runoff from the project site during and after construction.

Consistent with Section 404 of the Clean Water Act, the project should avoid and minimize, to the maximum extent practicable, placement of fill into jurisdictional waters of the United States, which include wetlands and streams. Please note that jurisdictional Waters of the United States can differ from Waters of the State subject to the State of North Carolina laws and regulations, which are the basis for any County issued permits. Any fill material in Waters of the United States will potentially require permit authorization from the U.S. Army Corps of Engineers (COE). Any wetland or stream losses allowed under a COE Section 404 permit should be mitigated by the applicant. This mitigation can be designed and implemented by the applicant or procured by the purchase of wetland and/or stream mitigation credits from a commercial wetland mitigation bank.

Stormwater:

The proposed light rail project will increase impervious surface area, thereby increasing stormwater runoff during times of precipitation. The EPA supports the development of a stormwater management system mentioned in the virtual public meetings. Additionally, the site grading, excavation, and construction plans should include implementable measures to prevent erosion and sediment runoff from the various project sites during and after construction.

Environmental Justice:

The proposed CATS LYNX Silver Line will occur in an area that has a statistically significant minority and low-income population. Consistent with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (<https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice>), the EPA recommends identifying residents in the project corridor that belong to these vulnerable populations and determining if they will be disproportionately and adversely impacted by the light rail development. If there are benefits for the residents that will accrue from the proposed project, we recommend incorporating that information in the NEPA document. We also recommend that the Charlotte Area Transit System, Gaston County, and Union County keep the local community informed and involved as the project moves forward.

The EPA appreciates the opportunity to submit scoping comments. If there are any questions, please feel free to contact me by phone at 404-562-9025 or via email at somerville.amanetta@epa.gov.

Links to online resources used in this analysis:

- NEPAassist: <https://www.epa.gov/nepa/nepassist>
- EJSCREEN: <https://www.epa.gov/ejscreen>
- EPA ATTAINS, Water Quality Assessment and TMDL Information: https://ofmpub.epa.gov/waters10/attains_index.home
- FWS Wetlands Mapper: <https://www.fws.gov/wetlands/Data/Mapper.html>

Amanetta Somerville
U.S. Environmental Protection Agency Region 4
61 Forsyth Street SW. Atlanta, Ga 30303
National Environmental Policy Act Section
Strategic Programs Office
Phone: 404-562-9025
E-mail: somerville.amanetta@epa.gov

APPENDIX E.2 – PUBLIC LETTERS (EMAIL, PHONE, AND MAIL)

Evans, Hart

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Thursday, September 17, 2020 10:59 AM
To: jwwithrow1948@gmail.com
Subject: LYNX Silver Line follow-up

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Withrow,

It was a pleasure talking with you earlier. As I mentioned on the phone, please visit: <https://wspgeo.maps.arcgis.com/apps/MapSeries/index.html?appid=6602e63866cd4bff82777219063603d> and select the LYNX Silver Line: Alignment Options tab to see the interactive map of the alignment. This will show the different options we are considering and the pros and cons for each. Please be sure to provide your comments on the project.

If you can, I would also encourage you to tune into our upcoming live virtual meetings. On Thursday, September 24, 2020, 5:30 p.m., we will cover Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine). The project team will talk over the alignment options in that area. That might give you an idea as to what the project could look like in that area. Visit <https://charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx#meetings> for more information on how to watch that meeting and others. I've included area 5 meeting info below:

* **Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine)**, Thursday, September 24, 2020, 5:30 p.m. , Youtube Link: <https://youtu.be/cTGkzh7P54Q>

Phone Number: US: +1 646-558-8656 Webinar ID: 819 6947 0303 Passcode: 701367

I hope this information helps. Also, we are always looking for the opportunity to present this information to your board members and/or any neighboring communities and associations. If this is something you would like to do, please let me know and we can set something up!

My information is below. Please don't hesitate to reach out to me with any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943
Media Line: (980) 722-0311

Evans, Hart

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Monday, September 21, 2020 10:19 AM
To: Jerry Withrow
Cc: Rubrecht, Genevieve; Howard, John
Subject: RE: [EXT] Re: LYNX Silver Line follow-up

Thank you!

I will make sure your comments are included!

Thanks!
-APoole

From: Jerry Withrow <jwwithrow1948@gmail.com>
Sent: Friday, September 18, 2020 9:35 PM
To: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Subject: [EXT] Re: LYNX Silver Line follow-up

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Thank you for the information! The interactive map was exactly what I was looking for.

I would think Boyer Street would be a good place for a stop. Good access to Wilkinson Blvd.
Jerry Withrow

On Thu, Sep 17, 2020 at 10:58 AM Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us> wrote:

Mr. Withrow,

It was a pleasure talking with you earlier. As I mentioned on the phone, please visit: <https://wspgeo.maps.arcgis.com/apps/MapSeries/index.html?appid=6602e63866cd4bff82777219063603d> and select the LYNX Silver Line: Alignment Options tab to see the interactive map of the alignment. This will show the different options we are considering and the pros and cons for each. Please be sure to provide your comments on the project.

If you can, I would also encourage you to tune into our upcoming live virtual meetings. On Thursday, September 24, 2020, 5:30 p.m., we will cover Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine). The project team will talk over the alignment options in that area. That might give you an idea as to what the project could look like in that area. Visit <https://charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx#meetings> for more information on how to watch that meeting and others. I've included area 5 meeting info below:

* **Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine)**, Thursday, September 24, 2020, 5:30 p.m. , Youtube Link: <https://youtu.be/cTGkzh7P54Q>

Phone Number: US: +1 646-558-8656 Webinar ID: 819 6947 0303 Passcode: 701367

I hope this information helps. Also, we are always looking for the opportunity to present this information to your board members and/or any neighboring communities and associations. If this is something you would like to do, please let me know and we can set something up!

My information is below. Please don't hesitate to reach out to me with any questions.

Thank you,

Ajonelle Poole

Public and Community Relations Specialist

[Charlotte Area Transit System](#)

Cell: (980) 307-9943

Media Line: (980) 722-0311



October 7, 2020

Mr. John M. Lewis Jr.
Chief Executive Officer
Charlotte Area Transit System
600 East 4th Street
Charlotte, NC 28202
john.lewis@charlottenc.gov

Dear Mr. Lewis:

The CATS Silver Line is strongly supported by residents of the MoRA community and, by expanding development of mass transit, the City of Charlotte will serve the residents of this corridor as the Blue Line has along its corridor. As a grass roots community organization devoted to shaping the rebirth of Monroe Road, MoRA has closely followed planning for the Silver Line. Light rail, along with related bus, pedestrian, and cycling improvements, presents a landmark opportunity to expand transportation options, promote economic opportunity, and enhance social equity.

However, you will see below that we have serious concerns about some of the alignment options recently discussed for the Silver Line, given their potential to restrict redevelopment prospects in the Monroe Road corridor rather than enhance those prospects. We would like to request another meeting with CATS representatives to further discuss our concerns.

MoRA commends your team's hard work to gauge public attitudes toward potential Silver Line alignments. MoRA residents and businesses as well as MoRA representatives participated in last month's Silver Line Virtual Public Meetings. After careful deliberation, we (Monroe Road Advocates) have developed the following observations and recommendations regarding the options between Charlottetowne Avenue and Interstate 485 –in and near the Monroe Road corridor.

Charlottetowne Ave. to Idlewild Rd.

We strongly urge CATS to forego Option 2 and follow either the Locally Preferred Alternative or Option 1.

We envision either the LPA or Option 1 driving development of a vibrant, highly walkable community that offers the Silver Line on one side and Monroe Road on the other, with many connections in between. The Bojangles Coliseum-Ovens Auditorium complex is a logical centerpiece.

On the other hand, as your staff acknowledged during the September 22 Virtual Public Meeting, Option 2 would eliminate many opportunities for transit-oriented development along and near Monroe Road. Even with a pedestrian bridge linking a Silver Line station to Bojangles-Ovens, we see Independence Boulevard being a “moat” between the Monroe Road corridor and the transit line, greatly discouraging transit-oriented development. Pedestrian and bicycle access to the Silver Line from the Monroe Road corridor would be greatly complicated.

CATS says Option 2 would reduce travel times, but so far has provided no specifics. Surely, the savings would be relatively small, far outweighed by significantly greater economic development opportunities via the LPA or Option 1. Also, the Gold Line's extension along Central Avenue should provide its own redevelopment boost for the other side of Independence Boulevard.

Idlewild Rd. to Just South of I-485 at CPCC Levine

We strongly recommend against Transition Options 1B and 1C. In this area the Silver Line's promotion of Monroe Road revitalization can be most direct, even with the potential challenges of all options. Reconstruction of Monroe Road indeed will be expensive and bring disruptions. We also understand the issues of residential displacement and an at-grade station vs aerial.

However, effectively leveraging Monroe Road as an economic engine for our community demands a significant Silver Line presence along the road itself. Both 1B and 1C would bypass a key stretch of Monroe Road, passing through areas where no similar economic development potential appears likely. We also are concerned about the likely negative impacts of 1B on McAlpine Creek Park – a valued environmental and recreational asset.

At this point, we are unclear on whether the LPA or Option 1A offers the better transition course. In the September 24 Virtual Public Meeting, your staff was vague about the details of potential impacts. We definitely need more complete information about the implications of those alternatives before deciding which is preferable. For example, there is significant naturally occurring affordable housing along the LPA. If plans were in place to ensure continued, robust, affordable housing for those most in need (including households at 50% AMI and below), then concerns about residential relocation along the LPA might be significantly mitigated. Ensuring a stable source of affordable and workforce housing along the Silver Line is one.

To continue the Silver Line beyond McAlpine Creek, we unequivocally favor the LPA along Monroe Road until the approach into Matthews. This creates opportunities for a continuous stretch of transit-oriented development that also benefits from being on a major arterial roadway for well over one mile. Shifting to the CSX corridor might create limited TOD opportunities, but those developments would not have direct auto access to Monroe Road. Also, during the September 24 Virtual Public Meeting, the CATS staff acknowledged that the below-grade CSX alignment presents access challenges and that forging a right-of-way agreement with CSX could considerably increase this project's complexity.

Final Observations

As MoRA representatives and others monitored the Virtual Public Meetings, numerous requests for details or clarification emerged. CATS representatives said those details could only be provided after further study. We had hoped that, based on information learned from the two Blue Line projects, we would have been offered perhaps a 'cheapest to most expensive' indication for the options -- or a rough cost of track installation per mile, or property acquisition costs based on tax assessed values.

Our observations in this letter would have benefitted from that deeper degree of detail. The Silver Line will be a transformative project for both MoRA and the City as a whole. We encourage CATS to analyze all options as thoroughly as possible and continue to engage in discussions with stakeholders along the Silver Line corridor before finalizing its route.

Mr. John Lewis
Page 3

We very much appreciate what CATS has done to reach this level of detail in Silver Line planning. We hope that MoRA's views will be considered and further sought out in developing the final plan for public approval of the Silver Line. Representatives of MoRA will be happy to discuss our views in greater detail with you and your staff – we believe numerous key questions need to be answered before a final alignment is presented to the Metropolitan Transit Commission.

Sincerely,



Kathy Hill
Board Chair
kathy@moract.org

CC : Ajonelle Poole (CATS) – LYNXSilverLine@publicinput.com
Mayor Vi Lyles – mayor@charlottenc.gov
Mayor Pro Tem Julie Eiselt – Julie.Eiselt@charlottenc.gov
Council Member Matt Newton – Matt.Newton@charlottenc.gov
Jason Lawrence (CATS) – JLawrence@ci.charlotte.nc.us

Evans, Hart

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Thursday, October 8, 2020 12:16 PM
To: Bill Sondericker
Subject: RE: [EXT] LYNX Silverline - Southeast Corridor

Mr. Sondericker,

I understand your concerns about the project and the potential impacts. Please keep in mind that we are in the beginning stages of design for the LYNX Silver Line project and the exact alignment is still under refinement. We are also several years away from any type of construction or construction plans.

Please visit our Online Open House

(<https://wspgeo.maps.arcgis.com/apps/MapSeries/index.html?appid=6602e63866cd4bff82777219063603d>) and click on the LYNX Silver Line: Alignment Options tab. There you will find our interactive map and can zoom-in and move the map around your desired area of interest. This should provide you with some more information about the possible alignment options around the property.

As a note, the Online Open House webpage will discontinue after October 14.

I hope this information helps. Please let me know if you have any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
Charlotte Area Transit System
Cell: (980) 307-9943
Media Line: (980) 722-0311

From: Bill Sondericker <bsondericker@glazer.com>
Sent: Thursday, October 8, 2020 11:56 AM
To: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Subject: [EXT] LYNX Silverline - Southeast Corridor

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Hi Ajonelle, hope you are well. Can you let me what impact the above project will have on the property located at 5622 East Independence Boulevard?

Thank you.

Bill Sondericker



270 Commerce Drive
Rochester, NY, 14623
(585) 359-3000 Office



This communication and all information contained in it is confidential and is only intended to be viewed by the addressee. This communication does not form any contractual obligation on behalf of the sender or the sender's employer, or the employer's parent company, affiliates or subsidiaries.

CHARLOTTE

PIPE AND FOUNDRY COMPANY

October 14, 2020

Mr. Andy Mock
Sr. Project Manager for LYNX Silver Line
CATS – City of Charlotte
600 E. Fourth Street
Charlotte, NC 28207

Dear Andy,

As President of Charlotte Pipe and Foundry Company, I recently joined our real estate services team to view your very thorough virtual presentation regarding the LYNX Silver Line alignment options (CATS preferred option “SL LPA (CC1-1)” attached). We appreciate your acknowledgement that once Charlotte Pipe relocates its current foundry operations, our 55 acres (approximately) will present a unique opportunity to transform this area into a vibrant mixed-use district. We also appreciate the opportunity to provide input regarding the alignment alternatives relating to the Silver Line Focus Area 3.

As you may know, Charlotte Pipe’s 55 acres is comprised of two parcels. We own 31 acres to the north of I-277 fronting West Morehead Street, and to the south of I-277 we own 24 acres. Local economic development agencies and large national real estate firms have acknowledged the property as one of the most attractive sites in the country for economic recruitment and development.

After discussing your presentation with our team, and in response to your request for feedback, our Company’s preference is the Silver Line route that runs parallel to the Norfolk and Southern rail line as shown on the attached “SL (CC1-5)” diagram. We prefer this alignment for the following reasons:

1. This route, as Andy Mock noted in his presentation, is a much straighter alignment allowing for greater train speed between stations.
2. This alternative allows for two adequately distanced stations, one at Morehead and one slightly north of Summit Avenue. These stations will serve our current property, the Gold District, and several neighborhoods such as Wilmore. We would like to work closely with CATS on the location of these two stations. We believe there is a greater opportunity for transit use and development for the northern station to be located closer to the Morehead Street crossing. With regards to the southern station, we believe the suggested location would greatly limit development of the southern land area. Our initial thought would be to push this station south of Summit Avenue where the railroad tracks

straighten in order to make it nearer to the existing Norfolk and Southern railroad. This would also create better spacing between the two stations. We believe this will serve the existing Wesley Heights/South End community better as well as allow for maximum development potential by keeping the CATS right of way parallel and closer to the existing right of way.

3. We believe there are opportunities to share and to minimize the right of way with the existing Norfolk Southern alignment that will provide more land for economic development, and we would like to work with you to explore this opportunity.
4. The Morehead station illustrated in the alternative appears to provide outstanding access to multiple properties in the area both east and west of the station along Morehead as well as having excellent proximity to the Bank of America football and soccer stadium.
5. We believe it is critical to keep the Summit Avenue connection intact to preserve mobility options and vital access to I-77, our property, and the broader southern district.
6. This alignment allows for an extension of the "Rail Trail" in a direct, linear, and practical way.
7. Our team favors Ed McKinney's idea of using Carson Street as a connector street rather than an I-277 off ramp (see note on the "SL (CC1-5)" plan attached).
8. There is a new and very important street connection opportunity between Graham and Cedar Streets enhancing connectivity to both areas in a north/south direction.
9. This alignment preserves our property as a relocation option for a future stadium.
10. The current "Preferred Alignment" proposes three stations and requires several curves that may not be as optimal as the "SL Alternate" plan.

Our second preference is the "SL LPA Shift" plan (attached). We do recognize that this alternative takes more of our property than our preferred route. However, we appreciate that the "SL LPA Shift" plan does have benefits such as:

1. Preserves the stadium option on our property.
2. Although it takes more right of way, it would still allow for desirable densities of commercial mixed-use development on our property.
3. Provides a better alignment through the Blackmon property allowing for the possibility of future density on that site.
4. At-grade street crossing at McNinch Street adds interconnectivity north and south and to the neighborhoods.

Our team and I are happy to discuss our thoughts regarding routing preferences at your convenience. Thank you very much for all you do for the citizens of Charlotte and our community. I look forward to staying in touch.

Best Regards,



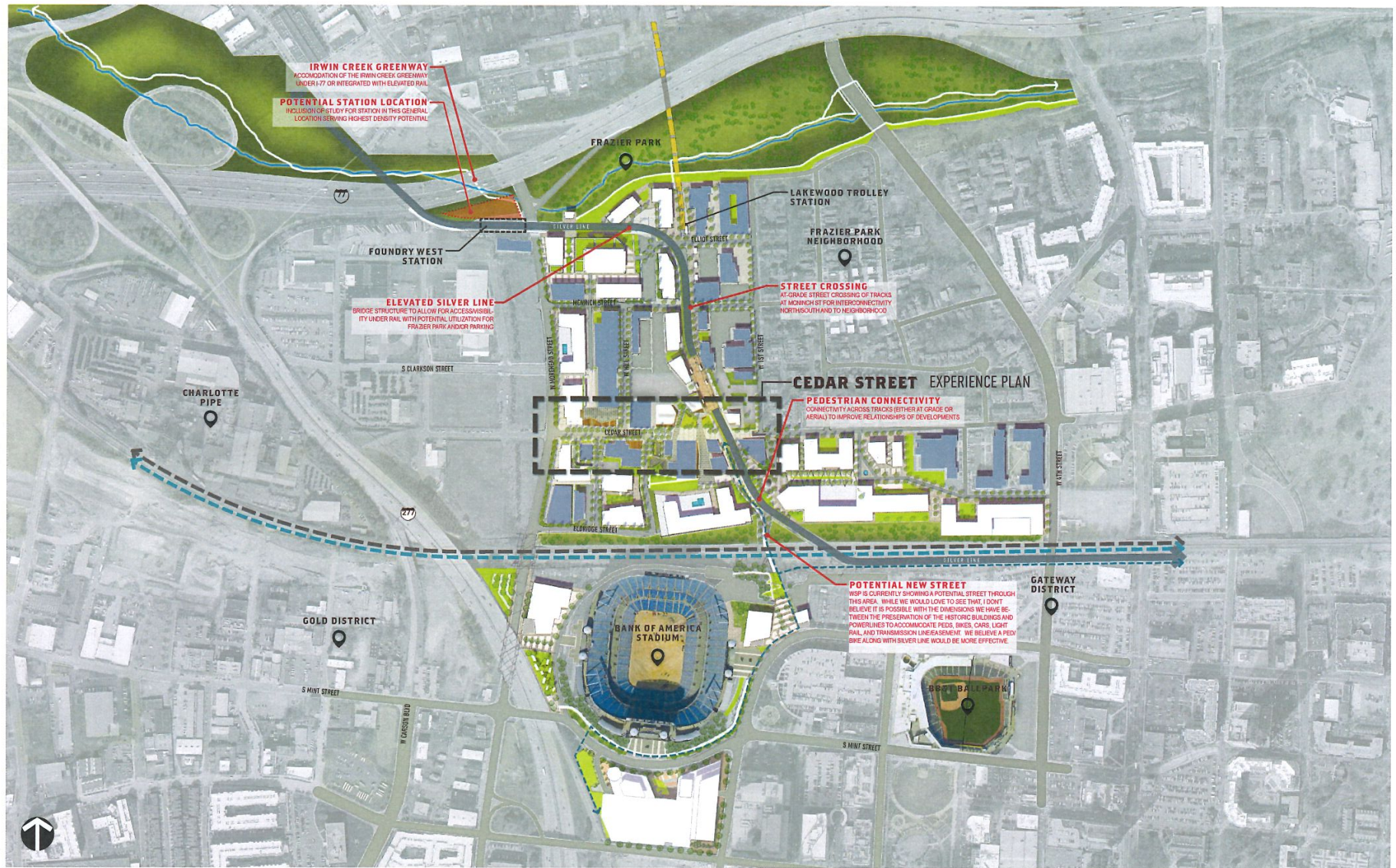
Hooper Hardison
President

cc: Tracy Dodson
Taiwo Jaiyeoba
John Lewis
Ed McKinney
Ajonelle Poole

Enclosures: SL LPA (CC1-1)
SL (CC1-5)
SL LPA Shift







MOREHEAD/CEDEAR DISTRICT VISION PLAN CHARLOTTE, NC • SL LPA SHIFT
PN 1018313 | 01.28.2020 | SCALE: 1"= 200'

Evans, Hart

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Friday, October 16, 2020 2:14 PM
To: Lanetria Walker
Subject: RE: Silver Lynx Line

Hello Ms. Walker,

I understand your concerns about the project and the potential impacts. Please keep in mind that we are in the beginning stages of design for the LYNX Silver Line project and the exact alignment is still under refinement. We are also several years away from any type of construction or construction plans.

I encourage you to visit our Online Open House (<https://wspgeo.maps.arcgis.com/apps/MapSeries/index.html?appid=6602e63866cd4bff82777219063603d>) and click on the LYNX Silver Line: Alignment Options tab. You will be able to interact/zoom/ move around the map around your desired area of interest.

I would also encourage you to tune to watch our virtual public meeting Focus 5 video. The project team gave a presentation of the alignment options in that area. You can view it here: <https://www.youtube.com/watch?v=cTGkzh7P54Q>

I hope this information helps. Please let me know if you have any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
Charlotte Area Transit System
Cell: (980) 307-9943
Media Line: (980) 722-0311

From: Lanetria Walker <lanetriaw@yahoo.com>
Sent: Friday, October 16, 2020 1:18 PM
To: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Subject: [EXT] [Possible Scam Fraud]Silver Lynx Line

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WARNING: Your email security system has determined the message below may be a potential threat.

The sender may trick victims into passing bad checks on their behalf.

If you do not know the sender or cannot verify the integrity of the message, please do not respond or click on links in the message. Depending on the security settings, clickable URLs may have been modified to provide additional security.

Hi Ajonelle,

My name is Netra. I live in the Village Lake area of Charlotte. I'm interested in any information you have on the impact the Silver Lynx line will have on the Village Lake area. Particularly, how will property lines/values be affected?

Thank you for your time ☐

1. Where will the LYNX Silver Line Station be located in Belmont at Park Street and Wilkinson Boulevard?
2. What is the possibility of the LYNX Silver Line being extended in Belmont past Park Street to Main Street to meet up with the downtown trolley that is going to run from Belmont Abbey College to downtown Belmont?
3. If the LYNX Silver Line runs down the center of Wilkinson Boulevard in Belmont or Gaston County, how much land will be needed on each side of Wilkinson Boulevard LYNX?
4. If the LYNX Silver Line runs down the north side of Wilkinson Boulevard in Belmont or Gaston County, how much land will be needed on the north side of Wilkinson Boulevard for the LYNX?
5. If the LYNX Silver Line runs down the south side of Wilkinson Boulevard in Belmont or Gaston County, how much land will be needed on the south side of Wilkinson Boulevard for the LYNX?
6. How much property will be needed in Belmont or Gaston County for the LYNX Silver Line?
7. Our property is located in front of Walmart and Lowe's Home Improvement in Belmont on the north side of Wilkinson Boulevard, how much of our property will be needed if the LYNX Silver Line is extended to go in front of our business?

1. Where will the LYNX Silver Line Station be located near W. Morehead Street and Wilkinson Boulevard in Charlotte?
2. If the LYNX Silver Line runs down the center of Wilkinson Boulevard near W. Morehead Street in Charlotte, how much land will be needed on each side of Wilkinson Boulevard?
3. If the LYNX Silver Line runs down the north side of Wilkinson Boulevard near W. Morehead Street in Charlotte, how much land will be needed on the north side of Wilkinson Boulevard?
4. If the LYNX Silver Line runs down the south side of Wilkinson Boulevard near W. Morehead Street in Charlotte, how much land will be needed on the south side of Wilkinson Boulevard?
5. Our property is located at 2329 Wilkinson Boulevard in Charlotte, Parcel ID #11901108. How much of our property is going to be needed for the LYNX Silver Line if goes down the center of Wilkinson Boulevard near W. Morehead Street?

Text

I found your contact details LYNXSilverLine@publicinput.com, and I feel that our services beneficial to you.

Our research team figured out that you are a B2B company. I was wondering if you might be interested in our Proprietary Email Marketing service to generate leads for your business.

You can SAVE UPTO 75%, compared to other marketing avenues. If you are B2B, we can guarantee:

- ◆ 5x better results.
- ◆ Much cheaper than AdWords, Social Media Ads.
- ◆ Better Lead Quality.
- ◆ Immediate turnaround time.
- ◆ 1 Week paid-trial to prove all our claims!

Please let me know if above mentioned information interests you so that we can discuss further.

Look forward to hear from you soon

Thanks &Regards,

Unfortunately, I have a previous commitment the night of the discussion for Focus Area 2 and will not be able to attend. I am very interested in how the light rail will be tying into Charlotte Douglas Airport to the actual facility itself. I have seen on the news that the airport is overhauling the front lobby over the next several years. Will that include accommodations for the a light rail station? It certainly would be disappointing if there was not a station at the airport created during the lobby upgrade.

If there will not be a station, how will the light get to the airport? For me, it would be excessive to run a shuttle from a light rail station to the airport, more so if it did not have its own designated lanes. Traffic at the airport is already horrendous. Adding more vehicles, especially during peak times, would not be the best idea going forward. Any information that you could share would be greatly appreciated.

Thank you for your time.

I've been wanting this for a long time. Charlotte is growing so fast we need this to keep up. !!!!!

As a Strategic Advisor to the Charlotte 2040 Planning Committee, I would like to express some valid concerns that you need to consider when placing these Lightrail stops, especially near hospitals.

Having attempted to use the Lynx Blue Line to stop at University Hospital, it brought me to a conclusion. The distance for handicapped and disabled to have to travel was not considered at this or any other stop to date in the Lynx system. Anyone elderly or disabled is going to have trouble going any distances without getting tired or needing to sit down. The stop at University embarks and exits before the hospital at the intersection of N Tryon and W.T. Harris. Imagine someone sick or injured and needing the Emergency Room Services trying to maneuver the traffic and passerbys? It's just simply impossible and if not for Lyft I would have been stuck in the cold snow showers as well. I realize your engineers have all the requirements of the American's With Disability Act incorporated within their building, but the stops from where they embark and exit need to take into consideration the services or business that the passenger may be attempting to use.

I have Myalgic Encephalo-Myelitis and this is the same disease that many who have experienced COVID19 are feeling and they label it COVID19 Fatigue.

It's scientific term is Myalgic Encephalo-Myelitis and it eats at your energy stores every little step you take. There's already millions that have it and it's not been readily studied due to lack of funding for the disease. I cannot imagine how many more will be added once this pandemic is said and done. So there will be more like me in Charlotte by the time this comes together with the local CDC working on it's study. My illness and physical barriers are but two situations that make USE of

the Lightrail and Cats Transportation a hindrance and barrier to myself and others. Since you're in the planning stages PLEASE remember those with visible and invisible disabilities and try to curb the errors that are presently occurring with the new layout and extensions.

Hello,

Particularly interested in Focus Area 5 as my primary residence is located in Woodberry Forest which is slated to be impacted given the current path of the rail.

Thank you,

I am a partial Native American who is also a Native Charlottean who was happy there until racial violence and the safety of my child became a daily concern for a single, unarmed ,mother.

The light rail you placed down the center of South Boulevard has made it such a nightmare to navigate that most family oriented businesses have left the area. I myself have so many problems finding a place to turn or a reason to go there, and I've avoided the area for so long, there is no longer any reason to visit this area, that was once a thriving community.

I lived near N. Tryon street for most of my childhood, but sadly my extended family has chosen to escape this area due to the high crime, transients and squalor which have overtaken all attempts to revive the region.

I have worked on N. Tryon street for the last 23 years, so I have watched as you finished destroying the last remnants of the small town feel which once made N. Tryon street , my community. I have been forced to endure the devastation your construction has done to the local wildlife and populace . I have been stuck in traffic for hours as wrecks, traffic jams, murders and vagrants have overrun the region so far, for so long, that I will soon be forced out of the area along with any other honest hardworking blue collar individuals . Only the largest companies with the most dishonest practices are able to endure the taxes and hardships you have placed on my real home.

I bought a house, and moved to Belmont 18 years ago to get away from the traffic , crime and gangs which have plagued Charlotte for far too long. With this move for my safety, I have commuted to my job on N. Tryon Street every day praying that I can somehow escape back to the quiet country life, for a few hours, tonight. Belmont has become the only place that I feel safe from vagrants and drug fiends wandering the streets all night looking for something to take or some mischief to get into .

(Continued) Now you want to know how the general population feels about connecting Belmont with everything else your train has destroyed...

Well, " Progress" has polluted the Catawba River so badly that no one can wade, swim, or eat the fish, but it has distanced us somewhat from transporting the public to here. The ruralness of this area along with the lack of roads and transportation across, have been the only saving grace for this region. I am harassed daily by developers who want to cheat me out of my little piece of heaven so that they can develop it, and eventually this area can become slums also, just like you did for Charlotte, my last home that I was forced to flee from .

I feel safe here for the first time in my life because you do not bus gang members here at all hours of the day or night. The taxes here are fairly high, but nothing like what you did by rerouting traffic so badly that smaller businesses were run out of the area like you did for S. Boulevard and N. Tryon street.

Wouldn't it be nice if you spent some time and effort cleaning up the area and quit accommodating vagrants with hand outs and thieves with transportation. Any one who needs to go somewhere should be able to afford a taxi or Uber without the chance to spread viruses or plague, within mass public transportation . Haven't you learned anything about bad decisions from the subway system of New York?

I am opposed to this if it is using tax payer money. I don't believe it will pay for itself. The high percentage of people in Charlotte will never use it and I do not think this has been reviewed as to the real need for it. Who is going to make money off of it being installed??

Seem more of a keep up with other big cities as to using real common sense.

If there is a vote for it or not for it. I vote no no.

Our leaders in this city are really out of touch with so many things. I know it is a hard job and such but money and power are driving so much in way of what to do and not do. It is really bad, considering we have such a nice city and area in the country.

The last property tax increase was a real shame. So unfair and for our officials, who we pay, to do some of the things involved in how and what they did is a shame.

thank
you

We are residents of Plaza Midwood and strong supporters of anything - such as public transportation - that contributes to a greener environment for Charlotte. We love that our neighborhood will have access to the Silver Line and will most definitely use it.

Thank you!

Just 2 questions:

Where is the proposed station at Galleria? I don't know of any space near there to accommodate any of the necessary infrastructure.

Is there a proposed time line for construction? Just roughly. At which end would construction begin etc.

Thanks,

At this point, are you able to say which side of Hwy. 74 the line will be running on?

I have property at:

Billy Graham and Hwy 74

Hwy 74 and Remount

Old Monroe Road near Levine CPCC.

Thanks,

Thoughts

1) Stops should be synched with where people are and where they need to go. With that premise it seems as people would need to travel to CPCC Levine and Novant Matthews but there seems to be almost no need for a stop at Monroe and 51. That location has limited businesses within walking distance. That location is too congested with cars for a train stop. (It is my theory that these drivers are not likely to convert to using the train on a regular basis as 51 is a major East- West connector.)

2) Too many stops on the line slows down the speed to get to Charlotte for workers using the train. How many people are really going to access the train at the Sportsplex or at the Galleria? The cost of the extra stops outweighs the limited benefits gained. (Time in transit is a major factor to using the train vs driving uptown.)

3) The center bus lane on Independence is under utilized and wasted space. It should be extended to out to CPCC Levine and converted to house the Silver Line on the East side. This

is going to be a very expensive project that needs to come close to covering costs to build and maintain, it should use existing land and have just the absolutely necessary stops.

Hi, I am very excited about the idea of travelling Charlotte on the Lynx. I live close to downtown. A map with the nearby parking spaces for each station would be helpful and instructions of how to pay for the ride beforehand would be nice. If I could see a picture of the machine where you pay beforehand I have to pay it would help...or instructions.

When I moved to Charlotte three years ago I was amazed that there were so few options in Public Transportation. I live on Nolley Court very near to the Charlotte/Matthews Line and the Galleria stop would be perfect for me. To get to the airport I had to use private transportation which was expensive. I would not be able to give up my car even if I wanted to do so. I am a senior citizen and I am not disabled and therefore cannot take advantage of that little bus that I see occasionally.

If Charlotte wants to become a first class city then it has to develop public transportation! I have lived in Paris, London, New York, San Francisco and Boston and without question, Charlotte is the hardest city to get around in unless you have a car.

Nobody wants your train all it does is suck up tax money and it will never pay for itself
That is so smart let's build something that cost money and will never pay for itself

Good afternoon. Could you tell me an approximate time when focus area 1 would be complete?

I am a regular rider on the Blue.
I just want to chime in what I think many others want: Completing the Silver Line from where it connects to the Blue Line all the way to the Airport should be a top priority.
Airport parking is expensive, especially if you are gone for several days. I think this would easily become the most heavily traveled section of either line. Many other cities have this kind of connection and I think this would
Think it is a great idea to have Rail come to Indian trail!!! Would be great asset for area.

Hello,
As newer homeowners in the Stallings area of Union County, my husband and I are very against having a CATS line built in our area. We specifically purchased outside of Mecklenburg County, in an area away from the city and are uninterested in the inevitable tax raise (increased security needs, maintenance) that will accompany this infrastructure, as well as personal and community safety issues that will inevitably arise. We will be present for the meeting on the 29th and will be needing answers as to these concerns.
Thank you,

I support the Silver Line expansion from Belmont to Mathews. Where do I find the survey on this subject?

Sent from Mail<<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10

Dear Planning committee,

I hope that you will consider extending the Light rail system into Union County to help alleviate some of the congestion as well as enable people to reduce their dependency on cars.

Our transportation needs in the future need to be holistic in nature...not just cars and busses and trains, but bikes and sidewalks as well...

Hi,

I was wondering if the central alignment through a tunnel is dead? I understand that it was much more expensive, but it seems that alignment along side a highway is a mistake many cities have made and the usefulness will suffer. I believe that the Trade St. alignment was nixed in order to not nullify the streetcar investment, but the streetcar was not well thought out and ridership shows that here as well as in other cities. We will not get a "do over" with this alignment. It'll handicap the system for a 100 years, why be "cheap-skates" when we know that a functional alignment will more than pay for its self, even if it cost much more. If the

The Silver Line is not being run properly; the area in Belmont, at 274/74 is already a congested mess, to put a stop there will make the area a disaster. Putting a stop at Sam Wilson is too close to the 485 stop; the Sam Wilson stop should be closer to Moores Chapel Rd

To whom it may concern,

I have attached a file with some questions concerning the LYNX Silver Line coming to Belmont/Gaston County. Please see attached file.

Thank you

To whom it may concern,

What is the projected date when the LYNX Silver Line Area 1 project will begin in Belmont or Gaston County?
Thanks,

I hope there will be a light rail stop near the Independence branch public library at Monroe Road and Conference Drive. I tutor adults at that library and often they have transportation problems — no car, irregular schedules. Having a Silver Line stop would make it easier for such disadvantaged residents to get to the library to look for jobs, take classes, check out books, etc.

Thanks,

single-track light rail service to Gastonia and Mount Holly?

Hello, I live in the Monroe Rd/ Covedale neighborhood and I'd like to know two things about the proposed Monroe Rd lynx system:

1. What will the overlap between the existing train track bridge over Monroe Rd. and your Lynx system look like?

Connecting Belmont to the Lynx line would be great! I would definitely use it!

Hello all.

Anything that improves public transport goes in the good column. Where I am massively disappointed is the airport station isn't physically in the airport. What makes the situation doubly sad is that the ground level of the airport is currently under construction. If the 2 parties had gotten together there should have been a plan in place to have a lynx station built inside or near the airport parking garage. Seattle, Portland OR, San Francisco, Phoenix, Chicago, Philadelphia, Washington DC. It was doable and you didn't do it.

Thanks for listening and have a great day.

Sent from my Sprint Samsung Galaxy S10e.

To whom it may concern,

Our business property sets in front of Walmart and Lowe's Home Improvement in Belmont. Our Gaston County Parcel # is 186148. This is a small family business and will be mine and my wife's retirement income. We would like to know if a Lynx Silver Line Station is projected to be located near us? We would also like to know if the LYNX Silver Line comes in front of our business down the center of Wilkinson Boulevard, how much of our land

To Whom It May Concern,

Please see attached file of questions.

Thanks

I want to say thank you for opening this up to public comments.

I watched the virtual online meeting tonight along with several of my friends who live in or near Belmont.

I live right off the Wilkinson/Morris Field intersection and I am very interested in what is being planned for our neighborhood.

A little helpful advice, throughout the whole video and meeting, I had a hard time, in spots, understanding our main guy Andy. I am retired but my hearing is fine.

We appreciate you, Andy, and all your hard work, don't get the wrong idea, but please slow down your words and pronounce them so that we can understand what you are saying. Most of us are not familiar with some of the terms and abbreviations that you use. For example: TOD- Transfer O#*## Development? And others.

Some of this may be important and will impact our future.

Sorry Andy, please just slow down a little and enunciate a little more clearly for the future.

And could you please show a separate PowerPoint slide to clearly point out the website link(s) to go to for information. It is important to us. I did see you did that at the end.

Thank you so much!

Great work!

I own property in Matthews, NC. My property is on the south side of E. John Street right where the extension of McKee Road will cross E. John Street...once it is done.

I would vote to have the Silver line run along E. John Street on its way to Indian Trail. That would make the line more accessible to the residential areas along E. John Street. and Eastwood Forest.

Hello,

I am considering moving to Charlotte, and I can tell you that I would be much more likely to settle there if this line does get built.

This message may contain confidential and privileged information. If it has been sent to you in error, please reply

First of all, thank you to everyone who is making this project a reality.
You are all heroes!

Now, my one comment is *regarding the proposed at-grade intersection of the Silver line and Blue line:*

While that would save money at first, it would be a long-term disaster, as it would impede higher frequencies for *both* lines in perpetuity.

Also, it is forgetting that *this junction* - NOT Gateway Station - will be *the signature station* in the entire CATS network! Gateway will be utilitarian, and absolutely necessary for wrangling together multiple modes of transit. However, the Silver/Blue line junction will be the most ACCESSIBLE, and POPULAR junction because of:

- 1) The excitement that LRT (not any other mode) generates from people: The "hype" from LRT is real, and is a crucial component we can't dismiss.
- 2) The untapped potential of First Ward as a functional urban neighborhood: Gateway will be, by nature, very cluttered, transient, and metropolitan in nature. As it should be! Whereas First Ward will be a DESTINATION of fun things for people to visit.

The extra infrastructure and cost of separation these two lines is critical to optimising the CATS network's future, and being able to show the community that it was not a waste.

If we need to cut costs, then there are many grade-separations we can cut before we do so for this junction.

Good morning, I received a pamphlet in the mail on Friday but the date scheduled for my section of Wilkinson Blvd had already passed before I received the pamphlet. I would like to speak with someone regarding the Focus Area 1. I live at and this rail is going to have a drastic effect on my home and property.

I live in Sardis Forest neighborhood, which is very close to the Galleria.
In the Red Focus Area meeting on Thursday, can you supply the location of the Galleria Station or what building is currently located in this future station site?
Thanks!

<p>Could the alignment be through downtown rather than going north of downtown? For example, from Morehead or Cedar change the alignment to go across downtownon Stonewall or another street (maybe a few blocks elevated) to Central or another location so that people could get on and off the train downtown rather than connecting at 11th Street with the Blue Line to go to downtown? I was glad to hear in today's presentation that there will be a people mover from the airportstation to the terminal. Thank you.</p>
<p>We live on the south end and work at the airport. The sprinter is nice but light rail would be much better.</p> <p>Sent from my iPad</p>
<p>Hello, I'd like to share the alignment options with neighbors for this focus area. Is there a survey and interactive comment map available specifically for focus area 4? Or a way to share alignment options for only focus area 4?</p> <p>Thank you,</p>
<p>connect between them ?</p> <p>Thanks,</p>
<p>Totally against any more rail transit in Charlotte area. Huge expense for very little return. Rail service that's</p>

First, I want to say I am very impressed with the proposed alternatives to the original LGA for the Silver Line. I have watched all of the live meetings via YouTube, and I appreciate the efforts to include public comments. During the presentation of alternatives for the segment (#3) through Uptown, Andy Mock commented that one reason for considering the semi-tunneling of the line along 11th Street is because there has to be a transfer point between the Blue and Silver lines, for maintenance, etc., thus having the lines at the same elevation. I believe there is a solution to this problem, that allows what most everyone wants: an important (or "signature") transfer station between the Silver and Blue lines for passengers that does not impede the speed or schedules of either line due to an at-same-grade track crossing.

If the Silver Line is at ground level along 11th Street, and shifts north of 277 before the highway's turn to the south, the light rail line will run adjacent to Alexander Park, which is what I believe is the solution:

*Route a spur (likely elevated) connecting the Silver Line and Blue Line through Alexander Park and onto the north side of the rail right of way on the north side of the park, which runs just south of 13th Street. **Then de-commission 13th Street, which is not fully contiguous, and the spur connecting the Silver and Blue lines could run mostly at ground level along the 13th Street right of way, which leads directly to the Blue Line.*

13th Street is a fragmented street remnant currently, and the new development abutting it faces (and utilizes) other street frontage, so the removal of 13th would cause no serious neighborhood or development issues.

I watched the video regarding the silverline just now and haven't yet formed a complete opinion about the 3 options presented. The pros/cons presented all seem valid and will take some time to consider, but for now I would like some clarity on what the proposed pedestrian bridge crossing independence could be. I think that project independent of the light rail would be pretty attractive for our neighborhood depending on details of its routing and execution. I think this particularly because I bike with my toddler- typically down Briar Creek to get over to Plaza-Midwood area fairly often. Briar creek is a pretty heavily trafficked area with sidewalks that aren't very accommodating- technically we should be using the bike lane or street on Briar creek but I think that's even more sketchy. If said pedestrian bridge would be easily accessible for crossing over 74 for bikes and people not necessarily interested in boarding the light rail, I think my opinion would add some more weight toward that option with an additional Pro not mentioned in the video.

Thanks for any info!

Good morning,

I am very excited about the prospect of constructing another light rail line in Charlotte, especially connecting dense neighborhoods near uptown like Plaza Midwood and FreeMoreWest, as well as neighboring counties if possible such as Gaston and Union.

HOWEVER I am very concerned about the possibility that has been mentioned of having an at grade crossing with the existing Blue Line in uptown. This would be extremely short-sighted, permanently restricting capacity and creating a bottleneck at the very nexus of our only just blossoming transit system. This is not the place to cut costs. If this line is built, our only two rapid transit lines absolutely must be grade separated to ensure adequate frequencies into the future.

Best,

I am a property owner on Industrial Drive in Matthews and need to speak with someone knowledgeable about the Matthews portion of the project that could affect my business.

Please call me, thank you!

I am a property owner at 1418 and 1430 Industrial Drive in Matthews where we have 14 units of Office Warehouse. Industrial Drive is a perfect little hidden gem zoned I-1 near the town of Matthews.

First, light rail would destroy the discreet nature of our road. We have negligible vandalism or crime because so few people know we are there.

We are also very concerned about any type of light rail running at the rear of our property near or adjacent the railroad. We have all our septic lines in that area for all units.

In addition, we have the majority of our parking spaces at the rear near the proposed line, which are critical for surface?

Thank you.

Sincerely yours,

Not for it at all. Promotes crime just like it has along Lynx from downtown Charlotte out South Blvd. We all have cars in Union County if we want to go to Charlotte and the business folk have the express buses. That is all we need. Quit trying to puff up resumes on how you extended the Lynx into the surrounding counties.

The generic information looks positive though more detail in 'where' would help us understand.

Coming through a populated area, how would it affect the neighborhood?

Will protective fencing further divide neighborhoods?

Thanks

I believe that option 2, utilizing the Northside of independence would be the best choice. Creating a pedestrian walkway above independence blvd to reach the Ovens and Park recreation centers. As these sites are event-driven and the stop would be utilized by all, not always attending an event. Also, the quicker you are able to conduct crowd control measures away from an event the safer it becomes for all.

This also has the least impact on wetlands and other environmental concerns. Will the 26-mile corridor contain a greenway for pedestrians, bicycles, and other single-use transportations methods. where it could contain rental stations for such single-use transportations methods. Whereas the entire length of the 26-mile corridor also links to other City Transit capabilities. Such as the Bus lines, Trolly systems being built out, and city parks already existing or in future planning stages for example McAlpine Creek Park on Monroe Rd.

If such a corridor is going to be built all this must be considered not just where the stations will be but how they link in future planning.

I would also hope that the 2-dimensional thinking is set aside and look at opportunities on what lies above or even under the corridor. This does not have to be above ground and sometime this approach should be considered. Thank you for your time.

Sincerely,

Hi!

Is there an official feedback method for the most recent Focus Area 4 meeting from last week? I was unable to attend, but quite surprised by the post-meeting video that shows alternate suggested routes through Area 4.

Thanks,

FYI - I sent a recent note asking about ways to respond. The automated response leads me to believe that a note through this address is the best method.

After reviewing the updated options for the Silver Line through Focus Area 4, I'm concerned about the projected opportunity for a line along the south side of Independence.

As a homeowner of property that would butt against the proposed line, I'm aware of the existing drainage and water evacuated through the "low spots" between Wendover and Sharon Amity. This is particularly true at the base of the bluff backing Echo Park, exacerbated by the expansion of Independence and the build out of Walmart.

Additionally, the impact of losing the significant and older growth trees along the south-drawn line would significantly and negatively impact the Oakhurst neighborhood, likely stalling the advancements that have come and are planned. Any benefits of the regional stations would be lost with the negative impact to the recent builds and increasing tax base of the neighborhood. As it stands, the stops at Bojangles/Ovens and then eastward to Sharon Amity bring the downside of mass transit with none of the benefit.

There is no doubt that I'm concerned about my personal property, as well as stifling the upward growth of the neighborhood as a whole.

There are many benefits of mass transit. There is not much benefit if the transit is negative to the neighborhoods it's intended to server.

In addition, the proposal for a "meandering line" seems at odds with the purpose of the commuting nature of the line. Is there really value in weaving the line along this path?

I would be pleased to discuss further. Of course, I will remain engaged.

Hello,

and I'm a high school student living in Matthews and I'm currently writing a paper in school on broadband access in the United States. I've also been keeping up with the pre-project development phase of the Silver Line. As I was doing research for my paper, I saw some interesting work that posited the idea that rail corridors be used to install broadband internet infrastructure.

In Charlotte and across the country, local monopolies on high-speed internet access create barriers to access and in urban areas such as Charlotte, the primary barrier in this regard is price. These monopolies occur because the incumbent providers own the broadband infrastructure and do not allow other potential providers to use it, therefore stifling competition. Since smaller companies cannot afford to build out their own infrastructure systems, the monopolies stay in place and prices remain high, cutting off access to many families, a rule to which Charlotte is no exception.

The LYNX Silver Line is a huge new infrastructure project for the Charlotte region, and the new corridor that will be created carries with it numerous opportunities, one of them being the potential to build a broadband corridor along the line available to any number of providers. If the City of Charlotte or another government entity were to own this new infrastructure, it could be leased to any number of providers at a reasonable fee, allowing new entrants into our local broadband market since capital costs would be lower, and promoting competition,, thereby improving broadband access.

High speed internet access is a huge problem in the US. Charlotte has the potential to become a national model for broadband access by capitalizing on this opportunity to incorporate a transformational piece of infrastructure. Additionally, such a network could be used for internet hotspots at Silver Line stations. I would love to speak more with anybody at CATS or with the City about this idea. I really believe that this could happen and have a huge impact on internet access for people across the area. Thank you for your time.

Hello, can you tell me how the above property will be affected under each of the alignment options being considered?

[http://glazer.com/media/uploads/exclaimer_image_hosting/glazbprop96ppi151px.png]<<http://glazer.com>>
270 Commerce Drive
Rochester, NY, 14623
(585) 359-3000 Office

[http://glazer.com/media/uploads/exclaimer_image_hosting/borbar325px96ppi2.png]<<http://glazer.com>>
This communication and all information contained in it is confidential and is only intended to be viewed by the addressee. This communication does not form any contractual obligation on behalf of the sender or the sender's employer, or the employer's parent company, affiliates or subsidiaries.

*First. *..thank you Folks for all your work on this!! You have collectively done a wonderful job. Certainly a transportation system Charlotte needed!!

I have been watching the Silver Line progress, as our family has property affected by it out Monroe Rd., as well as business associates.

When I saw the change proposed from the North Side of the 277 interchange to the South Side (*Option 1A*) I wanted to write and throw in my vote! Totally agree. Not only will it smooth out the line, get past the flood/environmental issues...but will allow for more functional commercial development. Where it was before, it was jammed in to tight along 77 and the interchange...greatly limiting residential/commercial use.

Any future expansion of the Stadium will be enhanced also...both the old site, for future use and new site should those plans come to fruition. Either way the *1A* proposal opens up a far greater field of influence for those using the line in the land area around it.

Thank you all again for your work, as a local Charlotte kid I really appreciate what you have done.

I look forward to seeing how the process unfolds.

Until then.

Mr. Lewis,

Attached is a letter from MoRA (Monroe Road Advocates) in support of the Silver Line. It outlines our thoughts regarding alignment options. We would appreciate your consideration of our questions and concerns and ask that as plans progress your team reaches out to us for further discussion. Light rail presents a landmark opportunity to expand transportation options, promote economic opportunity, and enhance social equity, and we strongly support the Silver Line project in its alignment toward those objectives.

Best regards,

Good Afternoon,

I have a question in regards to:

1) The airport station. Has it been talked about having the line connect directly to the airport as the station being within the airport or right outside of it as oppose to being across on the other side of Wilkinson? It just seems a little more convenient for business passengers and visitors. I've been to countless cities in the US and overseas and a train line station has always been right outside the departure area or somewhere inside the airport.

2) For the intersection where the silver and blue meet, will this be a station just for the silver line or a double decker style station for both lines. If the later wouldn't this make the 9th station somewhat obsolete being so close? I maybe a little off with distance.

Hello my name is and I am a sophomore at UNCC. I am an intended architecture major with an interest in urban planning and design. I am highly interested in the LYNX Silver line. I have been reading about it for about 5 years now. I would like to know if there is a way for me to get involved while getting some real-world experience. I am excited for what this project will bring to the area!

Best

We should start this project with independence BLVD since the majority of people living & working in CLT are coming from east side ...come on HELP THE EAST SIDE OUT!!!!!!!!!!!!!!...Cant believe we built a dumb trolley before

Good afternoon,

Please extend the silverline to Monroe. I live in Indian Trail, and believe the extension of the Silver Line into Indian Trail should run through downtown by the town hall and down through Sun Valley as well.

The line should continue east to Monroe and then end at the old mall. It can revitalize the area.

Thank you,

Hello,

As a new local small business owner, and a recent addition to the Charlotte community, I am absolutely in favor of extending the public transportation system to include the planned Silver Line!

This would be an outstanding way to make neighborhoods such as Oakhurst more accessible to people outside of the immediate area. It would connect small neighborhoods to the larger Charlotte community and allowing for more residential and commercial growth.

I sincerely hope to see this project come to fruition. Thank you to all who have participated in planning and

Read online that you are gathering feedback. The silver line out to Matthews will be amazing..We need this line. I live in Oakhurst and am looking forward to the day when I can walk to Independence and take the silver line into Uptown.

I also love the idea of a bike path along the line as a way to safely ride into Uptown. I have used the rail trail along the blue line into South End and would so love to have such a trail so close to my own.

Please move forward with this stretch of the line as soon as possible. As a former resident of Boston, I know the tremendous impact good, reliable public transportation can have on a city.

Hello Silver Line,

I would like to receive hard copy material for the Silver line. Very pleased to have the Light rail line close to my home near Independence Blvd. I have been a resident of Charlotte for some time now and see what it has done to the South End of Charlotte.

I appreciate it so much. Thanks so much. I am a huge supporter of this new corridor.

"There are actually options in each study zone that would be most beneficial for a speedy, efficient light rail service avoiding any median running along roadways as was done with the Blue Line Extension. In light of all that has happened there this major mistake should not be repeated. Highway and transit use both suffer due the Blue Line Extension operating scheme. Too many grade crossings, too many gates, wrong gate configuration, and slow poke trains 10 minutes slower than originally envisioned. Silver Line area 1 use LPA north of Wilkinson in Belmont to the river, then Option 2 south of Wilkinson to I-485. In Area 2 Option 1 north of 74 along a planned new road to Airport Terminal station (not in the median!), then use Option 2 east of Billy Graham Parkway to Uptown along north side of NS Railway to Multi-Modal center. Could directly serve future Panthers Stadium at Charlotte Pipe and Foundry property, offers good development potential for south side of Wilkinson, and protects north side of Wilkinson from encroachment on residential area a median running option would cause. Note care must be taken in crossing NS. Keep in mind the P&N line would also need to cross over/under NS if it is reactivated for future commuter rail. In Area 3 the LPA option from Multi-Modal center to Hawthorne is best. Definitely at grade level along 11th Street (not elevated). Also, looks like a connection track to Blue Line could be fashioned by breaking off alignment at Davidson Street, and following west side of Davidson south to 5th Street area and then connecting with the already existing service track for the Gold Line Streetcar. Radius of turn would best from the west side of Davidson due to large parking lot at the corner. In Area 4 LPA north of 74 , and then go south along Briar Creek Road avoiding sharp curve and slower runner in the other proposal, then Option 1 to Idewild from Bojangles behind properties. In Area 5 follow Independence south of roadway to Krefeld and turn south to CSX, then follow CSX out to Matthews using the option that lines up with Matthews Street into Matthews. Going under 51 on that alignment would seem to be less complicated than trying to go under south of CSX, and then have to go back over CSX to Matthews Street. This routing avoids conflicts with McAlpine Greenway Park , environmentally sensitive areas there, and residential properties which would suffer severely with a Lumarka option. Follow yellow alignment along Mathews-Mint Hill Road then out past Sportsplex to CPC Levine. Station at CPCC is fairly close to CSX and could be a good future commuter rail link there. From CPCC Levine best option is to use Matthews-Indian Trail alignment (south side of roadway, not in median) to Indian Trail Town Hall. Noted Silver Line could be extended a short distance if CSX commuter rail service happens. This could be allow a future extended Chestnut Parkway south toward the CSX tracks . All in all the team did an excellent job presenting options! "

(Continued) While I agree with Ron Tober's proposal for a more direct route through Uptown, 11th Street is probably the best viable alternate route. It will add running time in the schedule. I would suggest a scenario that might work best for light rail and autos would be the light rail line farthest south on the 11th Street corridor, and 11th Street on separate right of way between the light rail line and the freeway lanes of Brookshire Freeway. Perhaps making 12th Street two-way and eliminating 11th Street might be a possibility? Regardless, as part of the work Blue Line light rail should be grade separated at 12th Street during freeway reconstruction eliminating the grade crossing there. I see no alternative to having grade crossings at Davidson, Caldwell and Brevard streets. Of course grade separation would be great if possible. A Silver line station should be built next to the unfinished parking deck west of Brevard Street, facilitating transfers between the Silver and Blue line at that point. Heading west the light rail line would follow along the 11th Street footprint and eventually cross Graham Street near 10th Street, then transition to the NS corridor on the east side adjacent to the new rail construction already underway. Elevating to the same level as the NS tracks would allow light rail to come into the Gateway Station along side of the inter-city rail passenger platforms. A most desirable situation for operational efficiency and passenger convenience! With a double track light rail line next to 2 new tracks for NS there seems little if any room for a trail east of the light rail that has been suggested. Perhaps the trail could be at ground level along the east side of the light rail line? Next comes getting the light rail out of Gateway, and across the elevated railroad in some way to get to the west side of Norfolk Southern. The former P&N tunnel near Panthers stadium did have two tracks during interurban days, and could be used. This would have to be a No Clearance Zone for rail work crews, as there would not be enough room for trains to pass while workers were present on the right of way. But we do this at 3 locations on the Blue Line, so not an unworkable situation. Some tight curves might be needed to get the trains into the tunnel, and a Duke power facility on the new side of NS might need to be relocated, or negotiated in some way for movement. Once on the west side of NS, I would suggested following closely the rail alignment westward. This would be ideal to service a new Panthers stadium David Tepper has been mentioning at or near the Charlotte Pipe and Foundry site. Perhaps South Clarkson Street could be closed, and used for the Silver Line to pass under the Belk Freeway near the proposed stadium site. The line would then continue westward adjacent to NS after bridging over I-77. The line adjacent to NS would operationally offer a best case scenario in my mind. It would have a feel much like the Blue Line South corridor south of Woodlawn Road. Grade separations would be shared with those of the railroad meaning less conflict between rail and auto, and the associated slow down of both modes along the corridor if using road right of way. Rail line running in the median of Wilkinson Blvd. would be the worst case scenario, with separate right of way running along the south side of Wilkinson only improving operations slightly. I would think transit friendly development would not be harmed, and might even be superior to median running on Wilkinson. More intense development south side of Wilkinson, and slightly lesser intense development on the north side of Wilkinson offering smoother transition to neighborhoods and less intense usages to the north with a routing next to NS. Running along the north side of NS would provide the opportunity for no at grade crossings until after I-485. The light rail line would cross over I-77. Close the Berryhill Road grade crossing since access to Berryhill can be gained by way of Parker Drive south of the rail corridor. Grade separation at Remount Road. A grade separation is already planned for an extended Ashley Road. Donald Road could be closed as result of the new Ashley overpass, thus no longer an at grade crossing needed there. Grade separations will be needed also at Old Steele Creek, Morris Field, Billy Graham Parkway, Josh Birmingham, the old Little Rock Road, and depending on how the people mover would connect the airport other locations possibly near the airport. Moving westward the line could divert from NS right of way near Sears Road, and make it's way over to Wilkinson. The most ideal operations situation would appear to be going beneath the Wilkinson Blvd. as it passes under the I-485 overpass and come back out at grade on the north side of US 29/74. The line would continue westward on a separate right of way along the north side of the road. No median or in street running. This alignment looks like the best option all the way into Belmont to NC 273, and beyond if there is a desire to terminate the line at the Belmont Visitor's Center near I-85 north of the Belmont Village Shopping on NC 7. Plans are to run a vintage trolley operation from downtown Belmont which would terminate at the Visitor's Center and Belmont Abbey College. Connections could be made between light rail and trolley at that location.

(continued) Running along the north side of Wilkinson west of I-485 would require some access roads in order to consolidate grade crossings, and reduce those to a minimum. An access road might need to be constructed east of Sam Wilson Road to connect property west of Paw Creek. East of the creek could be handled by depressing the light rail line past the west point of the I-485/ Wilkinson interchange. Another access road would be needed west of Sam Wilson Road to Old Dowd Road. Length of the road, or sections needed would be determined as needed. Probably wouldn't be necessary to run the entire distance between Old Dowd and Sam Wilson.

Grade crossings west of Sam Wilson would include Old Dowd Road, Moores Chapel Road, Hazeline Avenue west of the Catawba River, Beatty (Browntown) Road, NC 273, Hawley Avenue, and Mercy Drive depending how far west the line goes.

Grade crossings should ideally include four quadrant gates. Approaches similar to that taken along the Blue Line extension to the University should not be undertaken. Left turn lane gates with traditional two gate crossings for cross traffic have been a nightmare. It's not unusual for 7 or 8 left turn lane gates to be broken daily due to motorist error. It does not improve crossing safety! Only four quadrant gates will do that. The Norfolk Southern had four quadrant gates at Sugar Creek Road until the road was grade separated. There were no problems, and claims of the gates being unsafe were unfounded. Timing of four quadrant gates delays the last 2 gates coming down to allow motorists in the right of way to get out.

There has been mention of extending light rail from Belmont to Gastonia. This could be accomplished from the Belmont Visitor's Center site picking up median, or side running on I-85 to the P&N line. From that point light rail would have to follow the P&N rail right of way to the proposed site of the Gastonia Multi-Modal Transportation Center where Amtrak, light rail and commuter rail could all meet.

This has been route specific, so I will send along a separate sheet on general operational comments for light rail in regard to construction and alignment.

On Sunday, September 15, 2019, 08:04:27 PM EDT, Martin Wheeler <mwheeler4@att.net> wrote:

I noted with interest the alignment presented at MTC recently. Some comments with "operations" in mind:

Crossing I-485 via bridge on west side of NS is good. Immediately south of the freeway the track will have to cross NS and divert east toward South Blvd. Looks like going under NS would provide smoother operation and comfort for passengers. It is only a short distance to the north leg of the Arrowood Industrial Park wye so it's a short distance to make the curve toward South Blvd. especially if you are going under the railroad. Perhaps the CATS bridge over the freeway could be placed several hundred feet or so west of NS to facilitate making a gentler curve for going under NS.

After negotiating the NS a Grade separation on South Blvd. headed south needed. Going under would be smoother since topography drops off anyway headed east toward the south side of I-485. Gentler curves and elevation changes mean smoother and speedier operations for the trains.

Once the line along the west side of I-485 gets to NC 51 the route chosen would have to be grade separated the entire length to south of Park Road and the Carolina Place Mall to avoid much slower running time, and conflicts with autos and pedestrians along Carolina Place Parkway. Additional running time would be significant in the context of total end to end running time between Ballantyne and UNCC if an at grade option is chosen.

Once the line gets close to Johnston Road care should be taken to avoid as much at grade running as possible with the associated auto traffic and pedestrian conflicts. If any of the line is put in roadway a treatment similar to North Tryon Street should be avoided in light of the numerous problems evident there since operations have begun to the University. Left turn lane gates should not be used! Quadrant gates are more efficient and very safe. Overpass for US 521, and large parking area near Community House Road.

Hope this helps. I will provide more operating comments for you. I recently took an afternoon to travel by auto along the entire corridor for the Silver line between Uptown and Belmont. As you may have heard talk of a new Panthers stadium near the Pipe and Foundry site west of NS that would fit like a glove for a Silver Line station! Martin

After viewing the Live Virtual Meeting for Focus area 3 of the Lynx Silverline, I support option 1A of focus area 3 with a station at West Morehead St. Our family owns 4.6 acres on West Morehead and McNinch St. As a great frustration for our family, we lost a sale because of the locally preferred alternative bisecting our property. Our property is highly developable and could be the site of a 200+ million dollar development, a tremendous tax asset for Charlotte/Mecklenburg County.

Option 1A avoids building in a floodplain (Bryant St Station) which is known for frequent flooding. As the effects of global warming intensifies, flooding will only increase. Option 1A also avoids a less desirable curvy route and opens up areas to development beside the light rail when Charlotte Pipe and Foundry moves to Stanly county. It also gives access to the Wilmore neighborhood and the businesses and residents of the Gold District

In my opinion, Option 1A area 3, with a Morehead Street Station, is a much better route than the LPA. It is much straighter and avoids building in a flood plain (Bryant St Station). Option 1A will also give better access to the Wilmore community and the businesses and residents along the Mint Street and West Boulevard corridor. Summit Street west of Mint Street and the property that Charlotte Pipe will be vacating would be much easier to form a master re-development plan than weaving the light rail through the Cedar Yard area, and also much less disruptive to the businesses and condos on Hill Street.

The Silver Line will provide a most valuable "Time Certain" Commuting option for Mecklenburgers. Gaston County Commuters and Union County Commuters West to East on its 26 miles of track.

When other Metros in North Carolina were developing and building their second and third outer belt loops, Charlotte bit the bullet in the mid 1990's to establish its South to North Lite Rail "Blue Line" Commuter that begins just North of Pineville South West Charlotte (Close to York County SC) and takes riders all the way to UNC-Charlotte to the North East (Close to Cabarrus County, NC)..

This newly proposed Silver Line with direct connectivity to the Blue Line and the Charlotte-Douglas International Airport certainly does offer Commuters a wonderful non-auto transportation system that is highly dependable for "Time Certain" activities like catching airplanes, getting to work on time and making it to a destination venue in time for an important event.

Having ridden the entire length of the 26 mile proposed "Silver Line", I can attest to its value in assisting the communities involved to reduce carbon footprints, help disperse the smog and indirectly assist with the improvement of Pedestrian Safety that we hope to achieve with "Vision Zero". As a former Charlotte-Mecklenburg Planning Commissioner and long time resident of Charlotte-Mecklenburg, I wholeheartedly endorse this bold and essential project.

Can you let me what impact the above project will have on the property located at 5622 East Independence

Thank you for the information! The interactive map was exactly what I was looking for.

Hi Ajonelle,

I live in the Village Lake area of Charlotte. I'm interested in any information you have on the impact the Silver Lynx line will have on the Village Lake area. Particularly, how will property lines/values be affected?

> Hello,
> Thank you for the quick response.
> I am specifically interested of the effects regarding my property at 1730 Matthews Township Parkway which is just down the road from the hospital.
> Will I loose part of my front property?
> If so how many feet?
> Will I be reimbursed in case part of my property needs to be sacrificed?

Thank you for your response again.
At this time just let me know the specifics as suggested right now regarding the effect for 1730 Matthews Township Pkwy. Do you have a more defined, more detailed map? The one on your web site is not detailed

hello i am property owner on wilkinson blvd how do i call you with questions?

Could you please call me at 704-882-2197 to discuss the potential extension into Union County? It appears that the line will be going to Indian Trail on land on the opposite side of Independence Blvd. from where I live. However, the shaded circle of purple surrounding the actual lynx line appears to possibly be on part of my property on the opposite side of Independence Blvd.

I would very much appreciate discussing this with someone. My property is close to Independence Blvd and Indian Trail-Fairview Rd. Please call me as soon as possible as I am considering putting my property up for sale for commercial/industrial potential. I need to know of any planned changes in the near future.

I have looked at the interactive map and unfortunately cannot get the words on the side to scroll. I live on Bass Ln in Sardis Woods subdivision. My home is right under the red line on the map, as I am on the right side of the "pitchfork" that Bass Ln makes as it curves around Sunnywood. What does the red area on the map indicate? I don't see why the rail cannot stay on Hwy 74 where it could avoid the residential area. My goodness, the
Anjonelle,

I'm the VP of the Chantilly Neighborhood Association. Thanks for including us on this communication. We plan to push it out on our social media channels to encourage participation from the neighborhood. If we have one
Ajonelle, do you have a high quality digital image of the following? We can grab a screenshot, but when we use it in a slideshow (we're doing a brief presentation for area businesses), it's really blurry. Can you get us an image

Date	Question/ Comment	Question/ Comment (2)	Question/ Comment (3)	Question/ Comment (4)
7/9/20; 8/5/20				
9/8/20	CATS Customer Service stated they received a few calls about completing the survey for Lynx Silver Line that was mailed out to customers , and they are calling wanting info about the Lynx Silver line. Callers were instructed to visit RideTransit.org/LYNXSilverLine or, email Ajonelle.			
9/8/20	1. How long will it take (to build)? Years? What's an estimate?	2. During this process, will traffic be a concern during the building of this project?	3. How will this benefit me, as a resident, especially since I live off Independence?	4. Will this cost me? Should I expect my taxes to go up?
9/9/20	Is this going to effect the Foxridge/Cedar Glen area?			
9/9/20	Customer emailed and asked someone to call and talk to her about SLP.			
9/14/20	Called with comments about pedestrian access/walking/biking along the LYNX Silver Line.			
9/15/20	1. If the (organization) is going to take property by eminent domain, how will that work?	2. Will the take a portion of the property or the whole thing?	3. When designing the line, how much of an area around the alignment would you take?	
9/17/20	Customer stated that he would like to know what side of Wilkinson will the Silver Line run, he has a few business along the route?			
9/18/20	Called to ask about upcoming Focus Area 4/5 meetings. Let her know we could do a virtual neighborhood meeting. She said she would let me know.			
9/18/20	Sliver Line- Customer stated he questions the alignment if it's important that the stations serve near downtown area to 11th St in that area or could the line be built somewhere near downtown. Also requested it to be closer to the airport terminal.			
10/1/20	Wanted information regarding the how the Silver Line will run through the Focus area 3 and had question about some land in the area as well. Team tried directing her to the website but she is 85 and wanted someone to speak with.			

APPENDIX E.3 – LIVE VIRTUAL PUBLIC MEETING COMMENTS



Live Virtual Public Meeting Questions and Comments

LYNX Silver Line Project - Phase 1 (5% Design)

Public Engagement Early Scoping (Round 2)

Last revised September 25

Focus Area 1 Tuesday, September 15, 2020

Bernard White: Hello
TL L: Will you be utilizing the chat feature here for questions and to include in the public record
Charlotte Area Transit System: Good evening and thank you for joining us! To add comments or questions in the chat box please sign in to your Gmail/Google account or your YouTube account.
David Bach: What is this going to do to the traffic congestion in the Belmont area while construction is going on. It is already awful.
Charlotte Area Transit System: The commenting feature works best if you are not connected to any VPNs or organization servers. The team will answer these questions following the presentation.
Lewis Tager: Have you looked at connecting the LYNX Silver Line in Belmont to the Piedmont and Northern Railway for single-track light rail service to Gastonia and Mount Holly?
TL L: what is the NCDOT project number for the 74 bridge? is it funded? will it include transit and active transportation within the right of way?
Rooney TV: will buses connect to the silver line like the blue line
TL L: What is the investment from Gaston County?
TL L: Will any other bridge project be considered for crossing the Catawba River?
TL L: For NEPA, fix 74 first. do not construct new bridges across the catawba.
TL L: Also known as the World War I Memorial Bridge, it is noted as the first paved highway with four lanes. It opened in the 1920s and was called by some the "The South's finest highway."
Ryan Mayette: Please ensure protected bike lanes will be installed across the Catawba when the 74 bridge is reconstructed.
TL L: With NCDOT fiscally defunct, how will CATS secure state dollars?
TL L: Before I-85 gets its extra lanes, Wilkinson Boulevard's 86-year-old bridge across the Catawba River will be replaced by a new, widened, arched bridge. part 1
TL L: The bridge will offer separate paths for bicycles and pedestrians as well. In addition, U.S.74 will expand by two lanes near the South Fork River, with that bridge replaced and widened as well. part 2
TL L: Is this still the plan? part 3
Missy Eppes: Yes! to Bike Lanes!! AND pedestrian on Wilkinson all the way to Downtown Belmont!
David Bach: CATS Don't do road work y'all.
TL L: focus area 1 should directly include the bridge replacement
Missy Eppes: Where would possible TOD zoning boundaries be N & S of Wilkinson?
David Bach: That will be the county or state highway dept
Erin Penn: How close to the airport is the station for CLT going to be? Will it be reasonable for a senior citizen to take their carry-on bag and luggage for check-in?
Erin Penn: Is it close enough if the bus has a problem to walk to check-in?
Erin Penn: Might the airport consider a train connection to the CLT station?
Missy Eppes: There should be a stop at the ISWA Nature Preserve. Or at least a path into it from the Stops.
Erin Penn: Other big question is connection to the Gaston County Amtrak station possible? With Gastonia major station for the bus-system to the Amtrak station, this will allow everywhere in Gastonia to connect
TL L: Andy Mock indicated that there will be a separate bridge across the river, can you confirm?
epic hacker man: anyone got an answer for this
Erin Penn: to the inner city easily of Charlotte. At this time, I don't go into the city because no parking and no easy way to visit. I would love to go from Gastonia to the theatre district via train.

Erin Penn: I thought the NCDOT approved by the transportation committee was redoing the bridge and including train capability.
TL L: I am struggling to find details on option 1 bridge across the Catawba.
TL L: Yes @Erin Penn but there are conflicting resolutions and projects across the Catawba. This project has to address the bridge crossing first and foremost
TL L: Another bridge suggestion for option 2?
KB the Producer: Why would you need to switch from the southside to the northside when crossing over to Belmont.
Erin Penn: Why not run the train under the bridge instead of building another bridge - do the transit under the bridge?
TL L: if the bridge is not designed, funded and NEPA approved, there is no connection to Belmont
Harvey Elmore: Has the Park and Ride location been selected or suggested?
Missy Eppes: There is currently a rezoning petition (2020-049) that would reroute Moores Chapel Rd. to terminate at Old Dowd. That may impact the feasibility of each of the options.
Frank Kosarek: Why does the light rail have to be on the north side of the bridge?
Bradley Dilks: If it ran down the center how many bridges would need to be built for cross streets like Sam Wilson, Catawba st, Park St?

Focus Area 2 Wednesday, September 16, 2020

Charlotte Area Transit System: Good evening and thank you for joining us! To add comments or questions in the chat box please sign in to your Gmail/Google account or your YouTube account.
Charlotte Area Transit System: The commenting feature works best if you are not connected to any VPNs or organization servers. The team will answer these questions following the presentation.
Bradley Dilks: Since one of the recommendations is to run down the center of Wilkerson what has been the analysis of how it has worked on N Tyron? Pro Con Cost? What design plan is estimated as the cheapest?
TL L: Will TIFIA loans be used for this segment or any other segment of the new project?
TL L: does CATS have any outstanding TIFIA loans for existing projects that have interest rates below today's loan rates? Are there plans to refinance those loans to free up revenue?
TL L: Will all the right of way improvements include bicycle and pedestrian consistent linear accommodations within each option?
H&H Dist Inc:
TL L: in focus area 2 are there any STIP approved or STIP delayed projects at NCDOT that will constrain construction or funding?
TL L: is the airport spur line in the project development stage? If and when that occurs, what city department will manage that process?
H&H Dist Inc: How will that plan allow companies like us to operate with a busy inbound/outbound schedule with carriers in the amount of 100 tractor trailers each day?
Dorrier Underwood: Re. the station that serves the airport, what's the assumption on transportation from that station to departing flights? Can't quite tell if it's actually connected to the airport, or just nearby.
Dorrier Underwood: Would be wildly helpful for business travelers if the station was actually AT the airport or connected to airport transportation to the terminal.
TL L: What are the preliminary estimates for parking deck creation to serve the silver line?
TL L: Within the options, what is the time saving estimates for vehicular travel along Wilkinson?
Jenna Chavez: There are very little crosswalks in that area, are there plans to increase crosswalks in those areas? And is there plans for a rail trail?
TL L: @Jenna Chavez Agreed, can you confirm continuous linear facilities for active transportation destination access?
Jenna Chavez: I know they are doing a water project on Taggart creek, may be a good place to make a greenway...
Jenna Chavez: I currently bike to work from south end to South Park, just accepted a position on Boyer st. We took back roads trying to find a safe way to cross and it's pretty impossible



Jenna Chavez: I don't know how people use the bus stops and cross the road safely. There's no crosswalk for at least 0.5 miles around that area.
H&H Dist Inc: How will that plan allow companies like us to operate with a busy inbound/outbound schedule with carriers in the amount of 100 tractor trailers each day?
Linda Patel: Are there any eminent domain issues?
Charlotte Area Transit System: @H&H Dist Inc Please send your contact info to: LYNXSilverLine@publicinput.com
Maria Kotrotsios: When will businesses be contacted regarding eminent domain? I own a business on the north side of Wilkinson.
Bradley Dilks: Does Wilkerson traffic count justify 3 lanes in each direction or should it be reduced to two lanes like n Tyron which would lessen the need to acquire land on each side
Linda Patel: is the railroad company onboard with the model that runs along that rail line?
TL L: Thank you staff for these great answers.
Charlotte Area Transit System: Thank you for questions! The online open house is available at ridetransit.org/LYNXSilverLine .
Randi Gates: Thank you!

Focus Area 3 Thursday, September 17, 2020

Charlotte Area Transit System: Good evening and thank you for joining us! To add comments or questions in the chat box please sign in to your Gmail/Google account or your YouTube account.
Charlotte Area Transit System: The commenting feature works best if you are not connected to any VPNs or organization servers. The team will answer these questions following the presentation.
Bradley Dilks: Does the 11st plan and the 277 & 77 interchange take into any consideration of the proposed I 277 reconstruction
Brent Gilroy: Option 2B mentions the Silver and Blue lines "intersecting." Please provide more details about that. You were already planning a transfer station there, correct?
Stephen Duraski: When the LPA crosses 277 after 11th, would the current alignment of 12th St or 10th St be affected?
Stephen Duraski: Would the little sugar creek greenway connection between 10th and 7th streets that is about to start construction be affected?
Mike Hartman: If you did the option to somehow connect the silver to the blue, would you use the Blue Line maintenance facility, or build a new one along the Silver line?
paul fretz: The alignment, on the north side of Uptown parallels 11th St. Didn't you all explore a 12 St alignment. Was 11th selected due to ROW issues, better accessibility for Uptown access, or something else?
Stephen Duraski: Would the Central Ave station be at the same level as the Central Ave bridge or would be above or below?
Klint Mullis: have their been any potential impacts to this project due to budget issues with NCDOT and associated project delays
Depeched: In the alternative plan, where would the Cedar St. stop be located?
GSB Desi: Where will be the Graham St Station be located?
Bradley Dilks: During rush hour blue line trains are standing room. While three car trains will be used if the only point of transfer is 11th st to 9th it doesn't seem to have the capacity for southbound slvr line
yurania jimenez: From the Center Line of the of rail how much ROW will be acquired before construction?

Paul Kardous: Would the LPA take into consideration increased service staging for events if a stadium is built at that site in the future? McNinch St could be high use station in a low density neighborhood
paul fretz: Why is the silver line shown in purple? Is that because it combines an alignment from either side of Uptown into one line?
Depeched: The alternative plan would bypass the burgeoning west side and Wesley Heights. This seems less than ideal.
Klint Mullis: is there any preliminary thoughts on how/where the silver line will access the existing blue line? will there need to be some sort of non revenue segment like there is for Gold Line around the arena
Klint Mullis: thanks all!
Depeched: Thank you for the sneak preview!
Stephen Duraski: Thanks for the insight!
Charlotte Area Transit System: Thank you for your questions! The online open house is available at www.ridetransit.org/LYNXSilverLine .

Focus Area 4 Tuesday, September 22, 2020

Will stations located along Independence Boulevard have pedestrian/bicycle connections (bridges) across Independence Boulevard in order to maximize the potential of this project for connectivity?
James Scanlon: For travel on the entire segment from Union County to Uptown, what is the net time savings if all alignment options optimized for least travel time are adopted?
James Scanlon: Would the fastest possible route result in the "straightest" track alignments and would such an alignment be the least expensive to construct?
Jack Miller: You mentioned wetland challenges along the LPA segment near Bojangles. Can you give us more details on that?
Jack Miller: What kind of changes would be required to address those issues if the LPA remains the alignment? Any idea of costs to address these issue?
Stephen Duraski: Will the silver line project include any pedestrian crossing improvements over Independence to access the train from whichever side the train is not on?
Victoria Plunkey: I agree that the faster, straighter route would be better. How would pedestrians access the stations?
Corey Inscoe: There's been talk of shifting all access for Independence Blvd-facing properties to back and side streets. How would your option to move the rail line behind those businesses fit into that approach?
Brent Gilroy: Moving the line across Independence from Bojangles/Ovens seems to greatly reduce potential for Monroe Rd redevelopment, with Independence becoming a "moat" between Monroe and rail line. Your response?
In the design of the park-and-rides, will CATS consider innovative uses (community gardens, public recreation, public space) of the top level of parking decks, such as was done with the top of the Blue Line deck at I-485 with the roof serving as the recreational area for Sterling Elementary?
Jennifer Clark: The two alternative options seem to have greater chance of tearing down homes (in focus area 4), particularly in Amity Gardens. is that right? And if so, when will impacted homeowners be notified?
Richard Greene: Can the tracks be in the middle of Independence. In the bus lanes
Victoria Plunkey: Any initial feedback from the survey so far?
Alex Alcorn: How is the economic downturn from COVID expected to affect federal funding for transit projects like this, if at all?

Michael Blake1: Option 1 and 2, could you explain in more detail of the part from Bojangles and Oven auditorium back to Independence blvd? 2. Out of the 3 options, who will make decision and based on what factors?
theonlyuntakenID: Will there be pedestrian walkways over Independence, regardless of which side it's on? Are bicycle ridesharing options going to be available?
Stephen Duraski: Have you considered transfers from the silver to gold lines where they cross in this focus area? A stop at Hawthorne instead of Pecan would be closer to the gold stop at Sunnyside. A stop near The Plaza could be closer to the potential future Plaza stop on the gold line.
Zoom: How will the Silver Line interact with auto-oriented establishments fronting Independence? Will driveways be re-routed to front the opposite direction (in some areas, the future Independence Pointe Pkwy), or will the Silver Line be elevated over long portions along Independence to reduce at-grade driveway crossings along Independence?
James Scanlon: A lot of the mapped floodplain for Edwards Branch on the south side of Independence is piped underneath the parking lot below Echo Park Motors.
Jack Miller: Are any of the proposed changes to the LPA specifically designed to enhance transportation equity considerations (ie affordable housing) and if so how do you ensure that affordable housing remains?
Richard Greene: I see empty park and ride lots. Has that concept been adjusted?
Brad Hess: What are talks in terms of number of train cars? Rush hour (pre covid) in south end can be difficult with no room left on trains
Zoom: How will the TOD policies regarding the Silver Line promote affordable housing along the corridor, particularly closer to center city? How will the mistakes made with the Blue Line and the lack of new affordable housing development (again, particularly closer to center city) along that corridor be avoided this time around?
Luke Carter: If the northern option is adopted, will there be a pedestrian walkway over independence at the Amity Gardens stop?
Zoom: Is the Silver Line projected to bridge over major cross thoroughfares in Focus Area 4, namely Sharon Amity, Idlewild, and Eastway?
Bradley Dilks: Was Hawthorne bridge built for light rail to go under it or will it need to be torn down and reconstructed?
theonlyuntakenID: Any other interesting lessons learned from the other lines that would affect this one?
Victoria Plunkey: Are the station locations set in stone?
Zoom: Will the payment machines be updated for the Silver Line? The current machines are too few in number, slow, and fail to accept contactless payment.
Krissy Oechslein: Will the Silver Line stations be like the existing Blue Line stations, where you can board a train without a ticket, or will platforms be designed to require paying a fare to enter?

Focus Area 5 Thursday, September 24, 2020

Anita Best: How long will it take (to build)? Years? What's an estimate?
During this process, will traffic be a concern during the building of this project?
How will this benefit me, as a resident, especially since I live off Independence?
Will this cost me? Should I expect my taxes to go up?
Phyllis Blackwelder: Is this going to effect the foxridge/cedar glen area?
Russ Ford: When will the recording of this be available on line?

Zoom: How would the Silver Line cross NC-51 if the alignment going from Monroe to Matthews Street was selected? Would it bridge over an already-elevated NC-51 or tunnel under the embankment?
Zoom: Will the Silver Line be center-running along Matthews Street/Matthews Mint-Hill Road?
Zoom: Will the bridge over I-485 include a pedestrian/bike connection? Will the Silver Line share a bridge with the future Independence Pointe Parkway extension?
Zoom: Might a pedestrian/bike trail be included in the median of a reconstructed Monroe?
Sherry Gordon: The map was not blown up on the center section. Please show area around Industrial Drive in Matthews
Mike Hartman: CSX has generally not been the most accommodating on projects, correct? Is there a decent chance they would allow option 2A?
Zoom: Will the Silver Line bridge over the intersections at Sardis Road North or Galleria Blvd assuming the Monroe alignment is selected?
Zoom: Could you expand on what you mean when you say going "under" Matthews-Mint Hill Road?
Mike Browne: What is the anticipated frequency of trains at various stations, such as downtown Matthews, etc?
Kathy Hill: For the Village Lake and Lumarka options, please provide more detail about the levels of resident dislocation and the pros and cons of how and where stations would be built for each option.
J Kilgo: What buffers will you have to reduce noise in nearby neighborhoods, in particular Sardis Woods ?
Garrett Erlandson: I live between the LPA and option 1A for decision 1. What impacts do you estimate in regards to home values?
Dale Staley: Which focus area would be the first area of the project and when would focus area 5 begin?
John Lincoln: Are there significant cost differences between the extended run along Monroe Rd or short run b4 shifting over to CSX ROW? Other complications?
Zoom: How will the Town of Matthews be contributing to funding for the Silver Line?
Brent Gilroy: You acknowledge transitioning to Monroe @ McAlpine Park or Krefield kills major development opportunities on Monroe. Same for the shifts to CSX farther out. How can that realistically be justified?
Richard Greene: What year will the silver line operate?
Dale Staley: Also, has there been a study on usage of Silver Line verses tremendous cost of entire project?
Tim Springer: When will you contact owners of businesses about the impact to them- As far as taking land or needing to relocate.
Richard Greene: If you follow the railroad track that will give short trip and be much cheaper than tearing up Monroe Rd. Then go through Mathew St because it will serve the town.
Richard Greene: Please do not worry about the developement of the dairy farm. That is not your problem.
Vicki Mary: About Real Estate: which side of Monroe Road is the Galleria station? Or all of stations?
Jeff S: Will you be adding parking decks at some of the stations?
Jeff S: I like the rail trail plan.
Mike Hartman: Thank you
Jack Miller: What kind of redevelopment opportunities would there be along the CSX option (2A)? Will Monroe Rd. see any benefit along that stretch if 2A were adopted?



Olivia Andrick: When would alignment options be expected to be finalized? And will there be public comments again before those decisions are made?
Sherry Gordon: Please show zoomed in view of 2A as it impacts Industrial Dr
Vicki Mary: I'm asking about my impact based on the Galleria station and its parking. Are you saying you don't know the details about where the station will be or its parking? As I live near this area, I'm interested in the increased cars, noise, etc
Jack Miller: What kind of impact would the McAlpine alignment have on the greenway? Would the train be visible from the greenway? How would the tracks interact with the creek?

Focus Area 6 Tuesday, September 29, 2020

David B the audio over the phone is well ahead of the screen.....
RuskaLover Given that Union County sends 30k-50k commuters a day into the Charlotte metro area and is one of Meck counties largest sources of labor, why wouldn't you want to expand into Union County?
Bernard White With the various options with pros and cons, how do form a criteria to select an option. would the criteria be different or the same for each section of the line?
Julius Hinson I would love to have the light rail to come to Monroe/Wingate Area
Ball Bix school be like
Calvin McKenzie Where are we at with funding the project?
Michael Richards On these videos you often mention additional pro's and cons not listed like added costs for the curve. I assume this is for simplicity sake for the site. Is there a place I can find the full list?
RuskaLover Appreciate the detailed responses!
Julius Hinson will Monroe / Wingate be a part of the light rail service? what time frame are we looking at
Calvin McKenzie Not trying to sound critical, but why does it seem like it takes so long to get to construction. As an example,
Calvin McKenzie the I485 express lane project went from idea to construction relatively quickly compared to the Silver Line.
Patrick Blum Will there ever be a section connecting Waxhaw area, even if it means connecting at some other town to change trains?
Jesse Washkau How likely is the Union County extension to happen to IT? I also believe Monroe needs an extension if not now then longer term to provide a more efficient transportation option then a bus service.
Julius Hinson Thank You
Bernard White I think Jason reference a web site, can that has has a map and other info. Can that be posted some were
Charlotte Area Transit System The online open house is available at ridetransit.org/LYNXSilverLine . Please click the link at the top of the page titled "Online Open House"
Charlotte Area Transit System The direct link can be found in the description of this video
Charlotte Area Transit System @Bernard White please find information on the regional transit plan here: http://www.connect-beyond.com/
RuskaLover Thank you!

APPENDIX E.4 – ONLINE OPEN HOUSE COMMENTS

Comments: Do you have any additional questions or comments on the locally preferred alternative or the alignment refinement options as shown on the "LYNX Silver Line Alignment Options" tab? [#67435]
Please, please, please consider the Mountain Island area for future mass transit (light-rail) development. I cannot wait for the day where I get to travel to almost* anywhere in the city without having to deal with the traffic. We have a large senior-citizen population in the Coulwood West neighborhood and it is transitioning into a working-family population. Thank you for your consideration and for all the work you do.
I recommend building over Wilkinson Blvd and 11th St, on the north side of Independence Blvd, along the CSX freight line, and straight through the center of Stallings and Indian Trail. To compete with car travel, we need good travel times into Uptown. To build a strong Charlotte, strong and vibrant neighborhoods, and strong and attractive towns, then the stations need to be the center of walkable neighborhoods, not isolated park-and-ride lots. Build a straight line for travel times and have strong neighborhoods building around the stations. This will make me want to take the train to Belmont, Matthews, Stallings, Indian Trail, and the coliseum. I won't take the
I think this plan is great for connecting the entire city. Great use of tax payer money!! I recommend bringing the Belmont station directly into downtown Belmont. It would be great for commerce!
The lynx should absolutely be extended to Belmont and Matthews!; Extending to Belmont is critical!
a park and ride at the cpcc levine campus should be the terminus, with expanded bus service to matthews/SE Mecklenburg County. Eliminate the 65X once the line is completed.
My property almost backs Wilkinson Blvd, to the south. When will it be decided where the line & right-of-ways will be, exactly? Is the project buying out any homeowner's that are in the way or would be affected? If so, what is the timeline for that? I'm concerned that I'll have a train running right by my backyard with the noise & ugly views that may bring, and how that will affect both my property value & enjoyment of my home. Will there be noise & sight barriers where the line is close to residential properties? Thank you for your time! -Natalie Barnard
Do we know where the Morehead and Cedar stops will be exactly?
No
I think it's important to have LYNX to the airport.
Bring it to Union County please!!
Please build it.
Agree strongly with the proposed alignment.
I'm really excited about this idea and I like the route that has been chosen. I live in Focus Area 5 and believe the lightrail could make travel to difficult parking areas (Uptown, Plaza Midwood, Southend) much easier.
Would love this to go into union county. My family already drives into Monroe and takes the bus uptown. But if hours are not 8 to 4. They have to drive to Matthews to catch the bus with more runs. Stallings or indian trail train stop with easy access to the by pass would be lovely
I am responding based on Focus Area 1. Crossing the Catawba River is an opportunity to connect several counties in the region with Mecklenburg County. This includes the Charlotte Douglas International Airport, UNC Charlotte, and Uptown/Downtown Charlotte amenities and jobs.
Would be very excited for a terminus in Indian Trail, and believe it would alleviate a lot of traffic on Old Monroe and Independence, as well as fostering growth to this side of town.
Forget it
Extending the light rail all the way to Monroe should be considered in the future
I do favor the extension of the line into Indian Trail. I don't think it directly connects with the options shown, but for the Airport station, as close as you can get to the actual airport terminal would be my biggest want for this
Still not sure why we aren't closing Trade street to vehicle traffic in Uptown and having Blue/Silver intersect at integrated transit station. While cost is important, Trade/Tryon is center city and will be so in 100 years. Unless we are relying on significant TIF to fund the Uptown section, it is inexcusable to not at least route through the center city. Ridership will suffer.

It is critical that necessary infrastructure is expedited to support high density development that has already been zoned/permitted and is being / has been built in Focus Area 4 along the Central Ave corridor.
The alignment refinement seems to eliminate Wesley Heights from the picture which is a bummer, but I appreciate the consideration to water impacts and train speed. Might want to rename that stop since there would not be a practical route to easily walk to and from the stop. ; It would be a lot cooler if it went through Wesley Heights like the original plan.
Why would CATS construct a line that avoids the center of uptown? The transfer to the Blue Line is not at all sufficient and an alignment down or under Trade should be considered.
For focus area 5, option 1A (Lumaka Dr.) seems to be the clear choice. For the other two decisions, I think it's a tossup but would give a slight nod to the LPA plan in both cases. Also, for focus area 5, where will there be parking in downtown Matthews? It's already crazy!
I am really excited for this to happen. I would love to be able to hop on the train to get into Uptown for Panthers games and leave the car behind. I understand that building a central hub for the silver and blue lines would be too expensive, but I hope the transition to the Blue Line will be made easy. I really feel like many people that work in Uptown would love to use the light rail if it's not too slow or inconvenient.
This is great planning and will make traveling to and from Charlotte more user friendly- for all (not just commuters). This will make going into Charlotte a more family friendly experience.
I think the route along Lumarka is a better option than the LPA. Less interruption to traffic during construction; less environmental short term environmental disturbance and long term environmental damage.
Will any of the stations be manned or unmanned? Will the trains themselves have Lynx staff aboard?; There is not submit button at the end of this survey. I answered all the questions and now there is no final button. Did you even get my answers? I will now close the browser, so I hope you did, otherwise this is a waste of time!!!
I am hopeful that side projects to create detours and alternative paths will be finished so that the construction along Independence will not log jam traffic.
Not running through uptown will doom the project. There is very little reason to use the rail line if it is not close to the working center of the city.
Overall I am very happy about the options that consider overall travel time in corridor, and avoiding rebuilding so many roadways. Given the Hawthorne Bridge history, the fewer disruptions to the road network the better for reputation sake. Going along the railroads where possible near Wilkinson and near Matthews will be win win but deviating for development areas like Airport North and Monroe Road will be excellent.
Just wanted to give my opinion of the importance of a rail trail along the future line. I think that was a big flaw in not planning it for the blue line extension. Pedestrian and bicycle traffic have brought economic development throughout south end. It's a shame it wasn't in the plans for the extension.
Parking and pickup areas
I am very concerned about the possibility of the Blue and Silver lines meeting at grade. I fear that this would impose too great a limit on frequency for both lines. CATS should plan on 5 minute frequencies (at peak periods) and I fear that will be impossible with the at grade crossing. ; The ability to easily transfer between the Silver Line and the Gold Line at Hawthorne seems important, but this seems to be overlooked by building stations which are separated by four blocks and an active freight rail line. Is there a way to accommodate this connection?
The LPA for Focus Area 1 is best oriented either in the Median of Wilkinson Blvd with the Belmont station similar/identical to the North Tryon Station at UNCC. Alternatively, the LPA for Focus Area 1 would do well immediately adjacent to the North side of Wilkinson Blvd. ; No.
This would be GREAT! Less accidents due to less traffic, especially on weekend evenings! Charlotte and surrounding areas are so far behind other metropolis areas...let's catch up!
With the COVID pandemic likely changing things not just temporarily but into the future, it seems spending time and money on extending publix transit is not the best use of resources given the number of people not commuting and the concerns about having large numbers of people on mass transit.

From CPCC, continue East towards Sun Valley high School. A stop there, at intersection of Monroe/Wesley Chapel Rd. would be helpful. Then continuing along S to Wesley Chapel Rd to the intersection of Weddington Rd (84))
Please extend this into union county/indian trail.
so glad the project is extending to Stallings and Indian Trail areas. The extensions to these areas are needed and will be great for easing traffic back up and the ware and tear of the roads.
We do not need the Lynx Silver Line in Union County. We moved out of Charlotte so we would not have Lines, buses and Trolley cars. We do not need to bring crime to our area from those who do have crime.
Extending to Indian Trail will not only provide access to Charlotte area residents but provide a means of access to the new Atrium Health Hospital being built at US74 and Stallings Road
Yes. It is messed up that the light rail doesn't go right up to our already auto congested airport. Have you ever traveled with kids and luggage and not rented a car? Make transit the easiest and best choice then maybe the investment will be worth it really.
How would this affect the roads as is? With this add another lane to the road? How much will this cost Indian Trail tax payers?
Is the airport station within walking distance of the terminal? Are bicycles permitted on the trains? Thank you.
None at this time
The proximity of "Airport" stop to the airport itself. I would use the silver line to access the airport regularly.
The alignment that removes the line from Independence Blvd to Monroe Rd cuts through residential neighborhoods. I don't think the blue line nor any other line goes through residential areas. The only conclusion for this would be the possible disruption to Rick Hendrick's auto dealerships. He ensures this route by purchasing church property and reserving space so this line would be forced behind his dealerships into residential neighborhoods. There are plenty of alternatives that could be used to get the line into downtown Matthew's.
I'm excited about this. I live in Union County and having an alternative to get to downtown without driving up 74 would be amazing. I think the current path makes sense to me and encourage the extension into Union county.
N/A
Would you please add the proposed routes to Polaris so that we can zoom in more and toggle on other layers? Alternatively, additional zoom levels on the project map and the option to toggle to the base street map used in Polaris would be appreciated. Thank you.
https://polaris3g.mecklenburgcountync.gov/#mat=504225&pid=16101260&gisid=16101260
The Silver Line extension would be helpful to us.
I would lean towards fastest market options in each focus area. If you build it, they will come is my opinion as to access to business/community vs. building to meet demand today. We need this line to built as soon as possible.
I sent in a comment. I am concerned about construction and safety.
The blue line and the silver line absolutely must be grade separated to ensure adequate frequency and capacity into the future. Cutting costs on such a large investment by making the lines intersect at-grade would be incredibly short-sighted and a poor use of funds.
Looking to the future - are there any thoughts on a "ring" light rail route paralleling the I-485 connecting Blue Line to Silver Line? If so, are there strategic locations on the Silver Line that might accommodate the interconnecting
I heard several comments relating the Silver Line to the Blue Line along North Tryon St. I have concerns about the Blue Line along N. Tryon St. From Eastway Dr onward, the line is cumbersome and unsightly. I would hate for that to occur with the Silver Line. The Blue Line going south of the Tryon St is very pleasant to view and fits in well in the neighborhoods.
The alternative down Lumarka for focus area 5 seems to be the most logical option based on the pros and cons.

I am a resident of Stallings and have been eagerly awaiting the day when I'll be able to take the train uptown to work everyday. However, please, please, please AVOID a route that goes through downtown Matthews at all costs!! That area is a gem that needs to be preserved! Whenever I have friends or family visiting from out of town, I take them there to show off how great it is.
traffic can not handle this in area 1
Follow-up from Silver line 9/24 online meeting: The location of the Galleria station was identified as "the middle of the street." But where - In front of what building/location is this currently? When asked about the Galleria's parking, I didn't receive a helpful answer, How can a Galleria station be identified without knowing where the station or parking location parking is. I'm asking because I live in Sardis Forest.
Hope the extension into Union County will happen!
would like to see train come all the way to gastonia nc
Yes! Please come out as far as Cpcc in stallings. Commuting on 74 is horrible and I would love to be able to support a train
I think the LPA is fantastic- I like the alignment that stops directly at Bojangles and Coliseum.
My only major concern is Between Conference Rd. Station and Village Lake Dr. Station. I don't like the idea of the light rail running along side of Lumarka Dr. to get to Monroe Rd. I think straighten out The LPA between these two stations would be better. I understand some Apartment buildings will be demolished and some homes but I see this working better for the Silver Line and the community.
I own property at 2436 Wilkinson Blvd and hope the center-running LPA east of Billy Graham to W. Morehead is This should go to Gastonia.
The preferred location is well considered and we should stick with it.
More transportation options are desperately needed in Gaston County to provide greater mobility to Charlotte. The US Census Bureau's American Community Survey in 2009-2013 indicated that more than 25,000 Gaston County residents are traveling into Mecklenburg County each weekday for work.
Will parking lots be part of the design? the Silver line is mainly located along 74 with currently few options for parking. Crossing the Catawba River would be a big plus since there would be more park and walk options in Belmont. Many people might use Belmont to park for as an alternative to airport parking,. Will there be a shuttle service from airport drop off to the terminal?
Lots of thoughts about the traffic pattern, how neighboring communities will have access to already limited resources (Donald Ross to Wilkinson will no longer be accessible).
Please consider extending line into Bessemer City to Edgewood Road. We have a large employment district established and several hundred acres along I-85 corridor zoned for additional employment opportunities. While this is currently not built, this area is proposed for Economic Development in the future. This will also provide opportunities for a reverse commute to work in these employment areas.
I support the proposed Silver Line light rail extending further west into Downtown Gastonia, connecting the cities and towns of Gastonia, Lowell, McAdenville, and Cramerton, and Belmont to the CLT Airport, Uptown Charlotte and beyond, and providing better access for Gaston County residents.
The alignment is fine as far as it goes. It needs to continue into Gastonia as much of the population is to the west of Belmont. In addition to the 25,000 Cleveland County and SC (Greenville/Spartanburg). Much of this traffic congestion could benefit from light rail extending west beyond Belmont.
my highest priority is having a safe and convenient way to take the light rail to the airport.
We need light rail all the way to Gastonia!
Focus area 4 will be near my neighborhood. I think the community would benefit from a station that is at the Bojangles coliseum, not across the street. The train my be slower, due to curves, but I believe it would bring more safety being next to a large attraction. Reducing the foot traffic across a very busy high way is a must with safety

Will there be any impacts to houses in focus area 4? IE. my house backs right up to independence with a business in between that looks like it will be impacted. Curious as to where the line is on the development and if a train will now be running through my backyard. It is too hard to tell from both these two options.
How will the silver line travel through 11th street in uptown between Graham Street and independence
No
Please leave the Wilson corridor alone. We don't want heavy congestion due to the lynx line.
WHY WOULD'NT YOU START ON THE EAST SIDE WHERE MOST OF THE TRAFFIC IS COMING FROM? ...TYPICAL CATS.. ...CLUELESS...HOPEFULLY THEY ARE'NT BUILDING ANY BRIDGES.
I live closest to areas 4 and 5 and commute by bike through these areas. I would like to see the Silver Line interact with Monroe Road as much as possible to maximize redevelopment opportunities. While I would like to see minimal residential displacement, a focus on ensuring a lot of workforce and affordable housing options in TOD areas would counterbalance displacement for construction. Having the Silver Line stop on the Monroe side of Independence, in the Bojangles complex, is a high priority. I would like to better understand the additional costs and complications of doing this with the stated floodplain concern in that area.
The Silver Line should be extended down to Monroe and end at the Monroe Mall.; Please extend the line all the way down to Monroe. The terminus should go through Sun Valley in Indian Trail and end at the Monroe Mall.
None
No
Very much in support of this project and it's potential to bring positive changes to the Monroe Rd. corridor. Approve of the proposed re-routing via Conference Drive.
There are actually options in each study zone that would be most beneficial for a speedy, efficient light rail service avoiding any median running along roadways as was done with the Blue Line Extension. In light of all that has happened there this major mistake should not be repeated. Highway and transit use both suffer due the Blue Line Extension operating scheme. Too many grade crossings, too many gates, wrong gate configuration, and slow poke trains 10 minutes slower than originally envisioned. Silver Line area 1 use LPA north of Wilkinson in Belmont to the river, then Option 2 south of Wilkinson to I-485. In Area 2 Option 1 north of 74 along a planned new road to Airport Terminal station (not in the median!), then use Option 2 east of Billy Graham Parkway to Uptown along north side of NS Railway to Multi-Modal center. Could directly serve future Panthers Stadium at Charlotte Pipe and Foundry property, offers good development potential for south side of Wilkinson, and protects north side of Wilkinson from encroachment on residential area a median running option would cause. Note care must be taken in crossing NS. Keep in mind the P&N line would also need to cross over/under NS if it is reactivated for future commuter rail. In Area 3 the LPA option from Multi-Modal center to Hawthorne is best. Definitely at grade level along 11th Street (not elevated). Also, looks like a connection track to Blue Line could be fashioned by breaking off alignment at Davidson Street, and following west side of Davidson south to 5th Street area and then connecting with the already existing service track for the Gold Line Streetcar. Radius of turn would best from the west side of Davidson due to large parking lot at the corner. In Area 4 LPA north of 74 , and then go south along Briar Creek Road avoiding sharp curve and slower runner in the other proposal, then Option 1 to Idewild from Bojangles behind properties. In Area 5 follow Independence south of roadway to Krefeld and turn south to CSX, then follow CSX out to Matthews using the option that lines up with Matthews Street into Matthews. Going under 51 on that alignment would seem to be less complicated than trying to go under south of CSX, and then have to go back over CSX to Matthews Street. This routing avoids conflicts with McAlpine Greenway Park , environmentally sensitive areas there, and residential properties which would suffer severely with a Lumarka option. Follow yellow alignment along Mathews-Mint Hill Road then out past Sportsplex to CPC Levine. Station at CPCC is fairly close to CSX and could be a good future commuter rail link there. From CPCC Levine best option is to use Matthews-Indian Trail alignment (south side of roadway, not in median) to Indian Trail Town Hall. Noted Silver Line could be extended a short distance if CSX commuter rail service happens. This

Area 1 - Option 1 / center but with two stations in Belmont
Area 2 - Option 2 / north of Wilkinson
Area 3 - Option 1A (to maximize future development, etc) and Option 2B. Very concerned about the distance from Silver and Blue lines for connecting passengers.
Area 4 - Option 1 (South) - better connection to Bojangles/Ovens and better connection to Business/Retail destinations
Area 5 - Option 1A (Lumarka) - better connections and street level station
Area 5 - LPA (Monroe Rd) - better connections and development opportunity
Area 5 - Option 3A - must serve downtown Matthews (but should also serve Novant. Find a way to include both); Concerned about the airport station being so far from the terminal. I don't trust future plans or funding to provide quick, easy access to the terminal. I fear corners will be cut and we'll be left with shuttle buses rather
I would like to know what plans there are for "rail trail" plans. The plans should include Side walks and bridges over 74 for pedestrians. the most popular feature of the blue line is the rail trail..
Get on it and build the transportation infrastructure a metro city needs before everything is too developed. What's next go up and down 77.
I think a light rail line to Charlotte Douglas is way overdue.
The end of line in Belmont dumps people at a highly congested intersection with badly timed traffic lights and zero foot access to significant parking or employment. Who came up with this expensive boondoggle that will only serve to ferry crime out of Charlotte to Belmont?
Please extend the Silver Line west to the Central Ave intersection in Belmont to offer more direct, safer bike/per connectivity into downtown and near-downtown desalinations. Central Ave also runs parallel to the future rail-trail linking Belmont Abbey and the proposed Caromont hospital site with downtown Belmont.
I am live in union county and work in Coliseum Center near the airport. A direct light rail express train straight down the middle of 74 would be amazing
No, I like the alignment options as they are, we are very excited for this project to begin!
In focus Area 3, set the alignment between 11th Street and Brookshire but reconstruct Brookshire between Poplar Street to Alexander Street by lowering the grade below the Blue Line. You could then cap/cover both the Silver Line and Brookshire with a linear park. This could help contribute to more development along the corridor if there wasn't a freeway visible.
Prefer line option on Bojangles side of independence vs North side
Please be sure to provide adequate parking for the park and ride!! The blue line parking garages fill up completely by 7:30 AM, which makes it impossible to use for many people.
no
Focus area 3 yellow line looked better in the video
I liked focus area 3 in the YouTube video that I saw.
I believe for the focus area 3, the yellow option is better.
I would be more likely to use the Silver Line regularly if bus routes were added to connect with Silver Line stops. For instance, there is no bus route on Rama Road or Sardis Road, but connecting these roads to the Silver Line would increase the feasibility of regularly using the Silver Line.
I don't understand why the 1st focus area is now Belmont/why not build the line from uptown out. I definitely think the first priority should be East Charlotte as that has been in the plan from the get go.

Other: Are there other alternatives that should be considered? [#69804]
Access to the new Atrium Health Hospital
add bus stops on Wilkinson
After the Belmont stop, please continue it to Gastonia!
Are there other alternatives to what?
Connect to the uptown transit center
Continue down into Monroe
Cutting out as many road crossing as possible to ensure timely arrivals and speed.
Direct airport route without a 'people mover' option
Elevated rails with good connections to surrounding neighborhoods to attract people, straight rail lines for
Extend all the way to Gastonia!
Extend into Gastonia
Extending line to Edgewood Drive in Bessemer City.
Extending to Belmont Abbey college including the campus as additional college access to the Charlotte region
Extension of the line down to Monroe, build the eastern terminus at the Monroe Mall site.
Further east along hywy 74, at least to Wesley Chapel Rd intersection. & possibly continuing to Union West, Atrium hospital
Further extension of the proposed Silver Line into the City of Gastonia from Belmont.
gastoniq
Go all the way to downtown Gastonia
hire competent people to manage traffic controls.
Hypothetically, Will the airport constuct a train that connects the terminal to Wilkinson Blvd so passengers can easily access the Silver Line to Uptown and points beyond?
If the airport station is not within walking distance to the to the terminal, I think some kind of shuttle should be
In Focus Area 2 (moving east to west), continue following the rail corridor west of Billy Graham Parkway and rejoin the proposed line at either Marshall Drive, Sears Road, or 485. This would allow a station within walking distance of the airport terminal
It is difficult to see a more detailed map of where exactly the roads are but I think the overall plan looks logical
it should go to Gastonia.
Keep it away! We do really need extra congestion clogging our neighborhood like south end
Nothing that goes through residential areas
Red line to Huntersville and Mooresville
Reroute Focus Area 3 (e.g. Trade St.)
See above-mentioned connent
Separating the grade crossing for the Blue and Silver lines.
START on East Side
Start with East Charlotte as that is the heaviest congestion and the most in need of development
straight down the middle of Hwy 74
the opposite side of the CBD. I 277 morehead, etc.
This part of the west side will become high priced and many african americans will be pushed out of their home to make way for Caucasians.
through uptown
Trade street in Uptown.
Tunnel under uptown, providing service to CTC and Tryon St business district; Underground tunnel, providing service to CTC and Tryon St business district. Also, better connection between Silver and Blue lines
What about routing through Sam Newell to Matthews, more space of parking and stations on Independence

Comments: If you disagree or strongly disagree, what do you believe should be changed or added to the preliminary Purpose and Need? [#69528]
Access to Indian Trail's Chestnut Square Park Development and the new Atrium Health Hospital at Stallings Road
Connectivity is important and so is the acquisition of land not for parking lots but for affordable housing near major transit options. Another South End is not needed along the corridor.
Do not want or need the Light Rail in Union County. Vote it down.
Eliminate this project as it will only chaos and more traffic
I am very happy to see this plan and look forward to seeing how this improves mobility and the quality of life in the city of Charlotte.
I believe the Silver Line should be aesthetically pleasing to the neighborhoods. The bridges over major roads seem to create more driving hazards for automobiles, as has been my experience on N. Tryon St.
I do not view the financial viability (if that means economically self sustaining) to be realistic. This is a public good/public work project. A Greenway or pedestrian/bike connector is not expected to pay for itself. This project should be viewed the same way.
I would love to see this line extended into Gastonia.
Independence is better equipped to handle the cars, parking, noise and increase in retail than Monroe. There can be a station on Independence near Woodberry/Sharon Road East, one at Village Lake Drive, and one at Sardis Road North. Additionally, North Tryon is a very choppy road with its stations, walkways, etc. Please don't do that to Monroe. There is already land available in the middle of Independence.
It should go to Gastonia. You are really dropping the ball.
Lack of Community Benefits component that specifically addresses systemic land lost, gentrification, and social and economic mobility/opportunities and equity impacts from a racial equity framework.
Land use and economic development should be part of this.
looks good
More connections to bicycle infrastructure, please add a greenway along the line. (similar to the Rail Trail in
N/A
N/A
N/A
N/a
N/A
NA
na
None
nothing, just speed up the construction timeline
Possible expansion to monroe as an option in years to come
provide stops at area with large area for parking AND access to large scale housing BY FOOT.
sfsdfs fsdf sdf dsfsd f
The best way to meet your goals is with walkable neighborhoods connected by public transit, so everyone can get around without a car.
The rail should not be cutting through residential neighborhoods when independence blvd is more than capable of being the best route.
Waste of money

Would the bus system be modified to reliably transport riders to the rail stops and then transfer? For example I live off Eastway and it looks like the Bojangles Stop or somewhere on Central would be my stop but still a pretty good walk to that stop. After I found my way on the train I would Exit on South Blvd and need to get about one mile down East Blvd. I'm just curious how those would all connect? I often visit Minneapolis and am able to travel in the Downtown area easily but rail then linking bus routs. ; I'm curious how the bus system would connect to those stops. I would like to be able to reliably enter the bus on Eastway, transfer to the rail by Bojangles or Central, Exit on South Blvd, and transfer to a Bus on East blvd. That would be my way to work. I think selling those prices and ride times would help sell the project. Thank you.

Comments: Do you have additional comments? [#67444]
Accessibility including parking is a key concern.
Additional growth west into Gaston County is inevitable as Eastern and Northern Mecklenburg become glutted from growth. To stop the light rail in Belmont is very short sighted and will result in extremely inflated cost in the
An express route to the airport would be ideal as that would make it easier for many of us to get to and from the airport....
Can't wait to be able to see this project come to fruition, it will be a boon to our neighborhood as well as many
Consider pedestrian bridges to connect the north side of Independence to the south side of Independence to ensure walkability to stations and equity of access to the Silverline for neighborhoods either side of
Do not put this in union county
Focus area 2 (e.g. zipcodes 28208) within the Silverline Alignment encompasses a large percentage of BIPOC whose demographic profiles/social and economic characteristics are considerably lower than those in the City as a whole. With that being said, using the BlueLine Light rail Investments as a frame of reference, what are the true economic impacts (e.g. housing affordability, land use, job loss/job creation, and small business impacts of the Silverline Light rail Development to communities on both the northern (Wilkerson to Freedom) and southern boundaries (Wilkerson to West Boulevard Corridor)?
Focus area 3 should definitely go with the yellow option. Seems more direct and can utilize/develop the land around Wesley Heights and Panthers Stadium more effectively.
Gaston County needs to discuss funding for the project.
Goal of "Provides a transit system that is financially sustainable to build, operate, and maintain" difficult under current blue line model where many riders don't pay for usage. How will this be remedied for this line?

Hello!

First of all, thank you to everyone who is making this project a reality. You are all heroes!

My one comment is regarding the proposed at-grade intersection of the Silver line and Blue line:

While that would save money at first, it would be a long-term disaster, as it would impede higher frequencies for both lines in perpetuity.

Also, it is forgetting that this junction - NOT Gateway Station - will be the signature station in the entire CATS network! Gateway will be utilitarian, and absolutely necessary for wrangling together multiple modes of transit. However, the Silver/Blue line junction will be the most ACCESSIBLE, and POPULAR junction because of:

1) The excitement that LRT (not any other mode) generates from people: The "hype" from LRT is real, and is a crucial component we can't dismiss.

2) The untapped potential of First Ward as a functional urban neighborhood: Gateway will be, by nature, very cluttered, transient, and metropolitan in nature. As it should be! Whereas First Ward will be a DESTINATION of fun things for people to visit.

The extra infrastructure and cost of separation these two lines is critical to optimising the CATS network's future, and being able to show the community that it was not a waste.

If we need to cut costs, then there are many grade-separations we can cut before we do so for this junction.

Thank you for your time!

I am concerned about potential delays to the project by land acquisitions or deals with railway companies.

I am concerned with acquisitions but if the project can be contained as much in existing ROW it will make it easier and more affordable.

I am extremely interested in the transit oriented development that would take place on Monroe Road. As a property owner in Echo Hills, I think that any new development on Monroe Road would be beneficial both to the neighborhood and to the city as a whole much like South Boulevard benefited from the blue line.; N/a

I am very much in favor of alternatives to automobile transport.

I believe Light Rail or some form of rail travel will be needed so Charlotte and surrounding regions can be competitive in recruiting millennials in the future. My only concern is that "Last Mile" that would connect the terminal and a Wilkinson Blvd. Light Rail Station. I have recently been to Denver, Salt Lake, and Chicago on vacations and have utilized the light rail/Train that connect those airports to the Downtowns of those Cities and things like that absolutely set those places apart from other cities where you would need a rental car/Uber to get

I believe the line should be accessed by as many people and neighborhoods as possible.

I fully support the proposed Silver Line light rail extending further west into Downtown Gastonia, connecting the cities and towns of Gastonia, Lowell, McAdenville, Cramerton, and Belmont to the CLT Airport, Uptown Charlotte and beyond. Gaston County needs a light rail option to foster future growth and redevelopment.

I hope that this project will provide alternative transit options for commuting by car on Independence Blvd, which has becoming increasingly congested. Convenience and low commuting time are must-haves for the silverline to be this alternative. As the city continues to grow, it will be imperative for the Silverline to be able to accommodate an increasing number of riders through the years. We would be wise to build with excess capacity, such as allowing for more lightrail cars than initially needed.
I like Option 1 or 1A for Focus Area 5. I do NOT like the option that is nearer the greenway/park as I think it would disrupt those recreational resources to the community. I am excited about development opportunities for the area, but would want to ensure noise reduction and overall safety/security at the stations/parking areas along the light rail. Thank you
I want to make sure that there is a strong plan in place to prevent displacement of residents in existing neighborhoods along the LPA. Something like a program to subsidize increases in property taxes for a certain
I would like for the corridor to be multi-use. There should be a pedestrian / bicycling component as part of it.
I would like for this project to not keep getting drawn out but rather get to it. I feel like they've been talking about this now for over 6 years. It would also be smart to build out from uptown one station at a time so when each station gets completed it can be put to use as they do in other well developed cities. Then continue construction until you have built out to Matthews and Belmont. This was it won't feel like it is taking forever to be
I would love to have rail access from Indian Trail and believe this would be a great asset to our community!
Keep the lines straight for commuters to get into Uptown and other employment centers quickly, but build the stations as centers of walkable neighborhoods. Make me want to ride the rail to every station, not merely to cut down on 9-5 commuting traffic.
Love the idea of the Lynx Silverline. I have lived in my neighborhood for over 30 years and we are basically in a dead zone. There are no grocery stores, shops or restaurants really close by. One has to go to Belmont or Gastonia, or closer to Charlotte. On the one hand, I hope it brings in new businesses, on the other hand, I am concerned about property taxes and crime.
More clear on zoning and impact to neighborhoods. This information has been to vague to make informed
Most important to me and my family is the Greenway trails remaining unpolluted, thoughtful development along Monroe Rd, with ease of access to stations by bike riders and pedestrians.
Move on
My main concern is that this will not even happen. I moved to Charlotte from Portland, OR which has an excellent train system, the Max, which has been in service for many, many years. I am afraid Charlotte will stop short of achieving anything like that, and the much needed silver line will be forgotten. The blue line is of no value to most everyone in the city.
N/A
NA
na
Need to up-zone around stations as much as possible.
No
No
No
No
no
No construction on Central
None
Nope
Nor at this time
Not at this time

Our home borders Independence blvd where the proposed tracks will run. My main concern is that there is currently a berm that is already too small based on lay of the land. We get considerable noise from Independence. I'm not concerned about the train noise as much as I'm concerned about increased noise from Independence if the berm is moved, reduced, etc..
Please extend the line all the way down to Monroe. The terminus should go through Sun Valley in Indian Trail and end at the Monroe Mall.
Please get this to Gaston County ASAP!
Please make sure there is adequate parking!!! It is impossible to ride the blue line unless you get there by 7:30.
Pre-pandemic, I was a frequent rider of the Blue Line going into Uptown Charlotte for work. We need to have a better system in place to ensure ALL riders are paying their fees when using the light rail systems. Without the proper measures in place, the transit systems will end up being subsidized by tax payers in the long run.
Rail trail is a MUST
ridership is #1 => get people out of their cars. land use #2 => density, make the property along the line attractive/usable (NOT gas stations or storage facilities or car dealerships)
start construction now
Statistics show that easy access to public transit increases crime. It makes it easier for criminals to access new areas that they may not have been able to get to before. I am against extending into Indian Trail.
Also, Independence Blvd is already bad enough with traffic and the crazy u-turns, adding mass transit running through the area will make Independence unbearable and may affect businesses since I know people like myself already avoid businesses on that road if I can go somewhere else.
Thank you!
The answers above are based on the fact that we are not near the route, but would be able to enjoy access to it and often drive in the area.
The Charlotte-Gastonia-Concord region is home to over 1.8 million people and is expected to grow to over 2.5 million by 2030 and the key to supporting this economic growth is a rapid transit system integrated with land-use planning creating a sustainable, economic-environment which improves the quality of life and attracts businesses and people to the region.
The cost of the light rail project and the sharing of those costs with Gaston County need to be addressed. Also, US 29/74 Wilkinson Blvd on the Mecklenburg side of the river between Old Dowd Road and Little Rock Road need to be widened to six lanes.
The extension into Union County in Indian Trail with option for Monroe would be more than amazing.
The fast this thing done the more city grows
The service should be located close to where people live / want to go, and should run frequently enough to be worth using (say, every 10 minutes or better.)
There was a prior planned route that didn't push the line through residential neighborhoods. These plans were discarded after Rick Hendrick forced the line behind his businesses into residential neighborhoods.
This is absolutely needed in the area. The drive on independence is torture. This would benefit not only union but Mecklenburg County as well.
This should be going to Gastonia
This train being on Wilkinson will only increase the price of housing in this community. I hope income based living is coming with this new train.; N/a
To create a strong, equitable, cohesive community, we must ensure dense and affordable development be encouraged along the new transit line. In addition, we must run trains frequently for the service to actually be useful and competitive to driving a car. We must strengthen our sidewalk and greenway connections to make sure the new investment is accessible.

Very happy to hear these plans. I think balancing safety and ease of access (near neighborhoods/retail spots with street level stations but precautions against pedestrian/car accidents) with commuter speed is challenging but so appreciate this investment in our future.
wasteful boondoggle
We are retired so our use would be entertainment, shopping, visiting friends usually during off-peak use.
While I am all in favor of this project, I worry that there will not be enough consideration of the environment. This is typical of recent development when most developers build with no regard for existing large trees, natural areas for wildlife and clean water and parks for people and animals to enjoy. We end up with a much less livable city. Charlotte is growing fast enough. We need to slow down and grow smarter and more sustainably. Another consideration, mentioned in the purpose above, is how people will move from their homes and businesses to the LYNX stations. This would take more busses, bike lanes, parking at the stations, etc. to maximize use of the transit Silver line. I hope this can be thoughtful and extensive.
Worried about displacement of communities along line and zoning of new buildings and residents. Need affordable housing. Hope the bus service will change to better reflect changes and get people to trains instead of directly to downtown
Would welcome a parking deck at the terminus, similar to the 485 terminus in the blue line. This would increase

Comments: Do you have comments about (these) public engagement methods? [#67443]
informational web sessions and videos, announcements via local government channels - these methods are a good way to keep public up to date on project status ; no
All current methods are effective in my opinion.; In person venues are most effective. Current pandemic environment limits participation even with video conference technology. Vid Conf. is not extremely effective to Buy TV commercials too if you can.
Construction will be a mess for our county. Loud. Hold up traffic before and after. Expensive for homeowners paying tax. Not good.
effective
For engagement amongst the older members of the community it's important to mail info / surveys, have survey takers call community members to capture responses or a text survey option.
I appreciate the opportunity to provide feedback by survey
I contacted a few of the people in my community and none of them had heard of this proposed project impacting their neighborhood.
I don't think that the public can really comment on detailed alignment questions. That should be the purpose of technical experts. I'd rather see engagement focused on the project goals.
I have only seen engagement in City Council meetings
I have seen very little in Belmont/Gaston County about the rail line. Suggest more outreach.
I liked the online virtual meeting. I did think it was not helpful for my one question, which I had submitted prior in email format and again at the meeting, regarding the Galleria station (location of station - where in the middle of the street - and where will the parking be). Thank you.
I live in the area and we have not received any notification about the project via any of the above mentions.; N/a
I think the biggest thing is for communities to see the economic development that has occurred on the Blue Line so they are willing to pay additional taxes to build this beast of a project.
I think you are doing a great job communicating.
I think you guys are doing a good job trying to get the word out in as many ways as possible
I thought the virtual meetings were very well done, though light on details in response to questions.
I was led to this survey through the Union County Update.
I was unable to participate in the online meeting due to work and not having Zoom. I like the videos and website information.
Information in Spanish
In-person meetings, especially in Belmont, have been exceptionally useful.; Very helpful.
N/A
N/A
N/a
NA
Need to look for ways to communicate within the impacted communities more effectively. I have seen very little information related to the project over the past year even though I live in Belmont, subscribe to the Observer etc. Not sure what your sources are for interested parties, but I don't think enough residents have any awareness of
No
No
no
no
No
No one wants
None

None
Nope
On a scale of 10 being the highest, these public engagement efforts rank a 10. Vital and key to the project's
On-Demand videos (flexible viewing), information web sessions, e-blasts.
Fewer mailings as they are expensive and no way to know how many people read them. If they are interested they will seek out the information.
Please keep having Zoom meetings, otherwise I would not be able to attend the public meetings due to my work schedule and the time involved in traveling.
Should advertise at bus and light rail stops as well
Signs at polling stations for awareness would be an additional idea I would put forth.
Social Media for younger population and Flyers for the elderly population should be part of this strategy
Survey does not have a "submit" or "finish" option - not certain if responses are being saved and submitted
These are good. My neighborhood is very diverse- we have a lot of families who have immigrated from eastern Asia- make sure to distribute materials in languages other than Spanish and English.
They are all great! Covid has stopped a lot of direct person to person communication, so there needs to be repetitive effort in other methods. TV announcements?
Unfortunately, many folks just don't pay much attention - there is a lot of competition for people's attention.
They have been effective.
They were great!
Virtual meetings worked OK
web is key given pandemic

Public Comment:
<p>Prioritizing vehicle access to businesses along Independence seems unwise in section 3. Those businesses along that part of independence have been under siege for over a decade and most of the ones worth saving are gone. The businesses that have survived (like las Margaritas and Bean) are going to survive regardless of auto traffic. When business does come back to independence, it will be due to the traffic from the light rail and not from the autos.</p> <p>The alternative option that runs south of Independence appears to decimate large parts echo hills and amity gardens, and it seems to do so for the sake of helping some gas stations, car dealerships and a walmart increase their car traffic</p> <p>Lastly, the LPA stations in section 3 would seem to allow for more new high density development around stops while the options both north and south of independence seem surrounded by existing low density housing.</p>
I prefer a center-running alignment along Wilkinson Boulevard in Focus Area 1.
Not sure how many people work(ed) in Charlotte and live in Belmont, but I imagine travel time will be improved slightly due to this extension. I think the larger effect will be the ability for those living in Belmont to connect with inner-city culture/happenings easily and vice-versa with those living in CLT.
It sounds like Option 2, along the south side of Wilkinson Blvd, would be best: fewer changes to local streets and local businesses. Having the Blue Line run down the center of N Tryon has made the road way too wide, making crossing a long journey in itself. I prefer the alignment along South Blvd.
<p>The LPA + Option 2 are good. Having the train in the center of Wilkinson would pose and increased risk to pedestrian traffic considering how busy Wilkinson is at peak hours. There are 2 things that are not mentioned that would be very beneficial. (1) An additional stop in Belmont at the intersection of Catawba St. and Wilkinson Blvd. would allow access to Historic Belmont via Catawba St. where there is already sidewalk infrastructure and a bicycle lane all the way through Historic Belmont to Downtown Belmont. This provides access for Charlotte area residents to Historic Belmont and will also allow residents living along Catawba Street walking/biking access to the light rail for commuting and leisure travel to Charlotte. This stop would be positioned in very close proximity to Gaston College Kimbrell Campus. (2) A rail trail from Catawba St. to Park St. along would provide safe pedestrian access to main station and promote commuting without the need to drive to park and ride for locals.</p>
I like the center of Wilkinson option. The road will need to be redeveloped soon with the changes planned for the airport, so the reconstruction should include proper transit planning.
Option 1: Center of Wilkinson Blvd. seems to make the most sense.
I don't live over there or really have business there. If I had a say it would be to help improve their access to Area 1 should be a add on option, i think the main goal should be to connect the airport to the rest of the city.
I wholeheartedly support the Silver Line development. It is a necessity for Charlotte's growing population.
I support Option 1 with the alignment down the center of Wilkinson Blvd. I believe that in the long run, this will provide the best alignment to promote growth along this corridor. That section of Wilkinson Blvd currently is in bad need of enhancements and improvements.
Despite less business impact along the southern route option of this segment, it seems more prudent to keep light rail along the north side of Wilkinson (especially because I'd like to see other changes along other segments that are probably more costly).
Option 2 seems like the best to me in this section.
Gaston County is growing faster than other areas in the Charlotte Region. Additional access to Charlotte and other parts of the State are mostly needed. South Carolina residents are also making the current access roads

<p>OPTION TWO!! Placing light rail lines in the median of existing streets should be a LAST ALTERNATIVE: It makes stations less accessible, because *all* riders have to cross travel lanes to access a station, and it forces trains to have to coordinate or even compete with traffic from all directions (and necessitating flyover bridges). Most importantly, putting light rail lines in street medians disallows innovative TOD that has happened all along the south end of the Blue Line.</p> <p>By putting the Silver Line on the south side of Wilkinson, where there is little modern development along the roadway, future development can be planned as TOD, and obviously this right of way acquisition will be easier</p> <p>LPA is preferred here. Cost and travel time are most important, as this will be park/ride commuter territory. The line gets long at this point so make sure the other county pays their share, otherwise would prefer final stop at</p> <p>I live just south of the Belmont line on the Meck side and you did not hold stakeholder meetings with us. I will attend the meeting Tuesday night but the purple line looks the best. I want to know how Old Dowd will be impacted. Traffic is very bad here and will be worse with new developments. You are adding a station? where is the Park and Ride? Old Dowd needs to be widened at the intersection with Wilkinson. Your other options will knock out one of the few parks we have on the west side. Let's face it, none of the businesses in that area are worth saving. The Amazon Building will have their parking lot decreased, but I am sure they knew about this going in. I tried to attend a meeting, but it was cancelled the hour before it was supposed to start.</p> <p>The Yellow option is better since it wouldnt require changes to wilkerson blvd itself. I dont like that there won't be direct connectivity to the airport like in many cities though.</p> <p>I've lived in NODA for 3 years but could no longer afford the area. I am moving to Gastonia for more affordable housing, but will really miss the connectivity I currently have to Uptown Charlotte and the surrounding neighborhoods. I also work at UNC-Charlotte, which the blue line currently connects to. It is very important for me that a lightrail line is built connecting Gaston county to Charlotte so that I can have continued access to these neighborhoods. I also hope it promotes future growth and development of Gaston county, and interest for more young people to move to Gaston county. Connectivity to the city that I love is very important to me! Thank you all for spending time looking into these projects.</p> <p>As a resident of City of Gastonia, I would love to see the Silver Line expand past Belmont into Gastonia. That will bring tremendous opportunities to the area, and for CATS most importantly. In addition, it will cut down on traffic on neighboring I-85 BIG TIME!! There are a lot of residents that work in Charlotte and they commute from Gaston County. I strongly and highly recommend that you look into this suggestion. I hope CATS are looking into plans to extend the line into Gastonia? Hopefully it won't take long for the project to happen?</p> <p>I do not like any of the median options that require rebuilding Wilkinson. It is expressive without much benefit. During construction, there is far more impact with a median route. I prefer the Option 2, followed by the LPA. Option 2 has the benefit of fewer driveways and businesses to disrupt and even though a con is crossing Wilkinson, it will be at the Catawba bridge, so it should be manageable.</p> <p>I am so excited about this project. We really need an alternative to travel to the airport and uptown Charlotte. I prefer the center of Wilkinson even though that would be the most expensive and disruptive; regardless, I trust the Engineers will make the most sound decision.</p> <p>I feel option 2 would impact less side streets and driveways. Adding a new bridge would take considerable time to build. How is the traffic being managed during this time as I-85 will only get more congested. Are there plans for additional crossings from Gaston County to Mecklenburg County?</p> <p>Prefer the south side alignment for construction pricing and because of the awkwardness of a center road station</p> <p>Run it down the middle of Wilkinson and completely remake Wilkinson Boulevard. We have one chance to do this right. Let's not cost engineer this to death.</p> <p>Development Opportunities is a very close 2nd. Also - I don't support running the SilverLine down the Median of Wilkinson at this point. More supportive of running along the Southern side of Wilkinson for this portion.</p> <p>I prefer Option 1...center of Wilkinson Blvd with a Belmont station similar/identical to the N Tryon Blue Line station at UNCC.</p>
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Option 2
This would be amazing for Belmont and Gaston County. 85 & 74 are just not enough connectivity to Charlotte.
From riders perspective, not much differences
I am concerned about crossing over tracts to get onto Wilkinson from Huntlynn. Personally, I would prefer the southside of Wilkinson. I think a deciding factor would be how much the cost would be rerouting side streets to building a bridge from south to north over the river.
The LPA seems to make the most sense to me. Doesn't make sense to be on the south side or the median of Wilkinson Blvd when it has to cross the Catawba river on the north side.
A median path seems like a great opportunity to turn Wilkinson from a suburban highway into a nice urban
Minimize cost
While placing the line in the center of Wilkinson seems like a good option, the cost and impact to Wilkinson Blvd make it the least desirable option.
I like LPA along the north side of Wilkinson Blvd (I would like to see a future Station at Old Dowd Road but not till the area grows more with residential and commercial. Until then people should use the Sam Wilson Station.)
I think Option 2 is better.
LPA or Option 2 seems to make the most sense. I think there should be a stop at Old Dowd Rd. instead of, or in addition to, the Sam Wilson Rd. stop to assist the many people who work at the Amazon facility. Additionally, I'm conflicted with having the route terminate at Park Rd. or Caldwell Farms Rd. Terminating at Park Rd. would lessen the burden on an already overused intersection, but limit the ease of access to available shopping at
I think it would be nice for the line to route through historic downtown Belmont aligning with existing rail. With Charlotte being so car oriented, there could be negative feedback from routing a rail line in or near the road resulting in traffic delays
Would be interested to see if there could be a viable transit option to the whitewater center
Option #1 seem to be the best value
Light rail running from Belmont to downtown Charlotte would be great. Would running along Wilkinson Blvd/Hwy 74 result in improvements to the bridge across the Catawba?
Hello, The LPA along N side seems to make the most sense from an impact and cost perspective. Options 1 and 2 seem to show an extension of the line west of Hawley Ave instead of ending east of Park St in the original LPA. Does the Park and Ride move with Options 1 and 2? Is there a traffic control or other advantage to the extension? THANKS!
since no options reduce Wilkerson to 2 lanes i would say which ever one is the most cost effective and provides the fastest travel time would be the best option to choose.

Public Comment:
I strongly prefer a continuous overhead structure along the Wilkinson Boulevard alignment near the airport. I believe that this structure, while costly, will enhance travel times and neighborhood connectivity, while requiring little disruption to Wilkinson Boulevard.
I think option 1 is preferable not only for local citizens, but for the city and it's planners. It's nearly a straight line and would be located on a wide enough road for a center-lane to be developed.
As a lot of people do not understand why the Silver Line cannot go directly into the Airport, fast connection between the Airport's people mover and Uptown is desired. Plus, elevated trains can work well, like in Bangkok, where the trains are ~3 stories above the road and then the station itself and walkways run underneath connecting the buildings together without a need to get down on the street level. Of course, they keep the street level clean and bright to keep it attractive, too. Use Option 3 and make Bangkok's elevated trains your model.
Option 2 is good if plausible and will allow for development helping revitalize West Charlotte near the airport.
LPA along Wilkinson is the best option.
Option 3 (Middle of Boulevard) seems to make the most sense for this focus area.
I believe the silver line should stay with being on Wilkinson; widening the road or an elevated structure. Ashley Road is a major road that connects multiple neighborhoods and having a line as accessible as possible to Westerly Hills and Ashley Park is extremely important. Also having Walmart off this intersection will give multiple people access to such a big store without needing to have a car. Also last minute travelers will love having this option. Once the road is developed more, the travelers from the airport will be able to more quickly access stores and restaurants which will further development
We really need a quick train to the airport — it sounds like the elevated option is the best and that some of the additional cost will be offset by not having to widen Wilkenson Blvd or build a new street.
PLEASE make this line actually go to the airport and not just close to it. Maybe a branch off the line that could take you directly to the terminal?
I like the bridge over Wilkinson option. Reasons i don't take the southend lightrail is because the slow operating speed from all the at grade crossings. (uber ends up being a better option unlike the NYC subway) And that toward the end of the line, it leaves the main road, that seems like huge safety concern. I also like it on the main road for local shop accessibility.
I wholeheartedly support the Silver Line project. It is a necessity for Charlotte's growing population.
I support the current LPA which includes the widening and improvements to Wilkinson Blvd.
I think this segment is one of the most crucial along the corridor -- direct access/connectivity to Charlotte Douglas terminals is imperative. Most major cities with rail-transit infrastructure have direct connectivity (ATL, BWI, CLE, ORD, MDW, DFW, DEN, MIA, MSP, OAK, PHX, PHL, PDX, SLC,SFO, SEA, STL, IAD, DCA). It would be a shame for CLT and CATS to fail to produce direct linkage.
Regarding Option 1, I'd rather see this on the south side of Wilkinson, connecting directly to CLT terminals.
Regarding Option 2, I think this is interesting alternative and see it as a way to spur development that could be akin to what's happened in South End, where the rail corridor has become a frontage for pedestrian activity along the rail trail, and has incited development along the car-thoroughfares that parallel the rail (South Blvd and Tryon).
Regarding Option 3, this does also seem intriguing, but from a pedestrian user, elevating the line adds an

Despite local connectivity being my "most important" factor, I think options 1/2 can satisfy that connectivity without rebuilding Wilkinson and allowing for faster trains. Not knowing anything about the project, but the idea of some public/private investment elements seems attractive re: cost, and do-able re: the potential development opportunities afforded by these options. Lastly, it seems like these options give more opportunity for smart development, esp. of affordable housing near the line.

OPTION ONE *and* OPTION TWO. Again, placing light rail lines in medians should be a LAST ALTERNATIVE (see comment for Belmont terminus section).

Please route the Silver Line along the rail right of way whenever possible. I have always believed it is the smartest way to go, especially in this area. It will be less disruptive to Wilkinson, and will allow each and every block south of Wilkinson to be (potentially) redeveloped with TOD principles, with multistory and -use buildings constructed facing the street, creating a new pedestrian-friendly boulevard, with direct connections to light rail just one block south. Riders from north of Wilkinson will still have to cross the street, regardless, but it is now MORE accessible to neighborhoods south of the rail line!

West of Billy Graham, having the line travel through a new development area by the airport will be a TRANSFORMATIVE development opportunity that can be fully multimodal, with seamless integration with the

Huge opportunity for TOD in this area. Like the LPA the least of the options. Running down Wilkinson seems far too slow. Integration into the airport's development planning and allowing a greater TOD area by running on the rail ROW would be ideal (combine option 1 & 3). Building an elevated structure in the middle of Wilkinson (option 2) isn't any more divisive than Wilkinson currently is...

I live in Charlotte, but my neighborhood also includes Matthews residents. I would definitely consider using the Silver Line if it connected my almost directly to the airport. Looking at all the options it seems like Option 3 or Option 2 seem the best choice for this.

There are multiple homes on wilkinson in Ashley Park and Westerly Hills that will benefit from the silverline staying on Wilkinson. They will not be able to utilize the train if it is moved. Also freedom drive is growing as well so the closer to both of these roads are better as well. Ashley Rd is a key intersection. Wilkison will be great if widened or elevated. The view from the airport will be better and more businesses for people visiting to

I believe the LPA makes the most sense for this focus area with regards to local connectivity and development opportunities. Option 1 could make good sense for connectivity to the airport as I've been disappointed that the silver line plans do not involve a direct stop at CLT. However, if Option 1 enabled future transfer to rapid mass transit of some sort to CLT more so than then LPA, I think that makes sense. Would like to know more about CLT plans to develop btwn Wilkinson and 85 as mentioned. I think Option 3 does sound unnecessarily costly, not nearly as aesthetically pleasing as street level tracks and cars, and the sound from elevated tracks is significantly amplified. Option 2 doesn't make any sense to me at all as it misses entirely the opportunity to redevelop the Wilkinson streetscape for TOD mixed uses and to have logical connectivity to the mass of residential neighborhoods that lie north of Wilkinson. Option 2 should be nonstarter for focus area 2.

I am very excited about a combined Option 1 in support of the Airport North developments and planning then Option 2 along the railroad corridor. The RR will give great synergy for crossing closures and faster corridor to give a higher speed section. Being only a block away from Wilkinson is a negligible concern. Avoiding Wilkinson is a far better choice for construction duration road and business impacts and will provide an opportunity for development in exactly the same way as it would a block away on Wilkinson.

There are too many neighborhoods on Wilkinson that needs the lynx to stay on Wilkinson. The walk would be around about a mile from me to be able to utilize the train. There would be several people not able to use the train in the surrounding neighborhood if the lynx is moved from Wilkison.

Definitely implement options 1 and 2. However, it would be more efficient to have them connect by the eastern portion of option 1 reconnecting to the LPA on Wilkinson Blvd (vs tracing Mulberry Church St) and then have the western portion of option 2 start at Wilkinson Blvd. The short segment on Wilkinson Blvd could be elevated to minimize traffic disruptions with auto traffic.

Option 1 is highly preferable to the LPA as it accommodates the preferred airport development plan and minimizes disruption to Wilkinson Blvd or the airport entrance.

Option 2 is preferable to the LPA because of the TOD opportunities, ease of piggybacking on the heavy rail ROW, and minimizing disruptions to Wilkinson. Wilkinson Blvd is not at all pedestrian friendly so new TOD development is necessary to truly encourage light rail ridership/usage.

A proper airport connection is critical. This line needs a 7 minute frequency throughout the day and evening is critical with direct connection to a people mover to the airport. Any opportunity to remake and improve Wilkinson is a win. Focusing on Park and Ride is concerning. We don't need more parking lots either surface or garage. We have one chance to do this right. Let's not cost engineer this to death.

Travel Time is a very close 2nd Consideration for this Focus Area.

I prefer Option 2 (following existing RR Line) for this route from Uptown westward until the Morris Field Drive Station. Once past that point I believe the Line should follow the LPA down Wilkinson Blvd because it's closer to the Airport and the existing undeveloped lots would still be close enough for private development supported by the SilverLine. This would reduce costs of running the down all the way down Wilkinson.

This section seems like it should be built for speed once you leave Uptown

prefer option 2

I vote Option 1

The LPA along Wilkinson Blvd. options seems to be the fastest option that also still is accessible and still encourages development of businesses near by.

I live off Wilkinson 1way in 1 way out this would kill our neighborhood Amazon has already caused so many wrecks Wilkinson cant handle the traffic TOTALY AGAINST THIS

Option 1 is a better choose sense the airport plans new development north of Wilkinson Blvd. Then go into the median before the Billy Graham Parkway Bridge.

A median route seems like a great opportunity to turn Wilkinson from a suburban highway into an urban boulevard. The rail-line route hides the line and disconnects it from the neighborhoods

I like the connection along Matthews St through downtown Matthews. I'd, also, like to see the rail continue to downtown Monroe.

Option 1 along future roadway north of Wilkinson Blvd. (west of Billy Graham Pkwy) I would then go in the median of Wilkinson Blvd for LPA along Wilkinson Blvd after the Stafford Dr. Station going towards Uptown

I think Option 1 is better.

If the Airport light rail station isn't within a 5 minute walk to the terminal, it would make me question why this line is even built at all. I'm sure there are challenges with this approach, but please consider the long term impacts on usage and future-proofing. <30 min light rail transit time from Terminal to Uptown is a huge selling point for the city. However, connecting to a shuttle bus or walking 20 mins through parking lots and crossing a major highway make this connectivity completely impractical.

Focus Area 2 is the most important segment, allowing access to the airport. This is the place to start construction on the Silver Line.

Next, continue into Focus Area 3 to continue uptown, where access to the Blue Line (and the ridiculous Gold Line) is possible. That would connect from UNCC to Pineville to the airport.

The other segments can wait, to be done later or not at all.

<p>I'm keen to see CATS choose the LPA east of Billy Graham (center running). I own property on Wilkinson between Remount and West Morehead.</p> <p>We want to work with CATS to make this work well for all involved.</p>
<p>My business is less than a block away from the proposed Lynx Silver Line. How will this affect possibility for redevelopment opportunities in the Wilkinson Blvd. corridor.</p>
<p>I think alignment with the current rail corridor would be the better option. Rail on Wilkinson would create traffic issues. I also think a direct route to the airport would be beneficial by creating shorter travel time and more convenience. The biggest reason people would take this line is to access the airport so the quickest and easiest</p>
<p>Option #2 seems to be the best value assuming it ties into option #1 at Westport</p>
<p>My chief concern for this stretch of the rail line would be accessibility for local residents in the eastern portion.</p>
<p>prefer the option to go to the Airports planned development and then run along the rail line. Since Wilkinson will not be reduced to two lanes to lessen the impact on the businesses and allow for bike lanes etc we should prioritize travel time and what is the most cost effective</p>

Public Comment:

Look at the elevated rail in Bangkok. Elevated rail can include elevated walkways connecting the stations directly into nearby buildings on both sides of the street. This is what I think is the best option, especially along 11th St and 277, which is right now a huge barrier that is very uncomfortable to walk across. Street-level rail will make that worse! Rail below 11th St would work only if it is covered. Yes, elevated rail over Wilkinson, south of 77/277 interchange, and over 11th St is the best option to get trains moving quickly in and out while still connecting businesses and streets on the ground.

At the I-277 and I-77 interchange, I think that the LPA is the best alternative. Elevated stations are not too difficult to reach, and I believe that the LPA will provide the best service in the Wesley Heights neighborhood. I favor an elevated structure along 11th Street. I think it is important to separate the rail corridor from the vehicular traffic and the Blue Line. I also think elevated sections such as this could be utilized to create iconic sections of the Rail

For the I-77 / I-277 interchange decision point, I would support the existing LPA (north of the interchange) just because it serves two more established, populated neighborhoods, namely Wesley Heights and the western residential part of Third Ward. In contrast, the proposed station on the southern option is in kind of an odd no man's land between freight tracks and freeways where I'm not sure people would want to live.

For the 11th St question, I would strongly support the *below-grade* alignment. Street level would lead to nightmares with traffic trying to get on & off 277 (unless those ramps were to fly over or under the light rail), not to mention traffic in/out of downtown on N-S streets. Meanwhile, elevated would be an eyesore unless very smartly designed. I think we can handle the Blue and Silver lines crossing at-grade. Plus, an advantage of that crossing would be a much easier passenger transfer between the two lines - no lengthy stairs/elevators required.

Option 1A for 277 and LPA for 11th Street are the best options.

For this focus area, there are two parts. For the first decision, I think option 1A, south of 77/277 interchange makes the most sense.

For the second decision, option 2A (elevated bridge along 11th. Street) is my first choice and close behind that is the LPA (street level along 11Th. Street) is my second choice.

Please consider a stop at/near Davidson and the Alexander Street Park. The distance between Central Avenue and the Blue line is way too long!

I am a proponent of the stop in Wesley Heights to support the continued development of the Morehead/Freedom/Thrift Rd area. This is already a vibrant area, but between the silver line and gold line could pay off in more development on the west side of town.

chance to enjoy the benefits of the rail over southend again. (within slow speed reason- dont want to stop the trains to 5mph)

Next to 11th Street below street level, for the sake of future growth, since uptown has the topo to accommodate it. this underground option would probably be best to avoid all the at grade crossings and speed up travel time.

I wholeheartedly support the Silver Line project. It is a necessity for Charlotte's growing population.

I support Option 1A between the I-77 & I-277 portion.

I support Option 2A for the 11th Street portion.

I think it is very important to avoid any further at-grade crossings in dense areas, including uptown. I live in uptown and there are already too many issues with crossing across the Blue Line with its frequent schedule. To the extent the LPA could (in select areas) be elevated or put below ground, that would go a long way.

The second item I would strongly recommend is to have restricted access platforms, especially in Uptown. Too many people are free-riding and uptown's density makes this much worse than elsewhere on the Blue Line. It is also becoming a free-for-all for the homeless population. With the proposed LPA running very near the Uptown homeless shelters on the north side of I-277, I think this problem could be compounded. Restricted access to the platforms could help alleviate the issue.

Part 1: As a Wesley Heights resident, LPA is an exciting proposition re: local connectivity; however, I believe the direct connection to the Wilkinson Blvd corridor could still accomplish would likely be more efficient and less environmentally damaging in the long term. My support/vote for Option 1A; however, is contingent upon site work/connectivity for pedestrians/bikes along Clarkson Ave/Freedom Drive to any potential station near the terminus of N. Summit. That area is incredibly unfriendly and would make accessibility to any station from the Wesley Heights/Freedom Dr. corridor next to impossible.

Part 2: Unlike elsewhere on the line, I believe that local connectivity is especially important while the train passes through Uptown. Therefore, I think the LPA is most appropriate through his section.

OPTION 1A (west of uptown) and LPA (for 11th).

When the preferred route(s) were published, I was ambivalent about the route in the West Morehead area primarily because of its proximity to Byrant Park, which I think should be expanded if at all possible, not hemmed in by light rail. Also, the flyover bridge necessitated to then enter the median was unappealing (no median routes!!)

The faster route, along with the potential to coordinate with a (rumored) future Panthers stadium on the Pipe and Foundry site make 1A a no-brainer.

I think the available land between 11th and 277 makes a perfect right of way for the Silver Line, without need for more expensive or burdensome construction. Having this line at ground level will allow a good transfer station with the lower level Blue Line. Only cars exiting 277 (during morning rush hour) will really be negatively affected.

Connectivity for residences in first ward as well as ability to spur much needed redevelopment in first ward should be a priority.

Possibly the most difficult section to weigh. For the West portion, I'd go whichever is cheaper/easier. Seems like the LPA is best. For the 11th street portion, I rank as 2B>2A>LPA. Again, the train will be far less of a barrier than I-277 and that con should be reduced in importance. Travel time should be key for this half. Integration with Blue Line second most important, but I don't perceive a difference in elevation as a huge constraint (elevators not a huge cost in the scheme of things) as long as the station is unified.

I think it is important to keep the original stops on Cedar and Wesley Heights. Taking those stops away cuts off many neighborhoods and ppl from this mode of public transportation and makes driving the only option. Not to mention those are older historic neighborhoods, the new stop is located on the Pipe and Foundry land which if developed would mean very expensive residential units and ppl that most likely wouldnt use public

I like Option 1A for Part 1 and Option 2A for Part 2.

Skipping the wesley heights neighborhood would be a loss

Approved!

Strong preference for LPA for Section 1. Option 1A does not make any sense: Wilmore neighborhood is already serviced by Blue Line and would be cut off from Silver Line by heavy rail for the most part anyway. I don't understand why we would want to miss the opportunity to serve the Frazier, Wesley Heights and Bryant neighborhoods with connectivity and TOD redevelopment.
Yellow path is better with the south line and saves time. It would be good to create new development in that
How does one get from the Blue Line to the Silver Line in Uptown? Is one to walk two blocks down 9th or take (wait for) the streetcar at Trade for a second transfer? This doesn't seem like a good way to connect transit lines.
LPA option is preferred for segment 1, unless scope includes adding bridge over railway into South End. Option 2A is preferred for second segment.
For 77/277 area, Option 1A is far more direct, faster, which will have better travel times through corridor, connect best to my preferred Wilkinson corridor along the NSRR and provide station opportunities for the major redevelopment to occur on the Charlotte Pipe Foundry land and Panthers expansion. It also provides a Summit station that will also support the densifying Wilmore Gold District to the East. The FreeMore area in the LPA is historic and already developing and will not be far from Gold Line for access to uptown.
For the 11th section I prefer Option 2B, I believe the expense will be worth it to build a trench as this is uptown and eventually in the coming decades, CATS can sell air rights to build over the corridor and result in a subway, whereas an elevated train will be impossible to build over. A trench also helps reduce noise pollution from trains and visual pollution of the permanent track in front of the developments.
Definitely prefer option 1A over LPA. This option requires fewer bends (faster travel & lower construction cost), plays off the existing heavy rail ROW, and avoids going through a flood zone. It also avoids the I-77/277/Wilkinson intersection. I would suggest adding another station where the current self storage building is to facilitate ridership to BoA Stadium. Option 2A is the only responsible/reasonable alignment along 11th St. At grade light rail will cause far too many street crossings, the negatives of which can already be seen in uptown & South End. In absolutely no way should option 2B be considered as an at grade crossing with the blue line would be disastrous for safety and significantly impact travel times/ speeds.
The LPA (with a station in Third Ward near Cedar Street and a station near Wesley Heights north of the 277/77 interchange) provides access to the Silver Line for a greater number of residents and businesses -- those living in Wesley Heights and located on Bryant Street and Morehead Street, and those living in Third Ward and located on Cedar Street and Morehead Street -- who would not otherwise have access to a light rail line, when compared to the alternative that replaces both of those stations with a single station on the former Charlotte Pipe land/presumably future Carolina Panthers stadium site. That lone station would be accessible, to an extent by residents in Wilmore; residents and businesses located between Mint and Tryon and Summit and 277 already have reasonable access to the Blue Line.
Ultimately, the best possible result would be to give pedestrians and cyclists located on either side of the 277/77
Remake the 11th Street Station into a transit destination. Make the connection between Blue and Silver lines seamless (since we're sadly not going to completely bury the silver line through Uptown. We have one chance to do this right. Let's not cost engineer this to death. Let's spend the money to make this something we can be prod of with excellent frequency and minimizing at-grade crossings with the blue line, vehicles and pedestrians.

Option 1A is my preferred option with the following Caveat - THERE NEEDS TO BE A STOP/Station at W. Morehead Street to serve the existing BOA Stadium area, S.Cedar Street redevelopment and possibly a new Stadium on adjacent Foundry property. I do support a Stop at W. Summit/S. Clarkson rd as well for potential redevelopment opportunity.
Option 2A is my preference for 11th Street because we need Travel time and less interaction with side streets. The "creating a barrier" doesn't hold much water since I-277 is already a Barrier and Connecting with the BlueLine is already and "Elevated Station" affair since 11th Street is already higher than the Existing BlueLine. We do need to support Transferring Connectivity but maintain Speed of Train Travel times through Center City. This is the location to spend \$\$ for overhead structures, rapid escalators, elevators and have a Majorly Covered &
Any at grade crossing especially for the two train lines would be a catastrophic failure for Charlotte transit. This would limit the ability to increase frequency and time of travel, thus making both the silver line and blue line not reliable. The focus for Charlotte's transit has to be ease of use, something that is going to get people out of their cars because it is easier to do. We have already paid for taking the cheap way with the blue line, don't make this mistake for the silver.
Skipping the established Wesley Heights neighborhood for some unfounded future development is a big mistake. The west side desperately needs more access to transit. Building transit down the median of a giant road is a major deterrent to people wanting to ride and a deterrent to TOD (Look at the north side and university area).
Having good local connectivity near Uptown makes the most sense. Having the train run near the stadium (1A) seems ideal.
Please grade separate the Blue and Silver Lines.
I feel like the 11th street stop and corridor is being overlooked here. The intersection between the Blue Line and Silver Line is probably the most important stop for Charlotte residents because it will provide the opportunity to transfer. Connectivity and a singular transfer area is CRITICAL for local ridership. The Gateway station is great for transferring to Amtrak, busses, etc - but this 11th street stop will have a greater impact on Charlotte local residents and needs to be prioritized more. The parking deck at the corner of 11th and Brevard is abandoned and should be bought from Daniel Levine so that a station could be expanded and built there.
Prefer 1A and 2A
Option 2
It seems silly to not want an integrated transfer station. Having the SV and BL lines cross at grade makes no sense and will simply increase travel time for all. Having a easy, designated transfer opportunity between the SV/BL should be CATS number one priority, especially if they want to have the SV line be a viable option for airport traffic. Other transit systems have successfully built LRT transfer stations above ground (see LA Metro Willowbrook/Rosa Park station).
To me, having an easy transfer between the SV/BL line is more important than having an easy transfer between the SV and other transit modes at Gateway.
The SV/BL transfer station will become the key "hub" in the system, whether CATS recognizes it or not. The
Option 1A and 2A is the best choose.
It seems like a clear, quick transfer to the blue line is one of the most critical points on the silver line. A bridge can be a barrier, but that can be minimized with big open underpasses.
I'm opposed to the light rail crossing more streets and interfering with automobile traffic. A longer walk to the station is worth it to me to not have to worry about trains and cars stopping and starting.
Does not connect well with transit center and the rest of uptown
1. & 2. LPA on This part of the Silver Line looks great going through Uptown Charlotte

Looking over and thinking about this area a bit more, the station connecting the blue line and silver line needs to be a major focus. There is going to be a lot of commuter traffic transferring to/from the blue line in order to get into the Southend business district as well as up towards UNCC. In the interest of thinking about service frequency in the future, I don't think having the two lines share a crossing would be ideal. Keeping the silver line at grade on 11th and having it bridge over the blue line seems to be the best route in my mind.
want to be close to the center of uptown
I think Option 1A is better. I think Option 2B is better.
Will the silver line have a rail trail similar to the blue line? There is construction on a connecting path between the green ways at 7th st and 11th st. Have you taken into account how this will interact with that? It would be great if that connection also connected to the silver line in some way.
Was concerned about Project Manager Andy Mock statement about a physical trackage connection between the Blueline and Silverline uptown. I understand the need for that but WE MUST HAVE THESE TWO LINES GRADE SEPARATED Uptown to provide for More Rapid Transit and Train Frequency.
Please look along 12th Street and or the Existing Track along 13th street in order to have a connection between the two lines.
Also - Having a robust Station at 11th Street would be ideal. I think the \$\$ should be spent on escalators, moving sidewalks (like in the airport to move people horizontally quickly) and large Roof/Canopy should be apart of this Transfer Station
i like option 1A because it follows rail alignment. option 2b is good as well because it doesn't slow the trains down. Eliminating crossings and speeding up trains would be the biggest benefit. Getting somewhere quicker by train would result in higher ridership
Would love other transportation options here (bike sharing, scooters, etc)
If the rail lines are not elevated what would the traffic delay impact be in town? Rail crossing locations can create significant delays for regular road traffic.
For the eastern part of Zone 3, we prefer the Central Ave stop option to the Jackson Ave stop option. Putting the stop on Central Ave is more accessible.
The primary goal of public transit ought to be transportation- getting people where they need to go.
Unfortunately, there are many public transit agencies who seem to be more concerned about development than transportation. It appears CATS is one of them.
The Silver Line ought to go through the core of Uptown (via tunnel or sharing tracks with the Blue Line) to best serve riders.
Transfers reduce the convenience of taking transit and add travel time. By building around the core of Uptown, riders who wish to get to the core must transfer or walk a long distance. Since the proposal doesn't serve the bus transfer center, riders who wish to transfer to a bus would have two transfers instead of one. CATS shouldn't prioritize a second transit center that benefits developers over riders.
It would be unfortunate to spend so much money and time to build the Silver Line around the fringes of Uptown, then regret your decision and wish you would've built it through the core instead.
i would go with LPA as it provides some local connectivity

One of the most important uses of the Silver Line will be to provide an alternative for commuting to work in Uptown instead of traveling by car. It is very important that the route chosen here balance travel time, connectivity to the center of Uptown, and safety, as all of these factors will heavily weigh on commuters. If the route does not meet these objectives, it will be underutilized.

Public Comment:
I prefer LPA or Option 1 because it would attract more people for entertainment and developments.
I support option 2. I do not see an issue with a pedestrian bridge to Bojangles (I actually see this as a positive), and believe that being on the north side of Independence will better serve local connectivity with the additional benefit of higher train speeds.
To compete with cars on Independence Blvd, you need to cut down travel time through here. The neighborhoods will gravitate to and build around the stations. I've always hated the LPA here around the coliseum knowing it would hurt travel times. I say build north of Independence Blvd and provide good pedestrian crossings to the other side. Building over the median of Independence Blvd would be better and provide equal access to both sides. Either way, I can see development building over Independence Blvd to build true TOD neighborhoods around each station. So do Option 3, north side.
In this focus area, I believe that the LPA is the best option. In order to create pedestrian connectivity to the Silver Line in this area, I believe it is critical that pedestrian bridges are built over Independence Boulevard at every single station along Independence Boulevard, especially as Independence Boulevard transforms into an
Option 2 is preferred. Theoretically, a straighter alignment will reduce cost and increase train speed. Seems like the logical choice,
LPA and Option 1 are much better than Option 2.
Option 2 (north side if Independence Blvd.) for this focus area makes the most sense to me. The crossover to the auditorium is not that big of an issue really.
I like the version that runs along the south side of Independence. It seems like it has all of the benefits of all three of the routes and fewer of the downsides. Connectivity seems really good, while interference with neighborhoods seems minimal with the poorly utilized commercial space along Independence. I would use this
Along the north side of Independence Blvd.
If we're trying to make this an alternative commuting device, travel times need to be comparable. i think the faster route along with park and rides will be beneficial to commuters
I wholeheartedly support the Silver Line project. It is a necessity for Charlotte's growing population.
Routing south of Independence LPA or Option 1 appears to make much more sense than Option 2 to me. A "con" shared by those options is "slower train speed." Constructing the rail line on the north side of Independence below Charlottetown Avenue would greatly reduce my household's utilization of the resulting line, as well as fail to take advantage of the considerable open spaces on the south and north sides of Monroe that could be (relative to routing north of indepenence) more easily / less costly to utilize for rails, stations and parking.
My vote would be for Option 2, which seems more efficient while also maintaining connectivity along Independence Blvd. Because Bojangles is already so close to Independence, I feel that a pedestrian bridge would not be too burdensome. On either side of Independence, special consideration via zoning regulations should be made to protecting established neighborhoods, and/or requirement for affordable housing units that are transit-
We are home owners in the Eastway Park neighborhood and would like to voice support for keeping the train on this North side of Independence for better neighborhood connections for individual commuters. I think the pedestrian bridge across to Ovens/Coliseum is fine for event traffic. I don't know that a parking garage is needed at Albemarle Rd.that seems close enough already to city center, might as well just drive another 5 min. Very excited and very supportive of the efforts! Thank you.
Stay away from Monroe Rd. Too close to homes and neighborhoods. Do not want the silver line. Rings crime and lowers property values. The blue line is an inconvenient mess for N Tryon. Matthews doesn't need this.

In every other focus area I have been impressed (and in favor of) the new options, except in this focus area: LGA is definitely still the better route.
THE OLD COLISEUM SITE MUST BE A STOP. I believe the redevelopment of the Old Coliseum and Ovens Auditorium area will be a truly transformational development in the Charlotte, and that stop must be prioritized. By placing the rail line directly beside Independence, it both helps preserve the quality of life in the neighborhoods adjacent to the line, and will eventually spur better, neighborhood-oriented (and TOD) redevelopment along Independence.
As far as cutting businesses' driveway access to Independence--I say that's a good thing. I personally think it should be a completely controlled access road, rather than a weird hybrid, and this line on the south side will help achieve that.
The mixed used apartment buildings that will be built in the extant businesses places will be better for the area
I think a pedestrian bridge is plenty of connection for Bojangles - no need to slow travel time significantly to put a stop right there. Also, anything to turn Independence into a full highway is encouraged, so remove all the business driveways. Independence should never have been built, but now that we are where we are, don't leave it as this boulevard/highway hybrid - makes no sense and is dangerous. Ranking 2 > LPA > 1.
I think the LPA or Option 1 serves the local community better because its close to Bojangles and all the other new MORA developments occurring in the area.
Taking the station directly to bojangles seems like it would add time to the trip especially since bojangles isn't used on a daily basis. better to connect local neighborhoods.
The yellow line to the south of 74 is the best bet to give a stop for bojangles which will be a big boon but also allow a stop near the walmart there. The curves may slow things down.
Option 2 appears to have vastly better outcomes with less floodplain, curves, driveways and an Albemarle Park and Ride.
In the end, the faster, straighter alignment will be better for travel times while helps people want to use the alignment. Crossing a pedestrian brigde for the Coliseum will be a minimal issue, and not having the train to contend with will improve development options for the Colliseum land.
It does make the light rail less useful to Monroe Road, but it is only a bit farther away. Staying on the North Side of independence appears to be much more efficient for a straighter, faster corridor.
I would hope a pedestrian bridge will also be considered for the Walmart area too and for Chantilly.
Use the LPA, but incorporate the option 1 routing adjacent to Bojangles Coliseum instead to avoid the huge dogleg around the parking lot of Ovens Auditorium
Run this down the middle of Independence, elevate it and build bridges to enable pedestrians to get across Independence. Build the infrastructure to support shops/coffee shops, etc. to make it a desirable destination. As I've said before, we have one chance to do this right. Let's not cost engineer this to death. Let's make this a system we can be proud of. The Blue Line and Extension suffer from the cost engineering committed against
I agree with the LPA for this portion of the route. Servicing the BoPlex is of the utmost importance as is Development Opportunities in East Charlotte. Travel Time can be made up closer to uptown and along the
I like the option on the north side with the pedestrian bridge. Faster transit is important in this corridor.
Prefer 1A route

Thank you for this event and for putting the light rail on the side of Indy. It looks to me as if Option 1 may better fit here, with potential development in the indicted area, but pedestrian bridges or foot/bike traffic over Indy to the stations will be very important. A bridge for foot/bike traffic to the parking area on the N. side might work, too. It is important that this amenity serve both sides of Indy. I do not like the idea of increased flooding in the
What is the main difference between the LPA route and the Option 1 South route? Both routes seem much more pedestrian friendly than the Option 2 - north route. I am really excited for the silver line! It is exactly what independence blvd and monroe rd need!
Hello, As a homemaker on Fugate Ave., located very near Bojangle's Arena and the proposed line, I'm concerned about the proximity of the south option to my neighborhood. Can you specify what "greater potential for residential impacts" means specifically for my neighborhood? Thank you
I think option 2 provides the most benefit. As long as there is a nice pedestrian/bike bridge included with the station on the North side of 74, I think it would provide good connection to the Coliseum and the neighborhoods on the south side. I often see people trying to run across 74 around this area on foot, so just having a good foot bridge would serve the community well, let alone having the light rail connection.
I meant to also add that with option 2, having a park and ride access from Albemarle would be super beneficial to people on the North East side of Charlotte. It would be nice if we were able to demolish the abandoned Varnadore building (I think that's it's name, the abandoned tower between 74 and Bamboo St) and place the park and ride parking deck and station there. It's a real eye sore currently.
Option 2 along north side of Independence
Assuming a bridge will be built to the Coliseum, Option 2 is the most beneficial for everyone. Quicker commute times for daily commuters. Also I dont think the coliseum would lose to many guest because of the short walk
How will the light rail track cross Sharon Amity with the Option 1 line? With the incline....underneath or over? Thank you
The economic development is extraordinarily important for the E. area.
From my experience with the Chicago O'hare rail line, stations at highways are a completely miserable experience and very isolated. Stations should be placed for better connections into neighborhoods and shielded from the noise and pollution of Independence Blvd.
I would oppose bending the train and tracks to such a degree to cater to the Coliseum. The light rail can be used for so many things besides events at the Coliseum. Hopefully it will serve daily commuters. I don't like the plan to slow down the train every day to save a few minutes walk from the station to the Coliseum.
It seems to me if the point is to have a connection to the BoPlex, then it makes sense to put the train on that side of independence. It will have to slow down for the station stop anyway, so I dont think speed is an important factor. Also seems to provide connections to more neighborhoods via monroe road. Option 1 seems to alleviate my concerns about environmental impact.
Option 2 Along the north side of Independence Blvd. (A Pedestrian bridge to Bojangles Coliseum Station would work to get people across Independence Blvd Between Eastway Dr. & Briar Creek Rd. Same issue with Amity Gardens Station. A Pedestrian Bridge Between Eastway Dr. & Sharon Amity Rd. Also A Park N Ride for Albemarle
Fewer stops
I think Option #2 is better.
The combination of the development PLUS environmental considerations PLUS travel time make Option 2 the much better choice. It seems like Option 1 would would take longer to construct, more negatively impact the environment, and also provide a slower commute. It simply doesn't make sense. Option 2 is better.
alignment south of independence makes the most sense. Direct connectivity to Bojangles coliseum and walmart and future development. Option 1 running behind properties south of independence makes sense as well.

Regardless of the path taken, pedestrian bridges are very important here. I see people trying to cross independence here frequently on foot and would make a park & ride viable for any option. As with everywhere on the journey, other transportation options would be great to have (bike sharing, scooters, etc).
Full disclosure: I live in amity gardens, if you couldn't already tell :)
Option #2 seems to be the best option
My chief concern would be for construction impacts on existing businesses and neighborhoods along the Independence Blvd corridor. The adjacent neighborhoods already have significant noise concerns.
direct connection to Ovens is needed. I would then say run it back over to the Northside of Independence blvd The Northside looks like a smoother route
LPA or Option 1 much preferred to Option 2. These options provide opportunities for residents, workers and event goers to have transit access south of Independence as residents on the north side of Independence will enjoy with the street car. Additionally, the opportunity to include Bojangle's Coliseum in the alignment creates a great opportunity for event access and area uplift. The floodplain concerns with these alignments are not severe as Edwards Branch is a piped stream under Independence and the parking lots transversing the area.
In order to reduce car traffic on independence, travel time via Silver Line will need to be no longer than traveling by car in congestion. Ideally the commuting time via Silver Line should be much shorter. There should be several park and ride stations that offer plenty of parking and safety. Since the city is growing so much, these parking options should be built in such a way with extra capacity upon opening to allow for increased ridership over time.

Public Comment:
I have concerns about what will be done to Monroe Rd. Widening it too wide like N Tryon is unattractive. Building alongside Monroe Rd will affect a lot of businesses. Perhaps CSX railroad is the best option. I'd recommend building the light rail and new development over the freight line, bury it.
Through Matthews? All I can ask for is good integration within walkable neighborhoods; make Matthews an attractive place for people from Charlotte to want to visit.
But to compete with cars on Independence, you should minimize street-level crossings to improve safety, time, and performance.
When the Silver Line transitions from Independence Boulevard to Monroe Road, I prefer the current LPA alignment I believe it will best serve the community. I also think that the alignment should be on Monroe as opposed to the CSX railroad alignment, as the CSX alignment would be farther from businesses and development. I strongly believe that the Silver Line should travel down Matthews Street as it traverses through Matthews. As a Matthews resident, having the station at Novant Health would make the station disconnected from the vibrant downtown Matthews area and be more inconvenient to riders.
Option 1A, LPA along Monroe Rd., and Option 3A.
This focus area was the hardest to decide on for me. However, I agree with the LPA (Village Lake Drive) for the first decision. For the second decision, I selected option 2A (along CSX railroad) to reduce congestion along Monroe Road - the line would be close but not right on it. Conversely, for the third decision, I felt the increased congestion in downtown Matthews was outweighed by the convenience of having the line accessible right there without going into a "trench" somewhere off in the distance - so I chose option 3A (along Matthews Street) for that decision. I really enjoyed seeing the plans for all of the focus areas!
I live in the Burtonwood neighborhood off Monroe Road. Based on what I saw in the video, for the Transition, Option 1A is preferred for least interruption to the neighborhoods around this area. For Monroe Road/CSX, the LPA along Monroe Road is preferred for development. And through Matthews, option 3A along Matthews street for better access in Matthews.
since people in this area will probably use the rail to commute, i think whatever speeds up travel times is best.
I wholeheartedly support the Silver Line project. It is a necessity for Charlotte's growing population.
Feedback on the areas solicited: 1) LPA appears optimal 2) Option 2A desired 3) Option 3A appears best of those presented
Item 1 - 1A seems like the best bet, with less displacement while maintaining accessibility to Monroe Rd. Also, it is worth noting how important of a community asset McAlpine Park is, as one of Charlotte's largest and preeminent green spaces (a city already with such little access to green space per capita) - preserving and building around the utilization of that green space should be a priority. McAlpine Park could also be used as a transfer point to other neighborhoods by bike, etc.
Item 2 - 2A seems like the best bet, utilizing an existing asset and helping the trains move faster towards its end point. A station would still be accessible to Monroe Rd, which would have already been served by a station near McAlpine Park?
Item 3 - 3A seems best and worth the heavy investment from an increasingly rich tax base (not City of Charlotte) -

IB, 2A, 3A.

Disrupting the border of a park is far less costly and troublesome than displacing families and businesses, and can hopefully lead to the redesign and improvement of the park concurrently...

Also, I do not see why the station has to be elevated if the McAlpine route is chosen. Why can't the station be situated at ground level in the southwestern corner of the park, and then have a flyover bridge to cross the railroad tracks?

I (again) do NOT favor light rail in street medians, so I definitely think the train should then follow the heavy rail right of way.

I do not reside in Matthews, but I think having the train as close to the center of the town is preferable (i.e. learn

Running along Monroe Road for as much of the alignment as possible should be the priority. The alternative at Conference moving the station closer to the East Forest subdivision would greatly increase the ease of use of the line for residents there. Keeping the line and stations closer to Monroe Road will increase ridership and

1. $B > LPA = A > C$. Speed is great. No need to keep business driveways along Independence. Two stations in this section is plenty - TOD less important here than the other two micro areas.

2. $LPA > A$. No need to mess with CSX approval, and TOD seems better along Monroe as that quarry along CSX is here to stay... Construction will force commuters onto Independence which seems like a good thing.

3. $LPA \gg A$. Less car/train interaction here the better. Uptown was fine with Trade/Tryon closed for Gold line, Matthews will be fine with an intersection closing for a bit. And closer to major employment draw seems great. Equal TOD and Matthews downtown connections don't seem too difficult.

For Transition I prefer Option 1A or LPA. For 2, LPA on Monroe Road. CSX is too far away from all the apartments and neighborhoods. For 3, I would like along Matthews Street to continue the downtown development.

We would be more inclined to use the LYNX Silver Line if the stops were near stores/shopping. Walkability is desirable. Can I walk/bike to the closest stop? Are the shops/restaurants within walking distance of the stops.

A connection that is close to the mcalpine park or greenway would be a huge plus to the whole community of

Why not keep the Lynx line going down Independence Blvd.? Why tear through neighborhoods destroying established old growth woods, increase the amount of noise and create additional light pollution when you currently have an industrial highway?

Less interaction with cars and pedestrians would be best. Faster travel time and less impact on environment is the

Over the 20+ years I have lived in Matthews since moving here in 1998, the growth in the overall area is nothing short of explosive. Regrettably, roads and transportation infrastructure/options has not kept pace. While always a topic of discussion and frustration for many, actual execution of a plan is the key. Many different studies and ideas and plans have come and gone over the last 10 years with only limited impact to date. The time is now to actually commit to a plan as for every year that passes, there are that many more reason to reassess, which ultimately leave you right where you started. No plan is going to please everyone, there is no perfect answer, but we need decisions made despite that population who don't agree with the ultimate solution.

1). I prefer 1a as it appears to be the least convoluted, and connected over fairly readily over to the CSX corridor.

2). Definitely do not want the transit budget to rebuild another road. Just like I hope the NSRR corridor is used in Wilkinson, I like 2A to follow along the CSX to have synergies in the long run for crossing closures, less impact to drivers during construction, less issue with noise as the status quo is already used to rail.

3). While I think Novant would be a good option, 3A in Downtown Matthews will have a better connection to the CSX Corridor and more diverse options for riders and development options. It isn't that far from the hospital.

On previous maps you have a bridge across Sharon Forest Drive. How is this going to affect our neighborhood. Are you still planning on this.

You previously said this was an amenity area. What the heck is that. I don't see a bridge on Sharon Forest Drive on this map. Would this go to the amenity area. It would only go one block into Sharon Forest and then hit a small creek bridge and then a cul-de-sac. Doesn't make sense to me.

I would like some comment on this. Village Lake has enough traffic through it.

The Lumark and CSX options seem to be the best. Connection to downtown Matthews is critical although a subterranean station and reduced interaction with vehicles/pedestrians does sound cool (although I think we should bury the whole line). Whatever can be done to minimize interactions with vehicles and pedestrians should take precedent to keep the travel speeds high and travel time low. What prevents the Novant Matthews and coming up to Matthews street option?

I am a Matthews native, and while I live in 28205 right now, I'm always in Matthews for family, and may move back one day. In my mind, after careful examination, the ONLY option to get into downtown Matthews is the "Along Matthews Street" segment. Going under the 51 bridge just makes sense (I've been suggesting for years that the town at least makes that a ped/bike path connection to Rama Rd next time work is done by CDOT, but I digress). Additionally, Matthews-Mint Hill Rd is PERFECT for this, because it is under-utilized in so many ways, yet serves as a great connection to "East End" where the Pizza place/Consignment store/Wells Fargo are located.

Infrastructure cannot handle the increase of the population increase in Union County now and in the future. The roads in Union County can't handle the traffic increase already. North Carolina does not have weight restriction for large trucks and commercial vehicles. The roads are not being kept up and these OVERWEIGHT VEHICLES use them for shortcuts instead of Independence Blvd.. This is not why people live in Indian Trail, they moved their to be in an country atmosphere. This looks like it only benefits Charlotte not the people who live here!

Transition: prefer option 1A.

Second choice: prefer LPA along Monroe Road for development opportunities

Third option: prefer the Matthews street option, getting light rail in to Downtown Matthews would be amazing

Section 1:

I think 1A is the best option. It seems to service more residence as well as offering close access to McAlpine park without disrupting the park itself too much.

Section 2:

I think going along Monroe Rd. would serve the most people and businesses by being closer to the residential areas.

Section 3:

I think having a station as close to downtown Matthews as possible would serve the area best. A decent comprise between having the station right on trade or at the hospital might be having the station closer to the

I think using what is already there, the CSX system would benefit all of the area as you are not trying to restructure existing areas, change wildlife patterns, etc. We have enough traffic, noise, etc in area that contributes to decline of the greenspace. The community can find the current system usable, and at less cost to

I am not understanding how a block from Independence is considered downtown Matthews? I would think you would consider the town hall much more "downtown", but I'd need to see a population distribution to understand why you want to focus all the public transportation on Independence. Will buses be changed so that the citizens of Matthews will have better connectivity with the rail? That seems it would solve the problem of putting the station someplace less accessible. As for driving, I'd prefer to drive and park southeast of my home, such as to the CPCC campus to ride uptown and avoid adding to/competing with the morning rush hour traffic. Thank you for all the hard work and thought put into this. I've been looking forward to it for many years.

Prefer 1A, LPA for next two sections

While there are so many variables and costs, I feel that the line needs to be accessible to people. In a community like Matthews, it's important that the line is as centralized as possible while also allowing convenient access to

The alignment here really should go through the heart of downtown Matthews along West Matthews Street and not through the hospital parking lot. There are more development opportunities and more rider opportunities on the alternative alignment that would more equitably share future development among multiple land owners instead of giving Novant full control over what happens adjacent to a very important station. Engaging with the heart of downtown Matthews will be better for the community as well as give the station a much needed visible presence in the town.

Two of the proposed transitions from Independence to Monroe Rd come very very close to the Abbotts Glen townhome community, located off of the northern end of Village Lake Dr. As a home owner and resident of this community, I would like to know how likely it is the Abbotts Glen townhomes will have to be demolished. Thank

1. Option 1A
2. LPA
3. Option 3A

I am a fan of the LPA purple route. with the exception of the final segment in this section. Option 3A is preferred in the Matthews area.

For Future Note: It would be better to set up this survey so you can pick the desired routes by multiple choice. I think it would greatly improve your data.

Hello. I am interested in both Local Connectivity + Development Opportunities along the Silver line, but would want the city to also consider the environment. For instance, I would not be comfortable with Option 1B. It seems alignment would be too close to the park + greenway. I prefer Option 1A which would allow for development opportunities b/w McAlpine Park Dr and Monroe. That area has always been strange to me, (quite a void) and there could be great opportunities there.

Has there been any consideration to continuing down Independence Blvd. to either Sardis Road N or Sam Newell?

This would eliminate issues with residential on the Lumarka/Village Lake area, CSX and McAlpine Greenway.

Monroe Road appears to be developing on it's own east of Village Lake Drive and is not the dead zone that South

If the Lumarka option is chosen, it might be a good idea if access to the stop/station near the end of Dwight St include pedestrian access to the communities of both Pebblestone Drives, including the Abbotts Glenn townhome community. Perhaps a path out of the northwest end of Abbotts Glen leading to the stop (near Garr Christian Academy). It's probably Hendrick property, and it may not jive with the plan to connect Harris Blvd and Village Lake Dr (eventually), but it would connect a hundred or more single family homes to what seems like the nearest station in the what seems like the favored plan.

opportunities on Monroe Road and around Matthews Street as a great chance to smartly grow our town. I have heard that Novant is against this alignment because they were hoping to also develop the area. Is there a way to accommodate both visions?

Since this project will take so long, is there a way to promote TOD in the corridor currently?

Also, I think extending rail to the west into Gastonia County is great. Why not extend it all the way to Crowders Mountain? That would provide such an amazing health and social benefits to have such a great natural resource available to everyone in the region.

Section 1. Option 1C preferred. Too much focus towards placing a station at the Levine owned properties. It is unfair and inequitable to bulldoze mixed income, multi or single family homes to benefit the Levine family. It is equally untenable to impact the environment and the park for the benefit of the most powerful family in Charlotte. While furthest from the target neighborhood this can be mitigated by use of good rail trail design to interconnect thru the park. Further placemaking can be done by considering already planned greenway development, consideration for higher density housing on the other side of I-74, and future improvements along Independence Pt / M. Wallace improvements. Travel time is insignificant over the whole route.

Section 2. Alignment LPA preferred. CSX ROW acquisition poses too much of a risk to an on time on budget project.

I think any of the options provided give sufficient access to the town of Matthews. I oppose the option that puts a dependency on striking a deal with CSX railroad (or any other railroad company) Other than that, all options are acceptable so whichever is the simplest to implement is preferable.

Curious if you have evaluated making the transition from Independence to Monroe via Conference Dr. instead of further south? It's quite wide for the amount of traffic I've noticed on that road and would allow for a station closer to the independence library and East Meck as well as the new apartment buildings. It seems to me (and I could be quite wrong about it) that this approach would facilitate the transition to Monroe with less bulldozing of

For the transition area, option 1A seems to make a lot of sense from a cost and connectivity standpoint.

For section 2 - the CSX option makes the train virtually useless to those of us located west of Monroe Road (adds an additional mile of distance across mostly commercial developments.

For section 3 - lack of connection to downtown Matthews greatly reduces the functionality of the system to aid in local travel.

If the purpose of the system is to get folks from Union County downtown, then maybe some of these other options would be useful - however, if the desire of the system is to also benefit those living in the area, then these local connectivity issues need to be a high priority over travel time.

1. Option 1A Along Lumarka Dr. (I would actually like the LPA better if you could straight the track out between Wallace Rd / Woodberry Rd. & Monroe Road / McAlpine Station Dr.)

2. LPA Along Monroe Rd.

3. Option3A Along Matthews St

fewer stops

I think Option 1A is better. I like Option 2A better. I think Option 3A is better.

I think this is awesome!! Go for it! I like the Monroe Rd. option the best.

I am not in favor of the entire project. The cost of the project will be inordinate and will disrupt far too many residents and businesses. The negatives clearly outweigh the positives for this project.

I found the following options to be the best:

1A, LPA along Monroe Road, and 3A.

Option 1A would be best due to its proximity to development opportunities and minimized impacts.

LPA along Monroe Road would be best. Option 2A would defeat the point, by having an inaccessible station from the adjacent neighborhoods, reducing the likelihood of people using the system for commuting purposes compared to their personal vehicles.

Option 3A would have an station that not only benefits the Hospital, but all small businesses in the town of Matthews. This would generate a great economic boost and more opportunities including jobs. The Hospital station would not change the way the Hospital runs, therefore generating no benefit.

options 1a, 2a, and 3a make the most sense to me. Routing along the CSX rail reduces interference with traffic on monroe rd. Connectivity to downtown matthews, and the park, cpcc is probably the biggest benefit of having rail in matthews. it would be nice if you could have a tunnel built to extend tank town road under 485 while they are doing construction widening it right now so it's already there when you go to build the rail.

1B, LPA, & 3A seems to be the best value and creates connectivity in the most reasonable way

Negotiating an agreement for the existing rail line would be a good option.

The primary goal of public transit ought to be transportation, not economic development.

In regards to the transition from the Independence Blvd corridor to the Monroe Rd corridor, the "Near Kreteld Drive" option seems like it would be more convenient to more people- especially people east of Independence Blvd. This should be chosen over options that favor economic development.

In regards to the Matthews alignments, the hospital and the city center are both destinations that should be served. Whichever destination gets selected, there ought to be a convenient sidewalk connection to the destination that didn't get selected.

LPA to Village Lake Dr.. then move to the CSX line and then maybe go back to the LPA to Novant

Transition - LPA or 1A. Do not wish to see 1B impact McAlpine Creek Park. 1C offers less economic development than transitioning to Monore Rd.

Monroe Rd LPA - much more economic development/ TOD opportunity and access for existing and future residents. CSX isn't really feasible.

Through Matthews - LPA or 3A

The city should consider expanding bus routes to cover Rama and Sardis Roads to ensure that commuters living between Providence Road and Monroe Road have easy access to the Silver Line.

Public Comment:
I think I'd rather make Stallings and Indian Trail attractive town I'd want to visit than worrying about taking commuters off Independence Blvd. A bit contradictory to my previous comments? No, when you consider that we should get more people to *live* along the lines instead of encouraging everyone to drive to the stations. So, make the route straight with few crossings (like building over the road) to get fast travel times, but build central stations that form the center of attractive, walkable, mixed-use neighborhoods.
Option 2
Great to see the line extend to Union County! After watching the video and having the options explained, I selected option 1B (Independence Blvd. to Matthews-Indian Trail Road) as the best option for that area.
looking at map, there is less conflict and crossings, might make sense to go ahead and make the connection
I wholeheartedly support the Silver Line project. It is a necessity for Charlotte's growing population.
Building a robust infrastructure with potential for expansion should be the goal of the project. I believe that option 2 provides the best potential option for focus area 6.
This would be best decided by Union County residents/tax payers.
Either of option 1 is better than 2. This is a park and ride extension for Union County, so visibility is primary concern. TOD seems about the same either A or B. As long as Union County pays for the extension in entirety, they should be able to choose how it intersects their town hall.
Option 1B.
Seems like it would be a waste to build into stallings as it wouldnt generate much ridership
The park and ride that is easy to see would be nice and that curve of 1A is not a good. so I would vote 1B so as to not have to much impact on homes and what not
IOption 2 is preferred for its shortest total length and is not that far from Independence for park and Ride. No idea why Indian Trail Town Hall would be a destination but hopefully this is a terminus that helps eventual extension on CSX or Independence in Monroe.
Whatever gets folks riding. Avoid traffic/cars/people when at all possible. Direct, fast, non curvy routes.
I am excited about the potential for the LYNX Silver Line to connect to Indian Trail. This would provide excellent opportunities for the Town and it's residents.
Lynx is needed in Indian Trail
Benefits are enough to outweigh the major inconvenience this will cause dumping an excessive amount of traffic and inconvenience to A lot of people in Union County which cannot support all of issues that will come from this..Monroe road widening was supposed to have been started two years ago and finished by 2020.. It has never been started to this date. Can this be explained?
Definitely support extending into Union County (am Brookhaven resident). Like option 2, gives more possibility for new development opportunities.
I live in Weddington and travel time to Indian Trail would be very convenient. I can avoid the hassle and traffic trying to get to Mathews Pkwy - too congested might be a turn off for me. Free parking for the Indian Trail connector is important so picking a location where you can identify a lot for parking is key. We should oversize the parking lot as I have found I am unable to park in any of the lots on the South Tryon line as they are all full
Option 1.b. has more pros than cons. Since all 3 options are quite similar, it makes most sense to choose the simplest option with the least construction. I feel that the majority of residents are likely to use the park and ride to take the train to other areas, despite its location.
Option 1B
I wholeheartedly support the extension into Union County. I support option 2 the most. Independence is already a crowded and bustling highway with thriving businesses. I would prefer to see new locations and spaces pop up around the light rail, separate from the existing highway.

I don't have a lot of thoughts on the specific route, but I do think it should be extended. As housing becomes more and more expensive in Charlotte, people will need to move farther out. The light rails should be proactive and not reactive and try to build into those places as soon as possible, not wait for traffic to become horribly congested and then try to extend it when it will be more difficult as development occurs throughout the area.
Option 1B Independence Blvd. to Matthews-Indian Trail Rd. I like the idea of easy access to Independence Blvd and the Monroe Express Way.
I like Option 1B better.
run it along the existing csx rail. direct access to indian trail, put station behind town hall. i don't see much development happening in this area from the silver line so just build a direct link to indian trail from CPCC with
Option #2 seems to be the best option
Follow the preferences of Union County residents for the location of the rail line path.
which ever option is the most cost effective and provides the quickest travel time should be chosen

APPENDIX E – WRITTEN COMMENTS

APPENDIX E.1 – AGENCY LETTERS (EMAIL AND MAIL)

Evans, Hart

From: Walker, Julia (FTA) <julia.walker@dot.gov>
Sent: Monday, September 28, 2020 2:11 PM
To: 'Kelly Goforth'; Paschal, Susan F.
Subject: FW: CATS LYNX Silver Line Project
Attachments: 2020-852-4.docx

Importance: High

FYI – Good news!

Julia Carrie Walker, MHP
Environmental Protection Specialist
Federal Transit Administration Region 4
230 Peachtree St. NW, Ste. 1400
Atlanta, GA 30303
O: (404) 865-5645
julia.walker@dot.gov

From: Caitlin Rogers [mailto:caitlin.rogers@catawba.com]
Sent: Monday, September 28, 2020 12:59 PM
To: Walker, Julia (FTA) <julia.walker@dot.gov>
Subject: CATS LYNX Silver Line Project

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Ms. Walker,

Attached is the concurrence letter for your project. Thanks

Caitlin

Caitlin Rogers
Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, SC 29730

803-328-2427 ext. 226

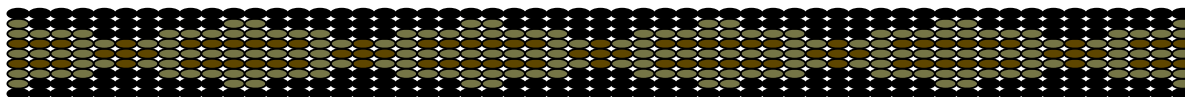
*** Please note that my email has changed to Caitlin.Rogers@catawba.com ***

Please Note: We CANNOT accept Section 106 forms via e-mail, unless requested. Please send us hard copies. Thank you for your understanding

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Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791

September 28, 2020

Attention: Yvette G. Taylor
Federal Transit Authority
230 Peachtree Street, N.W. Suite 800
Atlanta, GA 30303

Re. THPO #	TCNS #	Project Description
2020-852-4		CATS LYNX Silver Line Project, Gaston, Mecklenburg and Union Counties

Dear Ms. Taylor,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer

Evans, Hart

From: Walker, Julia (FTA) <julia.walker@dot.gov>
Sent: Thursday, October 1, 2020 3:18 PM
To: Goforth, Kelly; Paschal, Susan F.
Cc: Orr, Parris (FTA); Lei, Guanying (FTA)
Subject: FW: CATS LYNX Silver Line - Notification of Undertaking
Attachments: 100120 FTA COR CATS Lynx Silver.pdf

Importance: High

FYI

Julia Carrie Walker, MHP
Environmental Protection Specialist
Federal Transit Administration Region 4
230 Peachtree St. NW, Ste. 1400
Atlanta, GA 30303
O: (404) 865-5645
julia.walker@dot.gov

From: Elizabeth Toombs [mailto:elizabeth-toombs@cherokee.org]
Sent: Thursday, October 1, 2020 2:43 PM
To: Walker, Julia (FTA) <julia.walker@dot.gov>
Cc: amock@ci.charlotte.nc.us
Subject: FW: CATS LYNX Silver Line - Notification of Undertaking

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Ms. Walker:

Attached is Cherokee Nation's response to the proposed undertaking. Please note that Union County is outside the Cherokee Nation's Area of Interest. Please let me know if there are any questions or concerns.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation
Tribal Historic Preservation Office
PO Box 948
Tahlequah, OK 74465-0948
918.453.5389

From: Paschal, Susan F. <Susan.Paschal@wsp.com>
Sent: Monday, August 31, 2020 5:12 PM
To: Elizabeth Toombs <elizabeth-toombs@cherokee.org>
Cc: Walker, Julia (FTA) <julia.walker@dot.gov>; 'Kelly Goforth' <kgoforth@ci.charlotte.nc.us>; Mock, Andrew <amock@ci.charlotte.nc.us>; Nichols, Jenna <Jenna.Nichols@ci.charlotte.nc.us>; Wallace, Brett P.

<Brett.Wallace@wsp.com>; 193757.001 CATS SILVERLINE <193757.001@wsp.com>
Subject: <EXTERNAL> CATS LYNX Silver Line - Notification of Undertaking

NOTICE: THIS EMAIL CONTAINS AN ATTACHMENT SENT FROM AN EXTERNAL SENDER.
IF YOU DO NOT KNOW THE SENDER OR WERE NOT EXPECTING THIS EMAIL,
DO NOT OPEN ANY EMAIL ATTACHMENTS AND DELETE THIS MESSAGE.
Thank you: The Cherokee Nation - Information Technology Department

Good evening -

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed light rail project, and we are asking for written comments and/or your participation in an Early Scoping Meeting scheduled for Monday, September 14, 2020, 9:30am-11:30am. You may have already received an agency scoping memo, as well. Due to the pandemic, we will be holding the meeting virtually. A Microsoft Teams Meeting invitation will follow.

Additionally, we have attached a Notification of Undertaking for the LYNX Silver Line Project. Should you have questions or concerns specific to Section 106, please contact Ms. Carrie Walker, FTA Environmental Protection Specialist, by phone (404-865-5645) or by email (julia.walker@dot.gov).

Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner



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Office of the Chief

Chuck Hoskin Jr.
Principal Chief

Bryan Warner
Deputy Principal Chief

October 1, 2020

Julia Carrie Walker
Federal Transit Administration
230 Peachtree Street, N.W., Suite 800
Atlanta, GA 30303

Re: Charlotte Area Transit System Lynx Silver Line Project

Ms. Julia Carrie Walker:

The Cherokee Nation (Nation) is in receipt of your correspondence about **Charlotte Area Transit System Lynx Silver Line Project**, and appreciates the opportunity to provide comment upon this project. Please allow this letter to serve as the Nation's interest in acting as a consulting party to this proposed project in Gaston and Mecklenburg Counties, North Carolina.

The Nation maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found no instances where this project intersects or adjoins such resources. Thus, the Nation does not foresee this project imparting impacts to Cherokee cultural resources at this time.

However, the Nation requests that the Federal Transit Administration (FTA) halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project.

Additionally, the Nation requests that the FTA conduct appropriate inquiries with other pertinent Tribal and Historic Preservation Offices regarding historic and prehistoric resources not included in the Nation's databases or records.

If you require additional information or have any questions, please contact me at your convenience. Thank you for your time and attention to this matter.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389

CC: Andy Mock

Evans, Hart

From: Gatti, Jessie (FRA) <Jessie.Gatti@dot.gov>
Sent: Thursday, October 15, 2020 2:57 PM
To: Paschal, Susan F.
Subject: CATS LYNX Silver Line Project

Good Afternoon Susan,

I am writing to let you know what FRA will be submitting a letter with comments on the CATS Silver Line project. The letter is still in development, but I wanted to make sure you knew that a letter would be heading your way.

Thank you,

Jessie Fernandez-Gatti
Community Planner
Federal Railroad Administration
1200 New Jersey Ave SE
Washington, DC 20590
202-493-0454



01/13/2021

Dear Mr. Mock,

Thank you for the opportunity to provide comments on Charlotte Area Transit System's Lynx Silver Line Project. The Federal Railroad (FRA) is interested in the project as it has potential to impact other intercity passenger rail projects that are either under development or under construction in the Charlotte area. Related active projects include: Charlotte Gateway Station; Charlotte Locomotive and Railcar Maintenance Facility (LRMF); and Atlanta to Charlotte Passenger Rail Corridor Investment Plan (PRCIP). FRA has included a general description of these projects in this letter; however, either the North Carolina Department of Transportation (NCDOT) Rail Division or Georgia Department of Transportation (GDOT) can provide additional information.

1. Charlotte Gateway Station (CGS)

FRA, the City of Charlotte and NCDOT are currently constructing Phase I of CGS, which is located in Uptown Charlotte on the south side of the Norfolk Southern Railway (NS) generally between West 7th Street and West Morehead Street. Phase I of CGS includes the railroad infrastructure that will serve a new multimodal passenger station to be constructed by the City of Charlotte in a future phase. Generally, Phase I includes two new railroad tracks and a station platform elevated on bridges spanning West 6th, 5th, Trade and 4th Streets. The proposed Silver Line alignment follows immediately adjacent to the railroad facilities under construction in Phase I of CGS and includes a station stop at the site of the planned multimodal passenger station. As CATS is involved in both CGS and the Silver Line, coordination among the project teams and with NCDOT is essential.

2. Charlotte Locomotive and Railcar Maintenance Facility (LRMF)

LRMF Phase I: FRA and NCDOT recently constructed Phase I of the LRMF, which is located southwest of Uptown Charlotte on the south side of the NS right-of-way between West Carson Boulevard and West Summit Avenue. The LRMF is connected to the NS mainline through a lead track and the CGS station tracks along the south side of the NS right-of-way adjacent to the Carolina Panthers stadium. Phase I of the LRMF includes open air facilities where NCDOT and Amtrak's Piedmont and Carolinian trains will layover for servicing upon the opening of CGS. Phase I was funded through a grant from FRA to NCDOT under the American Recovery and Reinvestment Act of 2009.

LRMF Phase II: The USDOT has selected NCDOT to receive an award of \$156.8 million from FRA's Federal-State Partnership for State of Good Repair Program for the Piedmont Intercity Fleet and Infrastructure Investments Project. This project will fully replace NCDOT's Piedmont intercity rail fleet and construct Phase II of the Charlotte LRMF with expanded equipment storage tracks and an enclosed maintenance facility. CATS should coordinate with NCDOT to identify any potential conflicts between the two projects when evaluating the Silver Line options that follow the NS right-of-way through this area.

3. Atlanta to Charlotte Passenger Rail Corridor Investment Plan (PRCIP)

FRA and GDOT are preparing a Tier-1 Environmental Impact Statement (EIS) for the Atlanta to Charlotte PRCIP, which will define the corridor route for new high-speed intercity passenger rail service connecting Atlanta, GA and Charlotte, NC. FRA and GDOT published the Draft EIS for the project in September 2019, which presented three corridor alternatives for public comment. FRA and GDOT have identified the Greenfield Corridor as the Preferred Alternative, which FRA expects to confirm in a combined Final EIS and Record of Decision in early 2021. Analysis of the specific alignment, infrastructure, operating speeds and use of technology will be performed in subsequent studies.

The Greenfield Alternative would connect Atlanta and Charlotte on a primarily new route with two dedicated passenger tracks capable of supporting trains operating at speeds up to 125 mph (diesel) or 220 mph (electric). Due to dense development, however, portions this alternative in Charlotte and Atlanta would follow existing rail or highway transportation corridors with passenger train speeds limited to 50-110 mph. On the approach to Charlotte, the EIS studied a 600-foot wide corridor generally centered on the NS right-of-way between the airport and CGS, but other alignments could be considered in subsequent studies. The corridor would generally be constructed in a 100-foot alignment with safety measures to separate the high-speed rail service from adjacent freight rail, transit or roadway facilities. CATS should coordinate with NCDOT to identify potential compatibilities or conflicts between the two projects, particularly if CATS were to advance an option for the Silver Line that follows the NS right-of-way. Similar to the CATS Blue Line Extension north of Charlotte, there may be an opportunity to locate the facilities in a consolidated multimodal corridor. Where practicable, and in compliance with FRA and FTA safety regulations, this could reduce infrastructure costs and potentially lessen environmental impacts.

Additionally, the Atlanta-Charlotte project includes a station at the Charlotte Airport, which allows the Greenfield Alternative to have stations serving all three international airports along the route in Atlanta, Charlotte and Greenville-Spartanburg. The Charlotte Airport station will not only provide multimodal connectivity between intercity passenger rail and air transportation, but will also include access to highway, parking and transit (such as the Silver Line). Where possible, the City of Charlotte (including CATS and the Charlotte Airport) and NCDOT could consider options for a single station location to access all rail, transit and ground transportation modes serving the airport. A consolidated multimodal station could improve efficiency for direct connection between modes, consolidate parking and ground transportation access, and increase potential for Transit Oriented Development.

Thank you again for the opportunity to provide comment on the Lynx Silver Project and to bring to your attention potential connections between this project and other FRA projects in Charlotte. If you would like to discuss this in more detail, please feel free to contact FRA's Southeast region community planner, Jessie Fernandez-Gatti at Jessie.Gatti@dot.gov or 202-841-9872.

Thank you,

Michael M. Johnsen
Supervisory Environmental Protection Specialist
Environment and Project Engineering Division, U.S. Federal Railroad Administration

Encl. Atlanta-Charlotte PRCIP Concept Map

From: Juan Garcia <Juan.Garcia@gastongov.com>
Sent: Monday, October 12, 2020 9:02 AM
To: Paschal, Susan F.
Subject: Gaston County LYNX Silver Line comments

Dear Ms. Paschal,

Please find some of the comments and questions we have from Gaston County Government.

Comments:

- Connectivity and Mobility. The LYNX Silver Line will promote a safe, efficient, and diverse public transportation system. It will minimize times and driving distances.
- Extend the light rail to downtown Gastonia. Recent changes in the land use and development along Wilkinson Blvd. and Franklin Blvd., include increased housing density and economic activity in the vicinity of various towns.
- This system will meet the needs of users of all ages and abilities, including those in rural areas.
- If the light rail is a separate structure, how far from the Catawba River bridge will be to the north? This may help to determine if the light rail goes in the center of Wilkinson Blvd. or north of Wilkinson Blvd.

Questions:

- Are you taking in consideration the replacement of the Catawba River bridge (STIP project BR-0020)?
- Are you adding the rail to the future replacement of the Catawba River Bridge? Or is the light rail a separate structure?
- Is the light rail connecting to the Charlotte-Douglas International airport and the Multi-Modal facility?
- Are multi-use paths part of the plan to connect to stations?

Thank you.



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MECKLENBURG COUNTY
Land Use and Environmental Services Agency
- AIR QUALITY -
September 22, 2020

MEMORANDUM – Transmitted by email

To: Andy Mock
CATS Senior Project Manager

From: Sheldon Turner
Air Quality Specialist

Subject: National Environmental Policy Act Review
CATS LYNX Silver Line Project (Scoping)

Mecklenburg County Air Quality (MCAQ) has reviewed the information with regard to air quality regulations for stationary sources and renovation and demolition of structures (i.e., the asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)). MCAQ has conducted the review based on the limited information provided.

Comments

Mecklenburg County Air Quality has regulatory authority over some aspects of the project in Mecklenburg County. For example:

- [Demolition or renovation activities subject to the Asbestos NESHAP rule](#)
- [Permitting of air pollution sources involved in construction \(e.g. portable crusher, portable concrete plants, etc.\).](#)

Gaston, Mecklenburg, and Union Counties are all part of a "maintenance" area for the 1997 and 2008 National Ambient Air Quality Standard for ozone and subject to the following State Implementation Plans (SIPs):

- [Charlotte / Gastonia / Salisbury, NC 2008 8-Hour Ozone Area](#)
- [Charlotte / Gastonia / Salisbury, NC and Rock Hill, SC \(Metrolina\) 1997 8-Hour Ozone Area](#)

The CATS LYNX Silver Line project may be subject to conformity requirements associated with these SIPs.



MECKLENBURG COUNTY
Land Use & Environmental Services Agency
Storm Water Services

Email: Andy Mock – Charlotte Transit

October 5, 2020

US Department of Transportation
230 Peachtree ST
N.W., Suite 800
Atlanta, GA 30303

RE: LYNX Silver Line Project

Mr. Mock,

Thank you for the opportunity to comment on the above project. Mecklenburg County Storm Water Services (MCSWS) focuses on reducing flood losses and protecting the water quality in our streams.

We have reviewed the information presented and have the following comments:

- Flood Mitigation: MCSWS manages a floodplain buyout program and collaborates with federal, State and local agencies. MCSWS would like to share that the following properties are at high risk of flooding and intersect at least one alignment:
 - 935 S Summit Ave
 - 2028 Woodland Drive
 - 3701, 3745 and 3751 E. Independence Boulevard
 - There are several other flood prone properties that are in the immediate vicinity of a proposed alignment, but do not intersect the alignment. Careful consideration should be given to the potential negative impacts of the project, such as, increase in flood risk.
- Water Quality: MCSWS also manages a long-standing water quality program that focuses on improving and protecting the water quality in our creeks, streams and lakes. MCSWS would like to share some overall and specific comments:
 - Overall:
 - Preferred alignment options are those that follow existing development corridors to reduce environmental impacts from additional grading, sedimentation impacts to surface waters, and the addition of impervious surfaces within watersheds.

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- Preferred alignment options are those that avoid surface waters, stream buffers and floodplains. Stream buffers protect surface waters by providing bank stabilization, a filter for pollutants, shade and woody debris for aquatic habitat. Floodplains provide the natural storage area for streams during precipitation events, aiding to protect lives and property.
- It is recommended that the project implement the City and County's enhanced erosion control measures to protect surface waters during construction.

○ Alignment Specific:

Silver Line Section	Comments
Along future roadway north of Wilkinson Bv (west of Billy Graham)	Alignment away from Wilkinson Bv would create a stream crossing over Ticer Branch near Tuckaseegee; we have identified a section of Ticer downstream of this crossing as a possible reference reach
LPA north of I-77/I-277 interchange	This alignment has the potential for significant impacts to both Stewart and Irwin Creeks. Options 1a and 2a are preferred.
LPA along the south side of Independence Bv (near Briar Creek Rd)	This alignment would create a crossing just upstream of our Edwards Branch stream restoration project (Chantilly/Briar Project). Option 1 may lead to lower impact to the creeks.
Along west side of McAlpine Creek Park	This alignment runs parallel to McAlpine Creek/Village Lake with potential to impact the buffer area. Option 1a may have lower impact to the creek.
Near Krefeld Drive	This alignment would create a crossing over Irvins Creek.

Thank you for the opportunity to comment. We look forward to reviewing additional information as the project moves forward.

Please do not hesitate to reach out if you have any questions.

Regards,

W. Dave Canaan

W. Dave Canaan
Mecklenburg County Storm Water Services, Director

CC: Susan Paschal

Evans, Hart

From: Jamison, John <johnjamison@ncdot.gov>
Sent: Thursday, November 12, 2020 10:29 AM
To: Paschal, Susan F.
Cc: Basham, Stuart L
Subject: RE: [External] CATS LYNX Silver Line - Early Scoping

Susan – Sorry for the delayed response on this. With the updates being made to our [STIP](#), we don't have any immediate comments regarding the proposed Silver Line. We do ask that CATS coordinate Silver Line project development with Stuart Basham in Division 10, and he will coordinate with all appropriate staff within NCDOT as needed. We also ask that CATS stay apprised of any future updates to our STIP. Thank you!

Customer Service is important to us. Please provide your feedback at
<https://connect.ncdot.gov/resources/Environmental/Pages/EPU-Customer-Service-Survey.aspx>.

John Jamison, PWS
Western Regional Team Lead (Div 7,9-14)
Environmental Policy Unit
North Carolina Department of Transportation

919-707-6140 office
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or
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From: Paschal, Susan F. <Susan.Paschal@wsp.com>
Sent: Monday, August 31, 2020 5:39 PM
To: Adrian Miller (amiller@cityofbelmont.org) <amiller@cityofbelmont.org>; Alex Robinson (arobinson@cityofbelmont.org) <arobinson@cityofbelmont.org>; Alex Sewell (asewell@stallingsnc.org) <asewell@stallingsnc.org>; Allison Collins (allison.collins@fema.dhs.gov) <allison.collins@fema.dhs.gov>; Amanetta Somerville (Somerville.Amanetta@epa.gov) <Somerville.Amanetta@epa.gov>; Chapman, Amy <amy.chapman@ncdenr.gov>; Anita Barnett (anita.barnett@nps.gov) <anita.barnett@nps.gov>; Aslami, Auref <aaslami@ncdot.gov>; Walston, Bobby L <bwalston@ncdot.gov>; Canipe, Brett D <bdcnipe@ncdot.gov>; Brett Gendoes (brett.gendoes@faa.gov) <brett.gendoes@faa.gov>; Hanks, Brian <bhanks@ncdot.gov>; Cathy Dowd

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Cc: Walker, Julia (FTA) <julia.walker@dot.gov>; 'Kelly Goforth' <kgoforth@ci.charlotte.nc.us>; Mock, Andrew <amock@ci.charlotte.nc.us>; Nichols, Jenna <Jenna.Nichols@ci.charlotte.nc.us>; Wallace, Brett P. <Brett.Wallace@wsp.com>; 193757.001 CATS SILVERLINE <193757.001@wsp.com>
Subject: [External] CATS LYNX Silver Line - Early Scoping

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Dear Agency Representative –

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed LYNX Silver Line Project. We are asking for written comments and/or your participation in an Early Scoping Meeting scheduled for Monday, September 14, 2020, 9:30am-11:30am. Due to the pandemic, we will be holding the meeting virtually. A Microsoft Teams Meeting invitation will follow.

Attached is a memo which includes a brief overview of the LYNX Silver Line and a project location map. A link to additional project information is posted on the CATS website at <http://RideTransit.org/LYNXSilverLine>. Should you have other questions or concerns, please contact Mr. Andy Mock, CATS Senior Project Manager, by phone (704-507-1635) or by email (amock@ci.charlotte.nc.us).

We kindly request written comments be sent by October 14, 2020. If you are not the appropriate contact for your agency, please let us know who is, so we can reach out prior to the scheduled meeting. Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner



Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

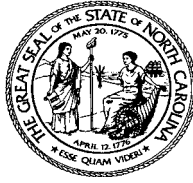
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**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

October 14, 2020

Yvette G. Taylor, Ph.D.
Regional Administrator
c/o Julia Carrie Walker
Federal Transit Authority Region IV
230 Peachtree Street NW, Suite 800
Atlanta, GA 30303

julia.walker@dot.gov

Re: Charlotte Area Transit System (CATS) LYNX Silver Line Project, Multi County, ER 20-1919

Dear Dr. Taylor:

We look forward to reviewing the Area of Potential Effects (APE) for the proposed undertaking as the planning progresses.

Thank you for your August 27, 2020, letter concerning the above-referenced undertaking and inviting the State Historic Preservation Office to attend the on-line early scoping for the project. We apologize for our delayed response, but we have not been able to keep up with the increased workload during the current Covid-19 pandemic.

Having reviewed the materials provided, we agree with the Area of Potential Effects (APE) for archaeology - the footprint where subsurface construction activity will take place. We anticipate that both recorded and potentially unidentified cultural resources could be impacted.

From our experience with similar projects in Charlotte and Durham, we understand that they are great attractants for rail-station development that leads to near immediate rezoning and the resulting demolition and new construction well beyond the parcels immediately adjacent to the proposed line. We also recognize that agreeing to wait until the stations are in place and then deal with the development impacts has not worked. Thus, we do not agree with the proposed APE for the built environment - parcels immediately adjacent to the proposed improvements. We recommend further coordination to develop a more appropriate APE for above-ground resources.

We look forward to discussing this matter with you and the City of Charlotte and to review of the resulting surveys for archaeology and architecture. Should you have any question, please contact our Environmental Review Coordinator, Renee Gledhill-Earley at 919-814-6579 or renee.gledhill-earley@ncdcr.gov.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



for Ramona Bartos, Deputy
State Historic Preservation Officer

cc: Susan Paschal, WSP USA

Susan.Paschal@wsp.com



Town of
Stallings

315 Stallings Road • Stallings, North Carolina 28104

September 15, 2020

RE: Requested Town Input

To Whom It May Concern,

In response to the enclosed letter, please be advised that the Town of Stallings supports the LYNX Silver Line light rail project corridor coming through the Town of Stallings. The Town is currently aware of the draft alignment options and is looking forward to the upcoming public input opportunities. Once the public has an opportunity to provide input, it is our understanding that CATS will provide its recommendation to the Town and the Town will determine then whether it concurs.

Sincerely,

Alex Sewell
Town Manager



U.S. Department
of Transportation
**Federal Transit
Administration**

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230 Peachtree St.,
N.W., Suite 800
Atlanta, GA 30303
404-865-5600

Date: August 27, 2020

Re: Charlotte Area Transit System (CATS) LYNX Silver Line Project, Gaston, Mecklenburg
and Union Counties

Dear Agency Representative:

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed LYNX Silver Line Project (Project) in Gaston, Mecklenburg and Union Counties, in accordance with the National Environmental Policy Act (NEPA). The FTA is the lead agency and CATS is the Project sponsor. This letter invites your agency to participate in Early Scoping during the current planning-level phase. A Project Location Map is included for reference.

Rapid transit has been discussed in Charlotte for decades, and in 1998, CATS prepared the 2025 Integrated Transit / Land Use Plan. This was the original transit and land use plan that proposed using rapid transit to support focusing future growth in Charlotte's key centers and corridors. The West Corridor (along Wilkinson Boulevard) and the Southeast Corridor (along Independence Boulevard) were two of the identified corridors. Since 1998, there have been various planning efforts, and the plan has since been updated to the 2030 Transit System Plan. In 2016, CATS completed the Southeast Corridor Transit Study, which considered various transit technologies and alignments. The Metropolitan Transit Commission (MTC) approved the recommendation of a light rail locally preferred alternative for the 13-mile Southeast Corridor from Center City Charlotte to the Mecklenburg and Union County border. The locally preferred alternative resulted from a detailed technical evaluation and outreach effort to the public and stakeholders.

More recently, CATS studied various technology and alignment alternatives for the West Corridor and Center City as part of the LYNX System Update, and in February 2019, the MTC adopted a light rail locally preferred alternative for the West Corridor, and combined the West Corridor and Southeast Corridor locally preferred alternatives as one continuous 26-mile light rail corridor from Belmont to Matthews known as the LYNX Silver Line. An extension into Union County will also be evaluated, as directed by MTC. CATS is currently assessing new opportunities and risks, in order to refine the locally preferred alternative and help determine the alignment (and options) that may be carried forward into NEPA and the environmental impact statement (EIS).

The preliminary purpose of the Project is to provide high-capacity transit service in dedicated right-of-way along the US 74 (Wilkinson Boulevard), Cedar Street / Graham Street, 11th Street, US 74 (Independence Boulevard) and Monroe Road transportation corridors that provides a competitive and reliable alternative to automobiles; improves local connectivity between and access to transit, housing, employment, and community services in the corridor; promotes opportunities for development consistent with local vision, goals, plans, and policies; provides a

CATS LYNX Silver Line Project

transit system that is financially sustainable to build, operate, and maintain; and, preserves and protects the natural and built environment.

At the conclusion of the planning-level screening and analysis, the MTC will adopt a refined locally preferred planning-level alternative, which will then be the “proposed action” subject to an appropriate environmental review under NEPA. If the proposed action would have significant impacts, FTA and CATS would initiate an EIS by conducting a scoping process to determine the appropriate scope of the EIS. In particular, the purpose and need for the project, the range of alternatives to be considered in the EIS, the environmental and community impacts to be evaluated, and the evaluation methodologies to be used would be subject to public and interagency review and comment, in accordance with 40 CFR parts 1500-1508 and 23 CFR part 771.

Your agency has been identified as one that has jurisdiction in the Project Corridor. The FTA and CATS greatly appreciate your input, and we invite you to an Agency Early Scoping Meeting for the Project. Due to circumstances surrounding the novel coronavirus, this meeting will be conducted virtually. The meeting will be held on Monday, September 14, 2020, 9:30am – 11:30am. A Microsoft Teams Meeting invitation will follow.

In addition, you are welcome to review project and meeting information at <http://RideTransit.org/LYNXSilverLine> or attend any of the live virtual Public Early Scoping Meetings at 5:30 p.m. on September 15, 16, 17, 22, 24 or 29, 2020. Should you have other questions or concerns, please contact Mr. Andy Mock, CATS Senior Project Manager, by phone (704-507-1635) or by email (amock@ci.charlotte.nc.us).

We kindly ask for a written response via email to this letter by October 14, 2020. Thank you for your cooperation and interest in the proposed LYNX Silver Line Project.

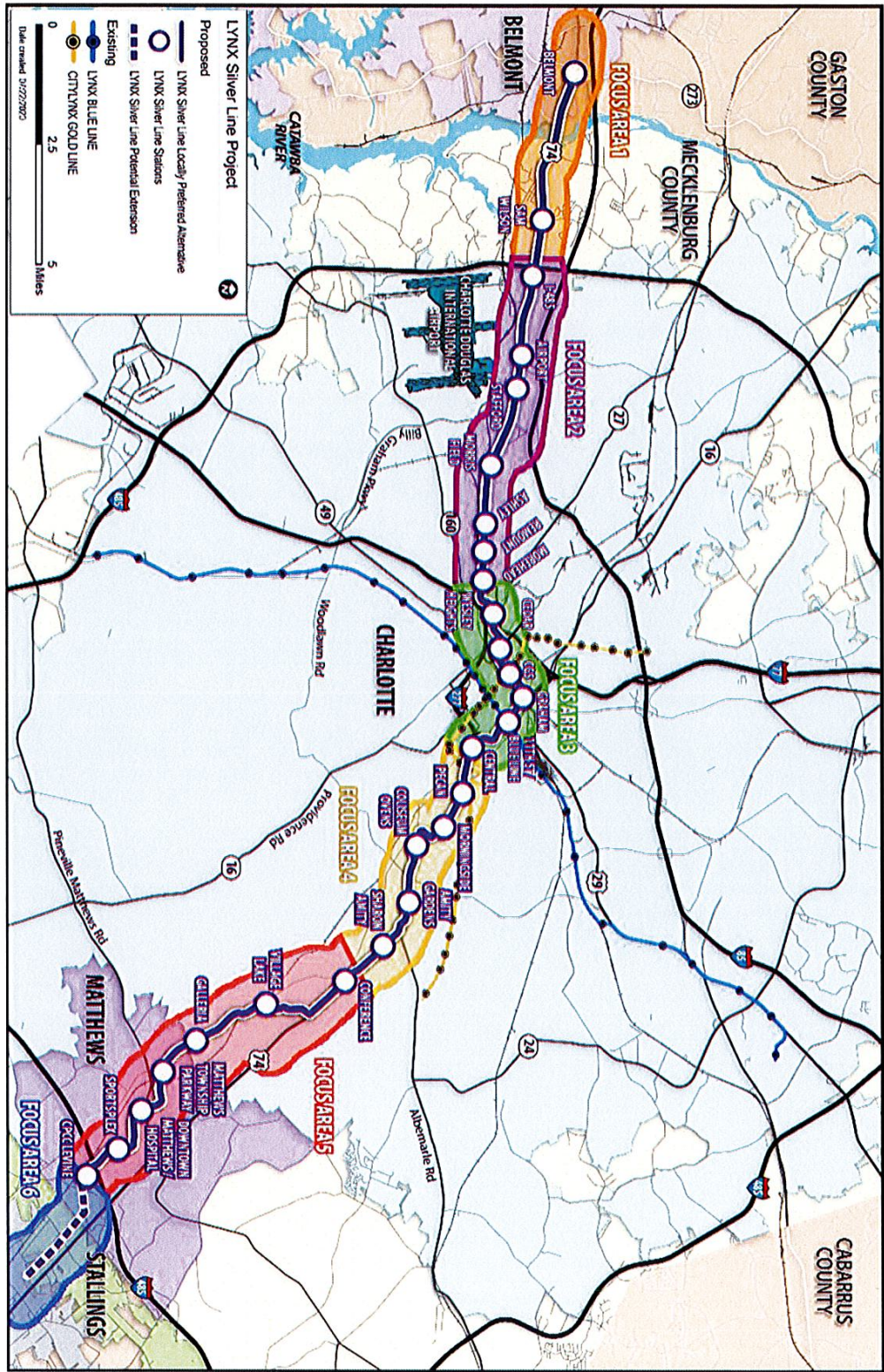
Sincerely,

B. Keith Melton for

Yvette G. Taylor, Ph.D.
Regional Administrator

Enclosure: Project Location Map

Cc: Carrie Walker, FTA Region IV
Kelly Goforth, CATS
Andy Mock, CATS
Jenna Nichols, CATS





**DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
151 PATTON AVENUE
ROOM 208
ASHEVILLE, NORTH CAROLINA 28801-5006**

October 14, 2020

Regulatory Division

Action ID: SAW-2020-01785

Ms. Yvette G. Taylor
Regional Administrator
US Department of Transportation
Federal Transit Administration
230 Peachtree St., NW Suite 800
Atlanta, GA 30303

Dear Ms. Taylor:

Thank you for your request for U.S. Army Corps of Engineers' (USACE) input regarding the Charlotte Area Transit System (CATS) LYNX Silver Line Project located in Gaston, Mecklenburg and Union Counties. While the USACE always endeavors to assist potential applicants and appreciates your request for our input, providing detailed comments at this time is challenging due to the lack of detailed information concerning waters of the United States (U.S.) in the area of the LYNX Silver Line project corridor. We do, however, offer the following information to clarify USACE considerations and/or requirements for those instances when a Department of the Army (DA) permit will be required for a specific project, as we believe this information will be beneficial in the LYNX Silver Line Project development process, which will affect later planning and permitting processes.

USACE Permitting:

There are two federal regulations for DA permitting: Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbor Act (RHA) of 1899. DA authorization (i.e., a permit) under Section 404 of the CWA is required when an applicant will discharge dredged or fill material (e.g., culvert installation, culvert extension, rip rap, soil, etc.) into a jurisdictional water of the U.S., whether this discharge is permanent or temporary. DA authorization under Section 10 of the RHA of 1899 is required when an applicant will construct any structure in, under, or over any navigable water of the U.S., excavate/dredge or discharge fill material into these waters, or place any obstruction in, or alter, a "navigable water", whether these activities are permanent or temporary. A structure or work outside of the limits defined for navigable waters of the U.S. requires a Section 10 permit if the structure or work would affect the course, location, condition, or capacity of the water body.

A current check of the Section 10 waters list finds one or more such water within the geographical scope of the LYNX Silver Line project corridor. Information on Section 10 waters can be found at <https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Jurisdiction/> (scroll down the page to find the list on the righthand side). Please note

that the Wilmington District anticipates publishing a Section 10 Geographic Information System (GIS) layer by the end of 2020, and we recommend that you review this layer for all future CATS projects when available.

The type of DA authorization required [i.e., general or standard (individual) permit] will be determined by the USACE based on the location, type(s), and extent of jurisdictional waters of the U.S. that are proposed for impact by a project. Stated another way, the extent of USACE review on any given project is commensurate with the amount of impacts to streams and wetlands, among other considerations.

Single and Complete determination

Before a DA permit can be issued for a linear project, and in determining what type of DA permit is required, the project must first consider the requirements of a single and complete linear project (per 33 CFR 330.2(i)). The LYNX Silver Line project would be considered a “linear project” which is described as a project constructed for the purpose of getting people, goods, or services from a point of origin to a terminal point, which often involves multiple crossings of one or more waterbodies at separate and distant locations. The term “single and complete project” is defined as that portion of the total linear project proposed or accomplished by one owner/developer or partnership or other association of owners/developers that includes all crossings of a single water of the United States (i.e., a single waterbody) at a specific location. For linear projects crossing a single or multiple waterbodies several times at separate and distant locations, each crossing is considered a single and complete project for purposes of NWP authorization. Permanent impacts that result in a loss of waters of the U.S., must be within NWP thresholds for each single and complete linear project to qualify for the use of NWPs.

Jurisdictional Determinations

As a project moves forward in the planning process, an on-site delineation of streams and wetlands will be required by the USACE to ensure that all potential waters of the U.S. are captured and to allow for project/application evaluation. Once an applicant/applicant’s consultant conducts a delineation, it should be forwarded to our office along with a request for a jurisdictional determination. The request for jurisdictional determination can be found on our website at <https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Jurisdiction/>.

GIS Data for Planning Efforts and compliance with other federal requirements:

In addition to the Section 10 GIS layer noted above, National Wetland Inventory (NWI) maps will aid in locating on-site wetlands; however, please be aware that NWI maps often have a high level of error when predicting the location of wetlands so an applicant must be cautious about relying exclusively on this data. Please also ensure you review information to address all federal requirements to include the Endangered Species Act (ESA) (16 U.S.C. 1531 *et seq.*), the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. 470), the Fish and Wildlife

Coordination Act of 1956 (FWCA) (16 USC 742a, *et seq.*), Section 401 of the Clean Water Act (33 U.S.C. 1341), Section 307(c) of the Coastal Zone Management Act (CAMA) of 1972, as amended (16 U.S.C. 1456(c)), Section 7(a) of the Wild and Scenic Rivers Act (WSRA) (16 U.S.C. 1278 *et seq.*), Tribal boundaries (e.g., trust land boundaries), etc., as DA authorization for a project cannot be issued until all applicable federal requirements have been met.

Individual Permit requirements:

1) Project Purpose, the 404(b)(1) Guidelines, and the Least Environmentally Practicable Alternative:

The USACE understands that development of the LYNX Silver Line project is at the beginning of the planning process; however, we also understand that long-range planners will begin to develop system purpose(s) and need(s), as well as assess some level of alternatives analysis on selected projects. Therefore, we urge you to consider the following information, as decisions made during the LYNX Silver Line project evaluation process will affect subsequent stages of the planning and permitting processes.

For all projects that will require an Individual Permit, the USACE must conduct a project-specific analysis under the 404(b)(1) Guidelines (Guidelines) (40 CFR Part 230). Note that the Guidelines and the National Environmental Policy Act (NEPA) are separate requirements and contain different obligations.

One difference between the Guidelines and NEPA is the requirement to examine “practicable” alternatives under the Guidelines vs. “reasonable” alternatives under NEPA. As noted in the Guidelines [40 CFR Part 230.10(a)(4)], “For actions subject to NEPA, where the Corps of Engineers is the permitting agency, the analysis of alternatives required for NEPA...will in most cases provide the information for the evaluation of alternatives under these Guidelines. On occasion, these NEPA documents may address a broader range of alternatives than required to be considered under this paragraph or may not have considered the alternatives in sufficient detail to respond to the requirements of these Guidelines. In the latter case, it may be necessary to supplement these NEPA documents with this additional information.” Because during the later stages of planning or permitting, the USACE may inquire about alternatives that have not been advanced (because the USACE believes that they may be practicable and/or have fewer impacts to the aquatic ecosystem than do the alternatives carried forward for detailed analysis), please ensure that decisions made at all stages of the planning process are adequately documented and justified. If done adequately, this will prevent having to “go back” and consider/analyze an alternative that was discarded earlier in the planning process.

“Practicable” is defined in the Guidelines at 40 CFR Part 230.10(a)(2) as “...available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose...” The agency responsible for determining “practicability” under the Guidelines is the USACE; this responsibility does not change or transfer to another agency (e.g., the Federal Highway Administration, NCDOT, etc.), even if another federal agency is the lead for NEPA.

A second difference is that while NEPA does not require the lead federal agency's decision maker to select the "environmentally preferred alternative" as the "agency's preferred alternative" in the NEPA document, the Guidelines do require that, "...no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic eco-system, so long as the alternative does not have other significant adverse environmental consequences" [40 CFR part 230.10(a)] – i.e., this is commonly referred to as the "LEDPA" (least environmentally damaging practicable alternative). When the applicant fails to clearly demonstrate that their "preferred alternative" is the LEDPA, the USACE cannot authorize that project/alternative; if this were to happen, it would result in project delays, additional expenses to the transportation agency(ies), possible project revisions, etc., and the travelling public would not be well served. The following paragraph details how to avoid this issue.

Under the Guidelines, to satisfactorily demonstrate that the applicant's/agency's preferred alternative is indeed the LEDPA, the applicant is required to assess a range of alternatives and show that the other alternatives are more environmentally damaging than the applicant's preferred alternative and/or are not practicable. Because "practicability" is dependent on the project's purpose, it is vital that the purpose statement, or performance measures/evaluation criteria (evaluation criteria) that support the purposed statement (if used), are clearly presented and measurable.

In summary, the purpose statement, supported by the need statement, is a critical factor in selecting the LEDPA for a project that is processed under an Individual Permit, and the LEDPA is the only alternative that can be permitted by the USACE. Therefore, it is crucial that the purpose and need statements be well thought out and well written.

2) Impacts to waters of the U.S.: Avoidance, Minimization, and Compensatory Mitigation:

Please keep the following information in mind while considering alternatives, as these issues are rigorously reviewed during the permitting process:

As noted above, we are required to review proposed projects that would impact waters that are jurisdictional under Section 404 of the CWA in accordance with the Guidelines. In addition to practicability and the LEDPA determinations, the Guidelines require that permits for work in waters of the U.S. can be issued only after all appropriate and practicable steps to avoid and minimize impacts have been taken; this requires the applicant to demonstrate that they have (1) avoided unnecessary environmental impacts by preparing an analysis of available off and on-site alternatives that would potentially result in less adverse impacts than the proposed project, especially regarding site design and construction techniques, and; (2) minimized the unavoidable adverse impacts of your preferred alternative (i.e., information regarding measures you have taken to avoid and minimize impacts to aquatic resources), to the maximum extent practicable. Once these steps have been taken, the applicant must then propose a compensatory mitigation plan that would adequately offset all unavoidable impacts to waters or wetlands. To demonstrate avoidance and minimization measures that are taken during the project development process,

and to support later planning and permitting efforts, please ensure that all measures taken during the project development process are documented in detail.

Hopefully, this information will be useful to you during the LYNX Silver Line project development. If you have any questions, please contact me by email at Crystal.C.Amschler@usace.army.mil or by phone at 828-271-7980 ext. 4231. You may also visit our website at <https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/> for general information on permitting and related issues.

Sincerely,

Crystal Amschler
Project Manager
Asheville Regulatory Field Office

Evans, Hart

From: Paschal, Susan F.
Sent: Monday, October 19, 2020 9:00 PM
To: 'Walker, Julia (FTA)'
Cc: 'Kelly Goforth'; Mock, Andrew; Wallace, Brett P.; 193757.001 CATS SILVERLINE
Subject: FW: CATS LYNX Silver Line - Early Scoping

FYI

From: Paschal, Susan F.
Sent: Wednesday, September 16, 2020 1:54 PM
To: Lampley, Jonathan D -FS <jonathan.lampley@usda.gov>
Cc: Mock, Andrew <amock@ci.charlotte.nc.us>; 'Kelly Goforth' <kgoforth@ci.charlotte.nc.us>; 193757.001 CATS SILVERLINE <193757.001@wsp.com>
Subject: RE: CATS LYNX Silver Line - Early Scoping

Jonathan,
Thanks for the response. I will make a note of it in our files.

Just to confirm, should I remove Cathy Dowd's name from the list of contacts also? I am assuming that's how it got routed to you, but please let me know if not.

Regards,
Susan Paschal

From: Lampley, Jonathan D -FS <jonathan.lampley@usda.gov>
Sent: Tuesday, September 15, 2020 4:06 PM
To: Paschal, Susan F. <Susan.Paschal@wsp.com>
Subject: CATS LYNX Silver Line - Early Scoping

Hey Susan,
My name is Jonathan Lampley. I am detailed as the North Carolina Department of Transportation liaison for the National Forest in North Carolina. The email below was routed to me for review. Thank you for reaching out but this project is outside of the National Forest in NC interest and we are not impacted by the proposal and won't be participating. Thank you so much.
Cheers,



Jonathan Lampley
NCDOT Liaison (Detailed)
Cherokee National Forest
p: 423-783-2416
c: 423-534-0883
jonathan.lampley@usda.gov

4900 Asheville Hwy SR 70
Greeneville, TN 37743

www.fs.fed.us



Caring for the land and serving people

From: Paschal, Susan F. <Susan.Paschal@wsp.com>

Sent: Monday, August 31, 2020 5:39 PM

To: Adrian Miller (amiller@cityofbelmont.org) <amiller@cityofbelmont.org>; Alex Robinson (arobinson@cityofbelmont.org) <arobinson@cityofbelmont.org>; Alex Sewell (asewell@stallingsnc.org) <asewell@stallingsnc.org>; Allison Collins (allison.collins@fema.dhs.gov) <allison.collins@fema.dhs.gov>; Amanetta Somerville (Somerville.Amanetta@epa.gov) <Somerville.Amanetta@epa.gov>; Amy Chapman (amy.chapman@ncdenr.gov) <amy.chapman@ncdenr.gov>; Anita Barnett (anita.barnett@nps.gov) <anita.barnett@nps.gov>; Auref Aslami (aaslami@ncdot.gov) <aaslami@ncdot.gov>; Bobby Walston (bwalston@ncdot.gov) <bwalston@ncdot.gov>; Brett Canipe (bdcanipe@ncdot.gov) <bdcanipe@ncdot.gov>; Brett Gendoes (brett.gendoes@faa.gov) <brett.gendoes@faa.gov>; Brian Hanks (bhanks@ncdot.gov) <bhanks@ncdot.gov>; Dowd, Cathryn -FS <cathryn.dowd@usda.gov>; David Shaeffer (david.l.shaeffer@usace.army.mil) <david.l.shaeffer@usace.army.mil>; David Williams (dwilliams@gastongov.com) <dwilliams@gastongov.com>; Dena Diorio (William.Carroll@mecklenburgcountync.gov) <William.Carroll@mecklenburgcountync.gov>; Denise Cleveland-Leggett (Denise.C.Cleveland-Leggett@hud.gov) <Denise.C.Cleveland-Leggett@hud.gov>; Dwayne Patterson (dwayne.patterson@ncparks.gov) <dwayne.patterson@ncparks.gov>; EBCI <syerka@nc-chokeee.com>; Ebenezer Gujjarlapudi (Ebenezer.Gujjarlapudi@mecklenburgcountync.gov) <Ebenezer.Gujjarlapudi@mecklenburgcountync.gov>; Elizabeth Toombs (elizabeth-toombs@chokeee.org) <elizabeth-toombs@chokeee.org>; gordon.myers@ncwildlife.org; Greg Atchley (greg.atchley@ncdps.gov) <greg.atchley@ncdps.gov>; Hal Pitts (Hal.R.Pitts@uscg.mil) <Hal.R.Pitts@uscg.mil>; Hazen Blodgett (hblodgett@matthewsnc.gov) <hblodgett@matthewsnc.gov>; Hildebrandt, Heather J <hjhildebrandt@ncdot.gov>; Jack Thomson (jack.thomson@mecklenburgcountync.gov) <jack.thomson@mecklenburgcountync.gov>; James Eden (jjeden@ncdot.gov) <jjeden@ncdot.gov>; janet_mizzi@fws.gov; Jason Orthner (jorthner@ncdot.gov) <jorthner@ncdot.gov>; Jay Camp (jcamp@matthewsnc.gov) <jcamp@matthewsnc.gov>; Joe Hudyncia (joseph.hudyncia@ncagr.gov) <joseph.hudyncia@ncagr.gov>; John Jamison (johnjamison@ncdot.gov) <johnjamison@ncdot.gov>; John Sullivan III (john.sullivan@dot.gov) <john.sullivan@dot.gov>; John Winkle (john.winkle@dot.gov) <john.winkle@dot.gov>; Karen Williams (kwilliams@stallingsnc.org) <kwilliams@stallingsnc.org>; Kim Eagle (kim.eagle@gastongov.com) <kim.eagle@gastongov.com>; Machelle Sanders (machelle.sanders@doa.nc.gov) <machelle.sanders@doa.nc.gov>; Mark Stafford (mstafford@ncdot.gov) <mstafford@ncdot.gov>; Mark Watson (mark.watson@unioncountync.gov) <mark.watson@unioncountync.gov>; Mary O'Driscoll (mary.odriscoll@ferc.gov) <mary.odriscoll@ferc.gov>; Michael Reese (mikereese@ncdot.gov) <mikereese@ncdot.gov>; Michelle Nance (mnance@centralina.org) <mnance@centralina.org>; Randi Gates (randig@cityofgastonia.com) <randig@cityofgastonia.com>; Raymond Allen (ria@indiantrail.org) <ria@indiantrail.org>; Renee Gledhill-Earley <renee.gledhill-earley@ncdcr.gov>; Robert Cook (rwcook@charlottenc.gov) <rwcook@charlottenc.gov>; russtown@nc-chokeee.com; SHPO (Environmental.Review@ncdcr.gov) <Environmental.Review@ncdcr.gov>; Stephanie Madson (stephanie.madson@fema.dhs.gov) <stephanie.madson@fema.dhs.gov>; Beard, Timothy - NRCS, Raleigh, NC <timothy.beard@usda.gov>; Union County Historic Preservation Commission (ucheritage@unioncountync.gov) <ucheritage@unioncountync.gov>; W. Lee Jones Jr. (Lee.Jones@MecklenburgCountyNC.gov) <Lee.Jones@MecklenburgCountyNC.gov>; wenonahh@ccppcrafts.com; Whitney Warrior (wwarrior@ukb-nsn.gov) <wwarrior@ukb-nsn.gov>

Cc: Walker, Julia (FTA) <julia.walker@dot.gov>; 'Kelly Goforth' <kgoforth@ci.charlotte.nc.us>; Mock, Andrew <amock@ci.charlotte.nc.us>; Nichols, Jenna <Jenna.Nichols@ci.charlotte.nc.us>; Wallace, Brett P. <Brett.Wallace@wsp.com>; 193757.001 CATS SILVERLINE <193757.001@wsp.com>

Subject: CATS LYNX Silver Line - Early Scoping

Dear Agency Representative –

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) are initiating Early Scoping for the proposed LYNX Silver Line Project. We are asking for written comments and/or your participation in an Early Scoping

Meeting scheduled for Monday, September 14, 2020, 9:30am-11:30am. Due to the pandemic, we will be holding the meeting virtually. A Microsoft Teams Meeting invitation will follow.

Attached is a memo which includes a brief overview of the LYNX Silver Line and a project location map. A link to additional project information is posted on the CATS website at <http://RideTransit.org/LYNXSilverLine>. Should you have other questions or concerns, please contact Mr. Andy Mock, CATS Senior Project Manager, by phone (704-507-1635) or by email (amock@ci.charlotte.nc.us).

We kindly request written comments be sent by October 14, 2020. If you are not the appropriate contact for your agency, please let us know who is, so we can reach out prior to the scheduled meeting. Thank you in advance for your interest in the proposed project.

Regards,

Susan Paschal, AICP
Senior Environmental Planner



Phone: 704-972-5596 (o); 704-562-6062 (m)
Email: susan.paschal@wsp.com

WSP USA
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203

wsp.com

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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Asheville Field Office
160 Zillicoa Street Suite #B
Asheville, North Carolina 28801



October 2, 2020

Susan Paschal
WSP USA
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203
Susan.paschal@wsp.com

Subject: 20-498, Charlotte Area Transit System (CATS) LYNX Silver Line Project, Gaston, Mecklenburg and Union Counties, North Carolina

Dear Susan Paschal,

This responds to your email received by our office on September 1, 2020, concerning the subject project. We have reviewed the information presented and submit the following comments and recommendations in accordance with the provisions of Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. §§1531-1543); the Fish and Wildlife Coordination Act, as amended (16 U.S.C. §§661-667e); the Clean Water Act (33 U.S.C. §1251 et seq.); the Migratory Bird Treaty Act (16 U.S.C. §§703-712); and the National Environmental Policy Act (42 U.S.C. §4321 et seq.).

Project Summary

The Federal Transit Administration (FTA) and Charlotte Area Transit System (CATS) propose to develop the LYNX Silver Line which is a 26-mile light rail line that is part of CATS 2030 Corridor System Plan. The line stretches from the Town of Matthews, through Center City, into the City of Belmont in Gaston County.

We offer the following recommendations in the interest of protecting federally threatened and endangered species, migratory birds, as well as other fish, wildlife, and natural resources.

Federally Listed Endangered and Threatened Species

In accordance with section 7 (a)(2) of the Endangered Species Act and 50 CFR Part 402.01, before any federal authorization/permits or funding can be issued for this project, it is the responsibility of the appropriate federal regulatory/permitting and/or funding agency(ies) to determine whether the project may affect any federally endangered or threatened species (listed species) or designated critical habitat within the action area¹.

¹ Pursuant to 50 CFR §402.02, the *Action Area* includes all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action. Moreover, the *Effects of the Action* are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A *consequence* is caused by the proposed action if it

A species list for counties in North Carolina can be found online here:

https://www.fws.gov/raleigh/species/cntylist/nc_counties.html. If it is determined that this project may affect any listed species or designated critical habitat, you must initiate section 7 consultation with this office.

Please note that species of concern are not legally protected under the Endangered Species Act and are not subject to any of its provisions, including section 7, unless they are formally proposed or listed as endangered or threatened. However, incorporating proactive conservation measures on their behalf may preclude the need to list them in the future. Therefore, we encourage you to consider and avoid potential impacts to all species on these county lists.

Suitable summer roosting habitat may be present in the project area for the federally threatened northern long-eared bat (*Myotis septentrionalis*). However, the final 4(d) rule (effective as of February 16, 2016), exempts incidental take of northern long-eared bat associated with activities that occur greater than 0.25 miles from a known hibernation site, and greater than 150 feet from a known, occupied maternity roost during the pup season (June 1 – July 31). Based on the information provided, the project would occur at a location where any incidental take that may result from associated activities is exempt under the 4(d) rule. Your project will likely include tree clearing. **Although not required, we encourage you to conduct any associated tree clearing activities outside the pup season (June 1 to July 31) and/or active season (April 1 to October 31) to reduce the chance of impacting unidentified maternity roosts.**

Service records indicate occurrences of a bald eagle (*Haliaeetus leucocephalus*) nesting site within the vicinity of the project area. The bald eagle has been removed from the federal list of endangered and threatened species due to its recovery. However, this species is afforded legal protection by the Bald and Golden Eagle Protection Act (16 U.S.C. 668 668d) and the Migratory Bird Treaty Act (16 U.S.C. 703 712). The Bald and Golden Eagle Protection Act, enacted in 1940, and amended several times, prohibits anyone without a permit issued by the Secretary of the Interior from “taking” bald eagles, including their parts, nests, or eggs. “Take” includes pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb (16 U.S.C. 668c; 50 CFR 22.3). Disturb means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, (1) injury to an eagle, (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior. In addition to immediate impacts, these definitions also cover impacts that result from human induced alterations initiated around a previously used nest site during a time when eagles are not present if, upon an eagle’s return, such alterations agitate or bother the eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits and causes injury, death, or nest abandonment.

If any active nests are located within a half mile of the project site, we request that work at the site be restricted from mid-January through July in order to prevent adverse impacts to the bald

would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action (see also 50 CFR §402.17)

eagle. This will prevent disturbance of the eagles from the egg laying period until the young fledge, which encompasses their most vulnerable times

Suitable habitat and known records exist within the project boundary for the federally protected bog turtle (*Glyptemys muhlenbergii*). We are concerned about project-mediated impacts to this species that may result from construction disturbances. This species is known to occur in open, unpolluted emergent and scrub/shrub wetlands including fens, sphagnum bogs, marshy meadows, and wet pastures. The southern population of bog turtle (*Glyptemys muhlenbergii*) is federally threatened due to similarity of appearance and is therefore not subject to section 7 consultation. However, detecting and conserving novel populations of bog turtle may prevent the need for additional regulatory protections for this animal. Therefore, we encourage the Applicant to survey for this imperiled animal where its habitat occurs onsite to ensure that it is not inadvertently lost.

The federally endangered Carolina heelsplitter (*Lasmigona decorata*) historically occurred in Sugar Creek, Irwin Creek as well as Paw Creek. Current records of this species and designated critical habitats for this species occur in project receiving waters several miles downstream from the proposed project boundary². Like most freshwater mussels, this sessile filter feeder is highly sensitive to perturbations in water quality and physical habitats. Sedimentation linked to the degradation of instream and riparian habitats are among the primary threats to this species. Sedimentation may disrupt feeding, respiration, reproduction, and direct mortality of individuals. We are concerned for potential indirect impacts to this species via sediment loss and/or water quality degradation and encourage the Applicant to conduct targeted mussel surveys where suitable habitats would be affected by proposed project impacts.

Service records indicate known occurrences of the federally endangered Schweinitz's sunflower (*Helianthus schweinitzii*), as well as historical records for smooth coneflower (*Echinacea laevigata*), and Michaux's sumac (*Rhus michauxii*) within the project boundary. Additionally suitable habitat occurs, intermittently, through the proposed project, (e.g. transitional areas along forest edges, fencerows, roadsides, utility rights-of-way, etc.). Targeted surveys for these species should be conducted during the optimal survey window(s) where proposed project-mediated impacts overlap suitable habitats for these species. Survey efforts between late August and October (first frost) would span the optimal survey window for all of the plant species referenced above.

Suitable habitat may also be present onsite for the federally threatened dwarf-flowered heartleaf (*Hexastylis naniflora*). This species is known to occur along streams, hillsides, ravines, and bluffs. To ensure that this species is not inadvertently lost, targeted botanical surveys should be conducted during the optimal survey window where project-mediated impacts may alter suitable habitats within the action area¹. Members of the genus *Hexastylis* may be identified by characteristic evergreen leaves present throughout the year, but flowers are required to diagnose

2 Within these areas, the primary constituent elements include: (i) Permanent, flowing, cool, clean water; (ii) Geomorphically stable stream and river channels and banks; (iii) Pool, riffle, and run sequences within the channel; (iv) Stable substrates with no more than low amounts of fine sediment; (v) Moderate stream gradient; (vi) Periodic natural flooding; and (vii) Fish hosts, with adequate living, foraging, and spawning areas for them.

H. naniflora. The flowering window for dwarf-flowered heartleaf is typically March – May in North Carolina.

Please bear in mind that in accordance with the Act, it is the responsibility of the appropriate federal agency or its designated representative to review its activities or programs and to identify any such activities or programs that may affect endangered or threatened species or their habitats. If it is determined that the proposed activity may adversely affect any species federally listed as endangered or threatened, formal consultation with this office must be initiated.

Our habitat suitability models predict the presence of the Carolina darter (*Etheostoma collis*), Eastern creekshell (*Villosa delumbis*), and Carolina creekshell (*Villosa vaughniana*) that are known to occur in the vicinity of the Action Area. Any instream investigations should consider the presence of these species as well. These species often co-occur with Carolina heelsplitter and their presence suggest that suitable habitat may be present for this federally protected species within the proposed Action Area. While these species are not currently afforded legal protection under the Act, incorporating proactive conservation measures on their behalf may preclude the need to list them in the future. We encourage you to solicit comments from the North Carolina Wildlife Resources Commission regarding potential project-mediated impacts to state-protected natural resources.

Migratory Birds

The MBTA (16 §U.S.C. 703-712) prohibits the intentional taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Department of the Interior. To avoid impacts to migratory birds, we recommend conducting a visual inspection of any migratory bird nesting habitat within the project area during the migratory bird nesting season of March through September and avoiding impacting the nests during the migratory bird nesting season. If birds are discovered nesting near the project area during years prior to the proposed construction date, we recommend that FTA and CATS, in consultation with US Fish and Wildlife Service, develop measures to discourage birds from establishing nests within the project area by means that will not result in the take of birds or eggs; or avoid construction activities during the nesting period.

Erosion and Sedimentation Control

Construction activities near streams, rivers, and lakes have the potential to cause water pollution and stream degradation if measures to control site runoff are not properly installed and maintained. In order to effectively reduce erosion and sedimentation impacts, best management practices specific to the extent and type of construction should be designed and installed during land-disturbing activities and should be maintained until the project is complete and appropriate stormwater conveyances and vegetation are reestablished on the site.

A complete design manual, which provides extensive details and procedures for developing site-specific plans to control erosion and sediment and is consistent with the requirements of the North Carolina Sedimentation and Pollution Control Act and Administrative Rules, is available at:

<http://portal.ncdenr.org/web/lr/publications>

For maximum benefits to water quality and bank stabilization, riparian areas should be forested; however, if the areas are maintained in grass, they should not be mowed. We recommend planting disturbed areas with native riparian species. The U.S. Fish and Wildlife Service can provide information on potential sources of plant material upon request.

Stream Buffers

Natural, forested riparian buffers are critical to the health of aquatic ecosystems. They accomplish the following:

1. catch and filter runoff, thereby helping to prevent nonpoint-source pollutants from reaching streams;
2. enhance the in-stream processing of both point- and nonpoint-source pollutants;
3. act as “sponges” by absorbing runoff (which reduces the severity of floods) and by allowing runoff to infiltrate and recharge groundwater levels (which maintains stream flows during dry periods);
4. catch and help prevent excess woody debris from entering the stream and creating logjams;
5. stabilize stream banks and maintain natural channel morphology;
6. provide coarse woody debris for habitat structure and most of the dissolved organic carbon and other nutrients necessary for the aquatic food web; and
7. maintain air and water temperatures around the stream.

Forested riparian buffers (a minimum 50 feet wide along intermittent streams and 100 feet wide along perennial streams [or the full extent of the 100-year floodplain, whichever is greater]) should be created and/or maintained along all aquatic areas. Within the watersheds of streams supporting endangered aquatic species, we recommend undisturbed, forested buffers that are naturally vegetated with trees, shrubs, and herbaceous vegetation and extend a minimum of 200 feet from the banks of all perennial streams and a minimum of 100 feet from the banks of all intermittent streams, or the full extent of the 100-year floodplain, whichever is greater.) Impervious surfaces, ditches, pipes, roads, utility lines (sewer, water, gas, transmission, etc.), and other infrastructures that require maintained, cleared rights-of-way and/or compromise the functions and values of the forested buffers should not occur within these riparian areas.

Stream Crossings

In the event that the project requires stream crossings, we recommend the following:

Bridges or spanning structures should be used for all permanent roadway crossings of streams and associated wetlands. Structures should span the channel and the floodplain in order to minimize impacts to aquatic resources, allow for the movement of aquatic and terrestrial organisms, and eliminate the need to place fill in streams and floodplains.

Bridges should be designed and constructed so that no piers or bents are placed in the stream, approaches and abutments do not constrict the stream channel, and the crossing is perpendicular to the stream. Spanning some or all of the floodplain allows the stream to access its floodplain and dissipate energy during high flows and also provides for terrestrial wildlife passage. When

bank stabilization is necessary, we recommend that the use of riprap be minimized and that a riprap-free buffer zone be maintained under the bridge to allow for wildlife movement. If fill in the floodplain is necessary, floodplain culverts should be added through the fill to allow the stream access to the floodplain during high flows.

If bridges are not possible and culverts are the only option, we suggest using bottomless culverts. Bottomless culverts preserve the natural stream substrate, create less disturbance during construction and provide a more natural post-construction channel. Culverts should be sufficiently sized to mimic natural stream functions and habitats located at the crossing site; allow for water depth, volume (flow), and velocity levels that will permit aquatic organism passage; and accommodate the movement of debris and bed material during bank-full events. Widening the stream channel must be avoided.

Floodplain Development

Executive Order 11988 requires federal agencies (and their designated nonfederal representatives) to consider and protect floodplain functions. We believe the examples of flooding in this area of North Carolina highlight the importance of avoiding impacts associated with floodplain development. Therefore, we do not believe the subject project should be built in the 100-year floodplain or in any way result in the alteration of the 100-year floodplain.

If you have questions about these comments please contact Mr. Byron Hamstead of our staff at Byron_Hamstead@fws.gov. In any future correspondence concerning these projects, please reference our Log Number 20-498.

Sincerely,

Janet Mizzi
Field Supervisor

Evans, Hart

From: Mock, Andrew <amock@ci.charlotte.nc.us>
Sent: Wednesday, October 7, 2020 5:59 PM
To: Goforth, Kelly; Paschal, Susan F.
Subject: Fwd: [EXT] EPA Early Scoping Comments on the Charlotte Area Transit System LYNX Silver Line Project in Gaston and Union County, North Carolina

Sent from my iPhone

Begin forwarded message:

From: "Somerville, Amanetta" <Somerville.Amanetta@epa.gov>
Date: October 7, 2020 at 5:30:58 PM EDT
To: "Mock, Andrew" <amock@ci.charlotte.nc.us>
Cc: "Kajumba, Ntale" <Kajumba.Ntale@epa.gov>, "Buskey, Traci P." <Buskey.Traci@epa.gov>, "Somerville, Amanetta" <Somerville.Amanetta@epa.gov>
Subject: [EXT] EPA Early Scoping Comments on the Charlotte Area Transit System LYNX Silver Line Project in Gaston and Union County, North Carolina

EXTERNAL EMAIL: This email originated from the Internet. Do not click any images, links or open any attachments unless you recognize and trust the sender and know the content is safe. Please click the Phish Alert button to forward the email to Bad.Mail.

Dear Mr. Mock:

The U.S. Environmental Protection Agency (EPA) Region 4 appreciates the opportunity to provide comments on the early scoping information for the Charlotte Area Transit System LYNX Silver Line. On September 14, 2020, the North Carolina DOT held a Merger Meeting. Additionally, in September, six focus area virtual public meetings discussing the various areas of the 26-mile light rail project from the City of Belmont in Gaston County, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County were held. The EPA has reviewed the provided information and used geospatial and environmental quality data analysis tools (please see links to online databases and tools provided at the end of this email for reference) to provide the following technical comments and recommendations:

Waters of the United States:

The proposed light rail project will originate in the City of Belmont in Gaston County and traverse 26 miles through the Charlotte Metropolitan area and conclude in the Town of Matthews in Union County. Based on GIS analysis of the National Wetlands Inventory, the proposed light rail project and the various alternatives are located near lacustrine, riverine, and freshwater emergent and freshwater forested wetlands, some of which are conservation and trust lands. Additionally, the proposed project will cross the Catawba River. The EPA recommends that any contractor working on-site should use best management practices and should address any potential impacts to off-site streams and waterways. The EPA also recommends that site grading, excavation, and construction plans should include

implementable measures to prevent erosion and sediment runoff from the project site during and after construction.

Consistent with Section 404 of the Clean Water Act, the project should avoid and minimize, to the maximum extent practicable, placement of fill into jurisdictional waters of the United States, which include wetlands and streams. Please note that jurisdictional Waters of the United States can differ from Waters of the State subject to the State of North Carolina laws and regulations, which are the basis for any County issued permits. Any fill material in Waters of the United States will potentially require permit authorization from the U.S. Army Corps of Engineers (COE). Any wetland or stream losses allowed under a COE Section 404 permit should be mitigated by the applicant. This mitigation can be designed and implemented by the applicant or procured by the purchase of wetland and/or stream mitigation credits from a commercial wetland mitigation bank.

Stormwater:

The proposed light rail project will increase impervious surface area, thereby increasing stormwater runoff during times of precipitation. The EPA supports the development of a stormwater management system mentioned in the virtual public meetings. Additionally, the site grading, excavation, and construction plans should include implementable measures to prevent erosion and sediment runoff from the various project sites during and after construction.

Environmental Justice:

The proposed CATS LYNX Silver Line will occur in an area that has a statistically significant minority and low-income population. Consistent with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (<https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice>), the EPA recommends identifying residents in the project corridor that belong to these vulnerable populations and determining if they will be disproportionately and adversely impacted by the light rail development. If there are benefits for the residents that will accrue from the proposed project, we recommend incorporating that information in the NEPA document. We also recommend that the Charlotte Area Transit System, Gaston County, and Union County keep the local community informed and involved as the project moves forward.

The EPA appreciates the opportunity to submit scoping comments. If there are any questions, please feel free to contact me by phone at 404-562-9025 or via email at somerville.amanetta@epa.gov.

Links to online resources used in this analysis:

- NEPAassist: <https://www.epa.gov/nepa/nepassist>
- EJSCREEN: <https://www.epa.gov/ejscreen>
- EPA ATTAINS, Water Quality Assessment and TMDL Information: https://ofmpub.epa.gov/waters10/attains_index.home
- FWS Wetlands Mapper: <https://www.fws.gov/wetlands/Data/Mapper.html>

Amanetta Somerville
U.S. Environmental Protection Agency Region 4
61 Forsyth Street SW. Atlanta, Ga 30303
National Environmental Policy Act Section
Strategic Programs Office
Phone: 404-562-9025
E-mail: somerville.amanetta@epa.gov

APPENDIX E.2 – PUBLIC LETTERS (EMAIL, PHONE, AND MAIL)

Evans, Hart

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Thursday, September 17, 2020 10:59 AM
To: jwwithrow1948@gmail.com
Subject: LYNX Silver Line follow-up

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Withrow,

It was a pleasure talking with you earlier. As I mentioned on the phone, please visit: <https://wspgeo.maps.arcgis.com/apps/MapSeries/index.html?appid=6602e63866cd4bff82777219063603d> and select the LYNX Silver Line: Alignment Options tab to see the interactive map of the alignment. This will show the different options we are considering and the pros and cons for each. Please be sure to provide your comments on the project.

If you can, I would also encourage you to tune into our upcoming live virtual meetings. On Thursday, September 24, 2020, 5:30 p.m., we will cover Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine). The project team will talk over the alignment options in that area. That might give you an idea as to what the project could look like in that area. Visit <https://charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx#meetings> for more information on how to watch that meeting and others. I've included area 5 meeting info below:

* **Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine)**, Thursday, September 24, 2020, 5:30 p.m. , Youtube Link: <https://youtu.be/cTGkzh7P54Q>

Phone Number: US: +1 646-558-8656 Webinar ID: 819 6947 0303 Passcode: 701367

I hope this information helps. Also, we are always looking for the opportunity to present this information to your board members and/or any neighboring communities and associations. If this is something you would like to do, please let me know and we can set something up!

My information is below. Please don't hesitate to reach out to me with any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
[Charlotte Area Transit System](#)
Cell: (980) 307-9943
Media Line: (980) 722-0311

Evans, Hart

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Monday, September 21, 2020 10:19 AM
To: Jerry Withrow
Cc: Rubrecht, Genevieve; Howard, John
Subject: RE: [EXT] Re: LYNX Silver Line follow-up

Thank you!

I will make sure your comments are included!

Thanks!
-APoole

From: Jerry Withrow <jwwithrow1948@gmail.com>
Sent: Friday, September 18, 2020 9:35 PM
To: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Subject: [EXT] Re: LYNX Silver Line follow-up

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Thank you for the information! The interactive map was exactly what I was looking for.

I would think Boyer Street would be a good place for a stop. Good access to Wilkinson Blvd.
Jerry Withrow

On Thu, Sep 17, 2020 at 10:58 AM Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us> wrote:

Mr. Withrow,

It was a pleasure talking with you earlier. As I mentioned on the phone, please visit: <https://wspgeo.maps.arcgis.com/apps/MapSeries/index.html?appid=6602e63866cd4bff82777219063603d> and select the LYNX Silver Line: Alignment Options tab to see the interactive map of the alignment. This will show the different options we are considering and the pros and cons for each. Please be sure to provide your comments on the project.

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* Focus Area 5: Independence Blvd (Idlewild Rd to just south of I-485 at CPCC Levine), Thursday, September 24, 2020, 5:30 p.m. , Youtube Link: <https://youtu.be/cTGkzh7P54Q>

Phone Number: US: +1 646-558-8656 Webinar ID: 819 6947 0303 Passcode: 701367

I hope this information helps. Also, we are always looking for the opportunity to present this information to your board members and/or any neighboring communities and associations. If this is something you would like to do, please let me know and we can set something up!

My information is below. Please don't hesitate to reach out to me with any questions.

Thank you,

Ajonelle Poole

Public and Community Relations Specialist

[Charlotte Area Transit System](#)

Cell: (980) 307-9943

Media Line: (980) 722-0311



October 7, 2020

Mr. John M. Lewis Jr.
Chief Executive Officer
Charlotte Area Transit System
600 East 4th Street
Charlotte, NC 28202
john.lewis@charlottenc.gov

Dear Mr. Lewis:

The CATS Silver Line is strongly supported by residents of the MoRA community and, by expanding development of mass transit, the City of Charlotte will serve the residents of this corridor as the Blue Line has along its corridor. As a grass roots community organization devoted to shaping the rebirth of Monroe Road, MoRA has closely followed planning for the Silver Line. Light rail, along with related bus, pedestrian, and cycling improvements, presents a landmark opportunity to expand transportation options, promote economic opportunity, and enhance social equity.

However, you will see below that we have serious concerns about some of the alignment options recently discussed for the Silver Line, given their potential to restrict redevelopment prospects in the Monroe Road corridor rather than enhance those prospects. We would like to request another meeting with CATS representatives to further discuss our concerns.

MoRA commends your team's hard work to gauge public attitudes toward potential Silver Line alignments. MoRA residents and businesses as well as MoRA representatives participated in last month's Silver Line Virtual Public Meetings. After careful deliberation, we (Monroe Road Advocates) have developed the following observations and recommendations regarding the options between Charlottetowne Avenue and Interstate 485 –in and near the Monroe Road corridor.

Charlottetowne Ave. to Idlewild Rd.

We strongly urge CATS to forego Option 2 and follow either the Locally Preferred Alternative or Option 1.

We envision either the LPA or Option 1 driving development of a vibrant, highly walkable community that offers the Silver Line on one side and Monroe Road on the other, with many connections in between. The Bojangles Coliseum-Ovens Auditorium complex is a logical centerpiece.

On the other hand, as your staff acknowledged during the September 22 Virtual Public Meeting, Option 2 would eliminate many opportunities for transit-oriented development along and near Monroe Road. Even with a pedestrian bridge linking a Silver Line station to Bojangles-Ovens, we see Independence Boulevard being a “moat” between the Monroe Road corridor and the transit line, greatly discouraging transit-oriented development. Pedestrian and bicycle access to the Silver Line from the Monroe Road corridor would be greatly complicated.

CATS says Option 2 would reduce travel times, but so far has provided no specifics. Surely, the savings would be relatively small, far outweighed by significantly greater economic development opportunities via the LPA or Option 1. Also, the Gold Line's extension along Central Avenue should provide its own redevelopment boost for the other side of Independence Boulevard.

Idlewild Rd. to Just South of I-485 at CPCC Levine

We strongly recommend against Transition Options 1B and 1C. In this area the Silver Line's promotion of Monroe Road revitalization can be most direct, even with the potential challenges of all options. Reconstruction of Monroe Road indeed will be expensive and bring disruptions. We also understand the issues of residential displacement and an at-grade station vs aerial.

However, effectively leveraging Monroe Road as an economic engine for our community demands a significant Silver Line presence along the road itself. Both 1B and 1C would bypass a key stretch of Monroe Road, passing through areas where no similar economic development potential appears likely. We also are concerned about the likely negative impacts of 1B on McAlpine Creek Park – a valued environmental and recreational asset.

At this point, we are unclear on whether the LPA or Option 1A offers the better transition course. In the September 24 Virtual Public Meeting, your staff was vague about the details of potential impacts. We definitely need more complete information about the implications of those alternatives before deciding which is preferable. For example, there is significant naturally occurring affordable housing along the LPA. If plans were in place to ensure continued, robust, affordable housing for those most in need (including households at 50% AMI and below), then concerns about residential relocation along the LPA might be significantly mitigated. Ensuring a stable source of affordable and workforce housing along the Silver Line is one.

To continue the Silver Line beyond McAlpine Creek, we unequivocally favor the LPA along Monroe Road until the approach into Matthews. This creates opportunities for a continuous stretch of transit-oriented development that also benefits from being on a major arterial roadway for well over one mile. Shifting to the CSX corridor might create limited TOD opportunities, but those developments would not have direct auto access to Monroe Road. Also, during the September 24 Virtual Public Meeting, the CATS staff acknowledged that the below-grade CSX alignment presents access challenges and that forging a right-of-way agreement with CSX could considerably increase this project's complexity.

Final Observations

As MoRA representatives and others monitored the Virtual Public Meetings, numerous requests for details or clarification emerged. CATS representatives said those details could only be provided after further study. We had hoped that, based on information learned from the two Blue Line projects, we would have been offered perhaps a 'cheapest to most expensive' indication for the options -- or a rough cost of track installation per mile, or property acquisition costs based on tax assessed values.

Our observations in this letter would have benefitted from that deeper degree of detail. The Silver Line will be a transformative project for both MoRA and the City as a whole. We encourage CATS to analyze all options as thoroughly as possible and continue to engage in discussions with stakeholders along the Silver Line corridor before finalizing its route.

Mr. John Lewis
Page 3

We very much appreciate what CATS has done to reach this level of detail in Silver Line planning. We hope that MoRA's views will be considered and further sought out in developing the final plan for public approval of the Silver Line. Representatives of MoRA will be happy to discuss our views in greater detail with you and your staff – we believe numerous key questions need to be answered before a final alignment is presented to the Metropolitan Transit Commission.

Sincerely,



Kathy Hill
Board Chair
kathy@moract.org

CC : Ajonelle Poole (CATS) – LYNXSilverLine@publicinput.com
Mayor Vi Lyles – mayor@charlottenc.gov
Mayor Pro Tem Julie Eiselt – Julie.Eiselt@charlottenc.gov
Council Member Matt Newton – Matt.Newton@charlottenc.gov
Jason Lawrence (CATS) – JLawrence@ci.charlotte.nc.us

Evans, Hart

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Thursday, October 8, 2020 12:16 PM
To: Bill Sondericker
Subject: RE: [EXT] LYNX Silverline - Southeast Corridor

Mr. Sondericker,

I understand your concerns about the project and the potential impacts. Please keep in mind that we are in the beginning stages of design for the LYNX Silver Line project and the exact alignment is still under refinement. We are also several years away from any type of construction or construction plans.

Please visit our Online Open House

(<https://wspgeo.maps.arcgis.com/apps/MapSeries/index.html?appid=6602e63866cd4bff82777219063603d>) and click on the LYNX Silver Line: Alignment Options tab. There you will find our interactive map and can zoom-in and move the map around your desired area of interest. This should provide you with some more information about the possible alignment options around the property.

As a note, the Online Open House webpage will discontinue after October 14.

I hope this information helps. Please let me know if you have any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
Charlotte Area Transit System
Cell: (980) 307-9943
Media Line: (980) 722-0311

From: Bill Sondericker <bsondericker@glazer.com>
Sent: Thursday, October 8, 2020 11:56 AM
To: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Subject: [EXT] LYNX Silverline - Southeast Corridor

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Hi Ajonelle, hope you are well. Can you let me what impact the above project will have on the property located at 5622 East Independence Boulevard?

Thank you.

Bill Sondericker



270 Commerce Drive
Rochester, NY, 14623
(585) 359-3000 Office



This communication and all information contained in it is confidential and is only intended to be viewed by the addressee. This communication does not form any contractual obligation on behalf of the sender or the sender's employer, or the employer's parent company, affiliates or subsidiaries.

CHARLOTTE

PIPE AND FOUNDRY COMPANY

October 14, 2020

Mr. Andy Mock
Sr. Project Manager for LYNX Silver Line
CATS – City of Charlotte
600 E. Fourth Street
Charlotte, NC 28207

Dear Andy,

As President of Charlotte Pipe and Foundry Company, I recently joined our real estate services team to view your very thorough virtual presentation regarding the LYNX Silver Line alignment options (CATS preferred option “SL LPA (CC1-1)” attached). We appreciate your acknowledgement that once Charlotte Pipe relocates its current foundry operations, our 55 acres (approximately) will present a unique opportunity to transform this area into a vibrant mixed-use district. We also appreciate the opportunity to provide input regarding the alignment alternatives relating to the Silver Line Focus Area 3.

As you may know, Charlotte Pipe’s 55 acres is comprised of two parcels. We own 31 acres to the north of I-277 fronting West Morehead Street, and to the south of I-277 we own 24 acres. Local economic development agencies and large national real estate firms have acknowledged the property as one of the most attractive sites in the country for economic recruitment and development.

After discussing your presentation with our team, and in response to your request for feedback, our Company’s preference is the Silver Line route that runs parallel to the Norfolk and Southern rail line as shown on the attached “SL (CC1-5)” diagram. We prefer this alignment for the following reasons:

1. This route, as Andy Mock noted in his presentation, is a much straighter alignment allowing for greater train speed between stations.
2. This alternative allows for two adequately distanced stations, one at Morehead and one slightly north of Summit Avenue. These stations will serve our current property, the Gold District, and several neighborhoods such as Wilmore. We would like to work closely with CATS on the location of these two stations. We believe there is a greater opportunity for transit use and development for the northern station to be located closer to the Morehead Street crossing. With regards to the southern station, we believe the suggested location would greatly limit development of the southern land area. Our initial thought would be to push this station south of Summit Avenue where the railroad tracks

straighten in order to make it nearer to the existing Norfolk and Southern railroad. This would also create better spacing between the two stations. We believe this will serve the existing Wesley Heights/South End community better as well as allow for maximum development potential by keeping the CATS right of way parallel and closer to the existing right of way.

3. We believe there are opportunities to share and to minimize the right of way with the existing Norfolk Southern alignment that will provide more land for economic development, and we would like to work with you to explore this opportunity.
4. The Morehead station illustrated in the alternative appears to provide outstanding access to multiple properties in the area both east and west of the station along Morehead as well as having excellent proximity to the Bank of America football and soccer stadium.
5. We believe it is critical to keep the Summit Avenue connection intact to preserve mobility options and vital access to I-77, our property, and the broader southern district.
6. This alignment allows for an extension of the "Rail Trail" in a direct, linear, and practical way.
7. Our team favors Ed McKinney's idea of using Carson Street as a connector street rather than an I-277 off ramp (see note on the "SL (CC1-5)" plan attached).
8. There is a new and very important street connection opportunity between Graham and Cedar Streets enhancing connectivity to both areas in a north/south direction.
9. This alignment preserves our property as a relocation option for a future stadium.
10. The current "Preferred Alignment" proposes three stations and requires several curves that may not be as optimal as the "SL Alternate" plan.

Our second preference is the "SL LPA Shift" plan (attached). We do recognize that this alternative takes more of our property than our preferred route. However, we appreciate that the "SL LPA Shift" plan does have benefits such as:

1. Preserves the stadium option on our property.
2. Although it takes more right of way, it would still allow for desirable densities of commercial mixed-use development on our property.
3. Provides a better alignment through the Blackmon property allowing for the possibility of future density on that site.
4. At-grade street crossing at McNinch Street adds interconnectivity north and south and to the neighborhoods.

Our team and I are happy to discuss our thoughts regarding routing preferences at your convenience. Thank you very much for all you do for the citizens of Charlotte and our community. I look forward to staying in touch.

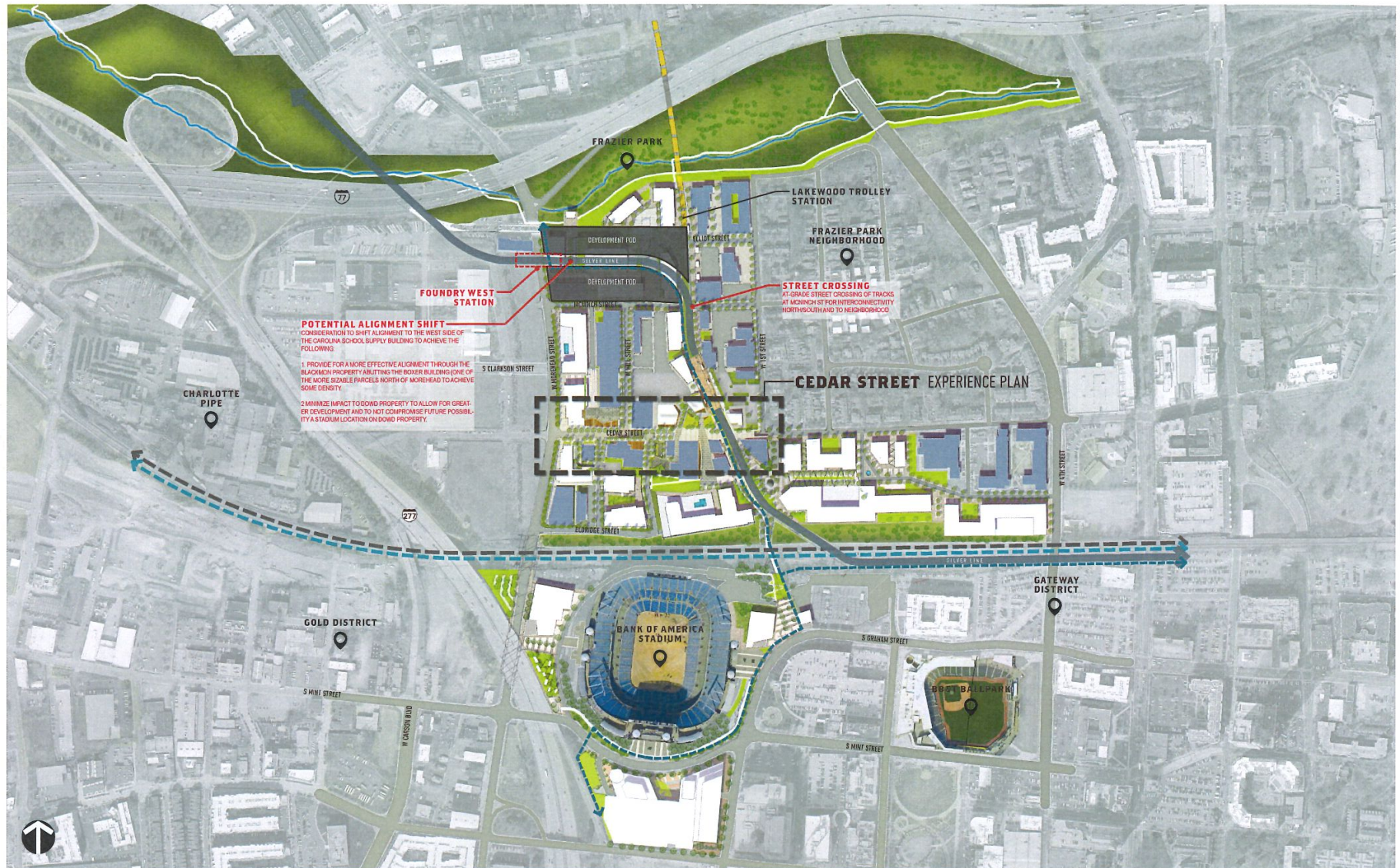
Best Regards,



Hooper Hardison
President

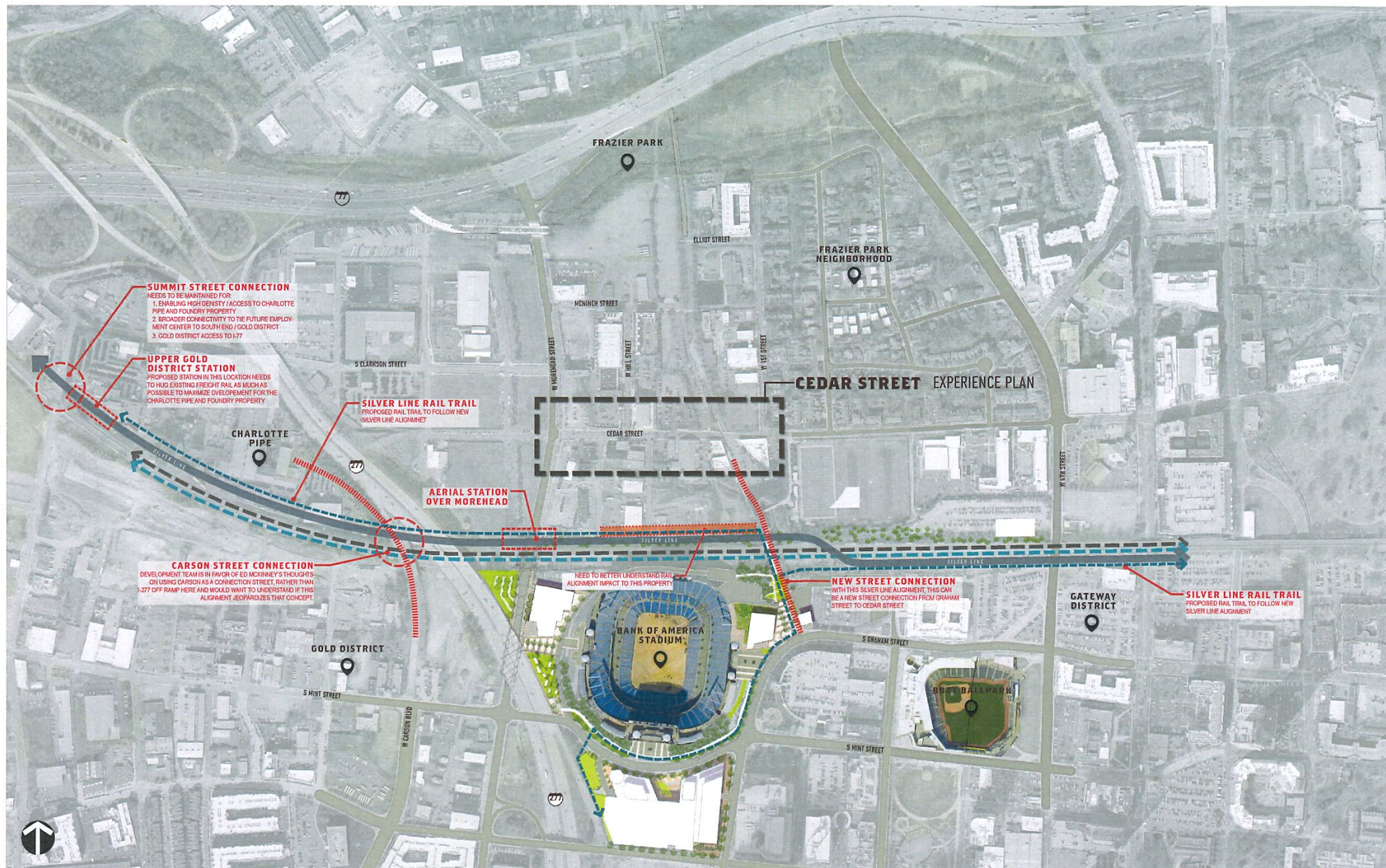
cc: Tracy Dodson
Taiwo Jaiyeoba
John Lewis
Ed McKinney
Ajonelle Poole

Enclosures: SL LPA (CC1-1)
SL (CC1-5)
SL LPA Shift



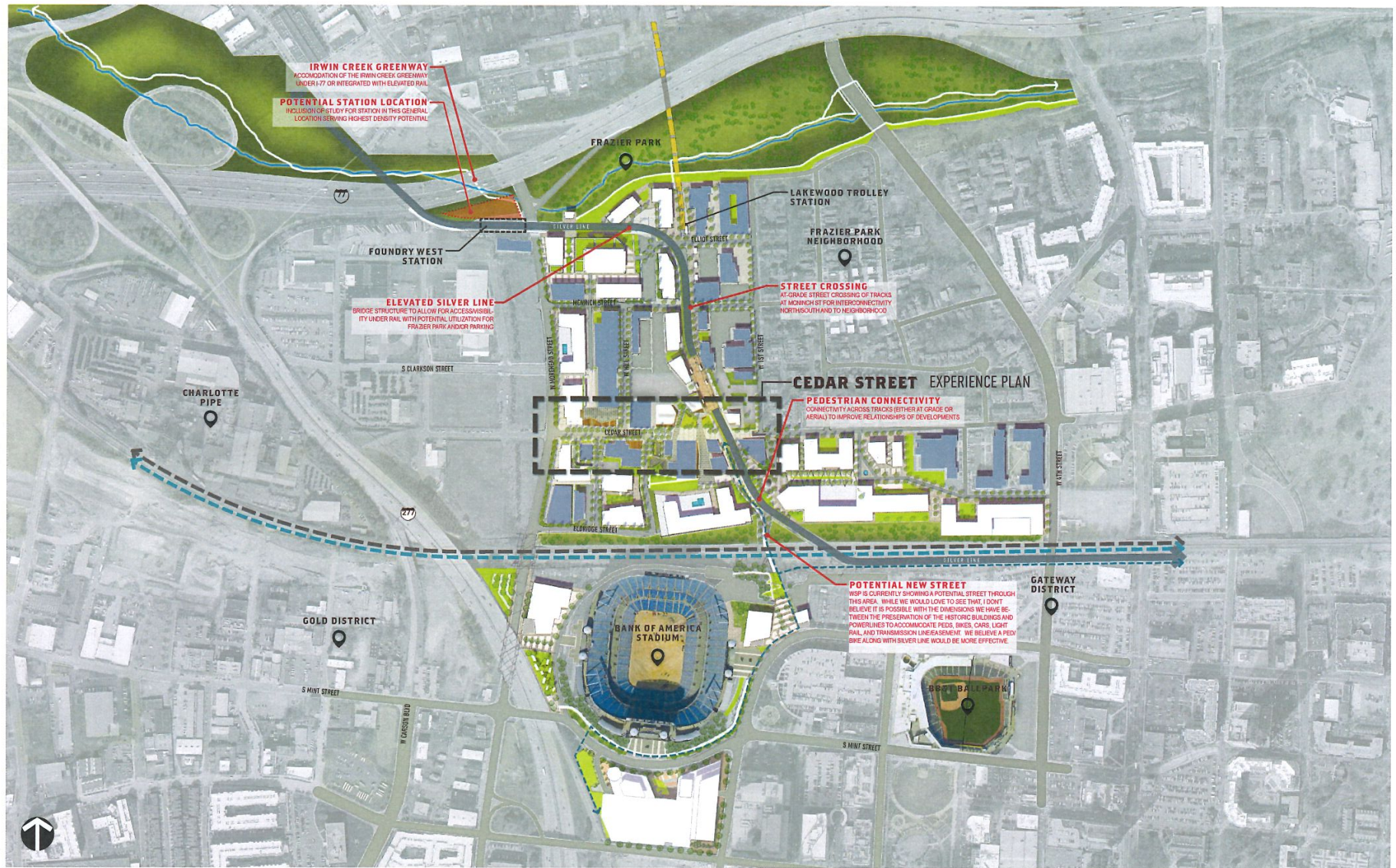
MOREHEAD/CEDAR DISTRICT VISION PLAN CHARLOTTE, NC • SL LPA (CC1-1)

PN 1018313 | 01.28.2020 | SCALE: 1"= 200'



MOREHEAD/CEDAR DISTRICT VISION PLAN CHARLOTTE, NC • SL (CC1-5)

PN 1018313 | 01.28.2020 | SCALE: 1"= 200'



MOREHEAD/CEDAR DISTRICT VISION PLAN CHARLOTTE, NC • SL LPA SHIFT
 PN 1018313 | 01.28.2020 | SCALE: 1"= 200'

Evans, Hart

From: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Sent: Friday, October 16, 2020 2:14 PM
To: Lanetria Walker
Subject: RE: Silver Lynx Line

Hello Ms. Walker,

I understand your concerns about the project and the potential impacts. Please keep in mind that we are in the beginning stages of design for the LYNX Silver Line project and the exact alignment is still under refinement. We are also several years away from any type of construction or construction plans.

I encourage you to visit our Online Open House (<https://wspgeo.maps.arcgis.com/apps/MapSeries/index.html?appid=6602e63866cd4bff82777219063603d>) and click on the LYNX Silver Line: Alignment Options tab. You will be able to interact/zoom/ move around the map around your desired area of interest.

I would also encourage you to tune to watch our virtual public meeting Focus 5 video. The project team gave a presentation of the alignment options in that area. You can view it here: <https://www.youtube.com/watch?v=cTGkzh7P54Q>

I hope this information helps. Please let me know if you have any questions.

Thank you,

Ajonelle Poole
Public and Community Relations Specialist
Charlotte Area Transit System
Cell: (980) 307-9943
Media Line: (980) 722-0311

From: Lanetria Walker <lanetriaw@yahoo.com>
Sent: Friday, October 16, 2020 1:18 PM
To: Poole, Ajonelle <Ajonelle.Poole@ci.charlotte.nc.us>
Subject: [EXT] [Possible Scam Fraud]Silver Lynx Line

EXTERNAL EMAIL: This email originated from the Internet. Do not click any images, links or open any attachments unless you recognize and trust the sender and know the content is safe. Please click the Phish Alert button to forward the email to Bad.Mail.

WARNING: Your email security system has determined the message below may be a potential threat.

The sender may trick victims into passing bad checks on their behalf.

If you do not know the sender or cannot verify the integrity of the message, please do not respond or click on links in the message. Depending on the security settings, clickable URLs may have been modified to provide additional security.

Hi Ajonelle,

My name is Netra. I live in the Village Lake area of Charlotte. I'm interested in any information you have on the impact the Silver Lynx line will have on the Village Lake area. Particularly, how will property lines/values be affected?

Thank you for your time ☐

1. Where will the LYNX Silver Line Station be located in Belmont at Park Street and Wilkinson Boulevard?
2. What is the possibility of the LYNX Silver Line being extended in Belmont past Park Street to Main Street to meet up with the downtown trolley that is going to run from Belmont Abbey College to downtown Belmont?
3. If the LYNX Silver Line runs down the center of Wilkinson Boulevard in Belmont or Gaston County, how much land will be needed on each side of Wilkinson Boulevard LYNX?
4. If the LYNX Silver Line runs down the north side of Wilkinson Boulevard in Belmont or Gaston County, how much land will be needed on the north side of Wilkinson Boulevard for the LYNX?
5. If the LYNX Silver Line runs down the south side of Wilkinson Boulevard in Belmont or Gaston County, how much land will be needed on the south side of Wilkinson Boulevard for the LYNX?
6. How much property will be needed in Belmont or Gaston County for the LYNX Silver Line?
7. Our property is located in front of Walmart and Lowe's Home Improvement in Belmont on the north side of Wilkinson Boulevard, how much of our property will be needed if the LYNX Silver Line is extended to go in front of our business?

1. Where will the LYNX Silver Line Station be located near W. Morehead Street and Wilkinson Boulevard in Charlotte?
2. If the LYNX Silver Line runs down the center of Wilkinson Boulevard near W. Morehead Street in Charlotte, how much land will be needed on each side of Wilkinson Boulevard?
3. If the LYNX Silver Line runs down the north side of Wilkinson Boulevard near W. Morehead Street in Charlotte, how much land will be needed on the north side of Wilkinson Boulevard?
4. If the LYNX Silver Line runs down the south side of Wilkinson Boulevard near W. Morehead Street in Charlotte, how much land will be needed on the south side of Wilkinson Boulevard?
5. Our property is located at 2329 Wilkinson Boulevard in Charlotte, Parcel ID #11901108. How much of our property is going to be needed for the LYNX Silver Line if goes down the center of Wilkinson Boulevard near W. Morehead Street?

Text

I found your contact details LYNXSilverLine@publicinput.com, and I feel that our services beneficial to you.

Our research team figured out that you are a B2B company. I was wondering if you might be interested in our Proprietary Email Marketing service to generate leads for your business.

You can SAVE UPTO 75%, compared to other marketing avenues. If you are B2B, we can guarantee:

- ◆ 5x better results.
- ◆ Much cheaper than AdWords, Social Media Ads.
- ◆ Better Lead Quality.
- ◆ Immediate turnaround time.
- ◆ 1 Week paid-trial to prove all our claims!

Please let me know if above mentioned information interests you so that we can discuss further.

Look forward to hear from you soon

Thanks &Regards,

Unfortunately, I have a previous commitment the night of the discussion for Focus Area 2 and will not be able to attend. I am very interested in how the light rail will be tying into Charlotte Douglas Airport to the actual facility itself. I have seen on the news that the airport is overhauling the front lobby over the next several years. Will that include accommodations for the a light rail station? It certainly would be disappointing if there was not a station at the airport created during the lobby upgrade.

If there will not be a station, how will the light get to the airport? For me, it would be excessive to run a shuttle from a light rail station to the airport, more so if it did not have its own designated lanes. Traffic at the airport is already horrendous. Adding more vehicles, especially during peak times, would not be the best idea going forward. Any information that you could share would be greatly appreciated.

Thank you for your time.

I've been wanting this for a long time. Charlotte is growing so fast we need this to keep up. !!!!!

As a Strategic Advisor to the Charlotte 2040 Planning Committee, I would like to express some valid concerns that you need to consider when placing these Lightrail stops, especially near hospitals.

Having attempted to use the Lynx Blue Line to stop at University Hospital, it brought me to a conclusion. The distance for handicapped and disabled to have to travel was not considered at this or any other stop to date in the Lynx system. Anyone elderly or disabled is going to have trouble going any distances without getting tired or needing to sit down. The stop at University embarks and exits before the hospital at the intersection of N Tryon and W.T. Harris. Imagine someone sick or injured and needing the Emergency Room Services trying to maneuver the traffic and passerbys? It's just simply impossible and if not for Lyft I would have been stuck in the cold snow showers as well. I realize your engineers have all the requirements of the American's With Disability Act incorporated within their building, but the stops from where they embark and exit need to take into consideration the services or business that the passenger may be attempting to use.

I have Myalgic Encephalo-Myelitis and this is the same disease that many who have experienced COVID19 are feeling and they label it COVID19 Fatigue.

It's scientific term is Myalgic Encephalo-Myelitis and it eats at your energy stores every little step you take. There's already millions that have it and it's not been readily studied due to lack of funding for the disease. I cannot imagine how many more will be added once this pandemic is said and done. So there will be more like me in Charlotte by the time this comes together with the local CDC working on it's study. My illness and physical barriers are but two situations that make USE of

the Lightrail and Cats Transportation a hindrance and barrier to myself and others. Since you're in the planning stages PLEASE remember those with visible and invisible disabilities and try to curb the errors that are presently occurring with the new layout and extensions.

Hello,

Particularly interested in Focus Area 5 as my primary residence is located in Woodberry Forest which is slated to be impacted given the current path of the rail.

Thank you,

I am a partial Native American who is also a Native Charlottean who was happy there until racial violence and the safety of my child became a daily concern for a single, unarmed, mother.

The light rail you placed down the center of South Boulevard has made it such a nightmare to navigate that most family oriented businesses have left the area. I myself have so many problems finding a place to turn or a reason to go there, and I've avoided the area for so long, there is no longer any reason to visit this area, that was once a thriving community.

I lived near N. Tryon street for most of my childhood, but sadly my extended family has chosen to escape this area due to the high crime, transients and squalor which have overtaken all attempts to revive the region.

I have worked on N. Tryon street for the last 23 years, so I have watched as you finished destroying the last remnants of the small town feel which once made N. Tryon street, my community. I have been forced to endure the devastation your construction has done to the local wildlife and populace. I have been stuck in traffic for hours as wrecks, traffic jams, murders and vagrants have overrun the region so far, for so long, that I will soon be forced out of the area along with any other honest hardworking blue collar individuals. Only the largest companies with the most dishonest practices are able to endure the taxes and hardships you have placed on my real home.

I bought a house, and moved to Belmont 18 years ago to get away from the traffic, crime and gangs which have plagued Charlotte for far too long. With this move for my safety, I have commuted to my job on N. Tryon Street every day praying that I can somehow escape back to the quiet country life, for a few hours, tonight. Belmont has become the only place that I feel safe from vagrants and drug fiends wandering the streets all night looking for something to take or some mischief to get into.

(Continued) Now you want to know how the general population feels about connecting Belmont with everything else your train has destroyed...

Well, " Progress" has polluted the Catawba River so badly that no one can wade, swim, or eat the fish, but it has distanced us somewhat from transporting the public to here. The ruralness of this area along with the lack of roads and transportation across, have been the only saving grace for this region. I am harassed daily by developers who want to cheat me out of my little piece of heaven so that they can develop it, and eventually this area can become slums also, just like you did for Charlotte, my last home that I was forced to flee from .

I feel safe here for the first time in my life because you do not bus gang members here at all hours of the day or night. The taxes here are fairly high, but nothing like what you did by rerouting traffic so badly that smaller businesses were run out of the area like you did for S. Boulevard and N. Tryon street.

Wouldn't it be nice if you spent some time and effort cleaning up the area and quit accommodating vagrants with hand outs and thieves with transportation. Any one who needs to go somewhere should be able to afford a taxi or Uber without the chance to spread viruses or plague, within mass public transportation . Haven't you learned anything about bad decisions from the subway system of New York?

I am opposed to this if it is using tax payer money. I don't believe it will pay for itself. The high percentage of people in Charlotte will never use it and I do not think this has been reviewed as to the real need for it. Who is going to make money off of it being installed??

Seem more of a keep up with other big cities as to using real common sense.

If there is a vote for it or not for it. I vote no no.

Our leaders in this city are really out of touch with so many things. I know it is a hard job and such but money and power are driving so much in way of what to do and not do. It is really bad, considering we have such a nice city and area in the country.

The last property tax increase was a real shame. So unfair and for our officials, who we pay, to do some of the things involved in how and what they did is a shame.

thank
you

We are residents of Plaza Midwood and strong supporters of anything - such as public transportation - that contributes to a greener environment for Charlotte. We love that our neighborhood will have access to the Silver Line and will most definitely use it.

Thank you!

Just 2 questions:

Where is the proposed station at Galleria? I don't know of any space near there to accommodate any of the necessary infrastructure.

Is there a proposed time line for construction? Just roughly. At which end would construction begin etc.

Thanks,

At this point, are you able to say which side of Hwy. 74 the line will be running on?

I have property at:

Billy Graham and Hwy 74

Hwy 74 and Remount

Old Monroe Road near Levine CPCC.

Thanks,

Thoughts

1) Stops should be synched with where people are and where they need to go. With that premise it seems as people would need to travel to CPCC Levine and Novant Matthews but there seems to be almost no need for a stop at Monroe and 51. That location has limited businesses within walking distance. That location is too congested with cars for a train stop. (It is my theory that these drivers are not likely to convert to using the train on a regular basis as 51 is a major East- West connector.)

2) Too many stops on the line slows down the speed to get to Charlotte for workers using the train. How many people are really going to access the train at the Sportsplex or at the Galleria? The cost of the extra stops outweighs the limited benefits gained. (Time in transit is a major factor to using the train vs driving uptown.)

3) The center bus lane on Independence is under utilized and wasted space. It should be extended to out to CPCC Levine and converted to house the Silver Line on the East side. This

is going to be a very expensive project that needs to come close to covering costs to build and maintain, it should use existing land and have just the absolutely necessary stops.

Hi, I am very excited about the idea of travelling Charlotte on the Lynx. I live close to downtown. A map with the nearby parking spaces for each station would be helpful and instructions of how to pay for the ride beforehand would be nice. If I could see a picture of the machine where you pay beforehand I have to pay it would help...or instructions.

When I moved to Charlotte three years ago I was amazed that there were so few options in Public Transportation. I live on Nolley Court very near to the Charlotte/Matthews Line and the Galleria stop would be perfect for me. To get to the airport I had to use private transportation which was expensive. I would not be able to give up my car even if I wanted to do so. I am a senior citizen and I am not disabled and therefore cannot take advantage of that little bus that I see occasionally.

If Charlotte wants to become a first class city then it has to develop public transportation! I have lived in Paris, London, New York, San Francisco and Boston and without question, Charlotte is the hardest city to get around in unless you have a car.

Nobody wants your train all it does is suck up tax money and it will never pay for itself
That is so smart let's build something that cost money and will never pay for itself

Good afternoon. Could you tell me an approximate time when focus area 1 would be complete?

I am a regular rider on the Blue.
I just want to chime in what I think many others want: Completing the Silver Line from where it connects to the Blue Line all the way to the Airport should be a top priority.
Airport parking is expensive, especially if you are gone for several days. I think this would easily become the most heavily traveled section of either line. Many other cities have this kind of connection and I think this would
Think it is a great idea to have Rail come to Indian trail!!! Would be great asset for area.

Hello,
As newer homeowners in the Stallings area of Union County, my husband and I are very against having a CATS line built in our area. We specifically purchased outside of Mecklenburg County, in an area away from the city and are uninterested in the inevitable tax raise (increased security needs, maintenance) that will accompany this infrastructure, as well as personal and community safety issues that will inevitably arise. We will be present for the meeting on the 29th and will be needing answers as to these concerns.
Thank you,

I support the Silver Line expansion from Belmont to Mathews. Where do I find the survey on this subject?

Sent from Mail<<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10

Dear Planning committee,

I hope that you will consider extending the Light rail system into Union County to help alleviate some of the congestion as well as enable people to reduce their dependency on cars.

Our transportation needs in the future need to be holistic in nature...not just cars and busses and trains, but bikes and sidewalks as well...

Hi,

I was wondering if the central alignment through a tunnel is dead? I understand that it was much more expensive, but it seems that alignment along side a highway is a mistake many cities have made and the usefulness will suffer. I believe that the Trade St. alignment was nixed in order to not nullify the streetcar investment, but the streetcar was not well thought out and ridership shows that here as well as in other cities. We will not get a "do over" with this alignment. It'll handicap the system for a 100 years, why be "cheap-skates" when we know that a functional alignment will more than pay for its self, even if it cost much more. If the

The Silver Line is not being run properly; the area in Belmont, at 274/74 is already a congested mess, to put a stop there will make the area a disaster. Putting a stop at Sam Wilson is too close to the 485 stop; the Sam Wilson stop should be closer to Moores Chapel Rd

To whom it may concern,

I have attached a file with some questions concerning the LYNX Silver Line coming to Belmont/Gaston County. Please see attached file.

Thank you

To whom it may concern,

What is the projected date when the LYNX Silver Line Area 1 project will begin in Belmont or Gaston County?
Thanks,

I hope there will be a light rail stop near the Independence branch public library at Monroe Road and Conference Drive. I tutor adults at that library and often they have transportation problems — no car, irregular schedules. Having a Silver Line stop would make it easier for such disadvantaged residents to get to the library to look for jobs, take classes, check out books, etc.

Thanks,

single-track light rail service to Gastonia and Mount Holly?

Hello, I live in the Monroe Rd/ Covedale neighborhood and I'd like to know two things about the proposed Monroe Rd lynx system:

1. What will the overlap between the existing train track bridge over Monroe Rd. and your Lynx system look like?

Connecting Belmont to the Lynx line would be great! I would definitely use it!

Hello all.

Anything that improves public transport goes in the good column. Where I am massively disappointed is the airport station isn't physically in the airport. What makes the situation doubly sad is that the ground level of the airport is currently under construction. If the 2 parties had gotten together there should have been a plan in place to have a lynx station built inside or near the airport parking garage. Seattle, Portland OR, San Francisco, Phoenix, Chicago, Philadelphia, Washington DC. It was doable and you didn't do it.

Thanks for listening and have a great day.

Sent from my Sprint Samsung Galaxy S10e.

To whom it may concern,

Our business property sets in front of Walmart and Lowe's Home Improvement in Belmont. Our Gaston County Parcel # is 186148. This is a small family business and will be mine and my wife's retirement income. We would like to know if a Lynx Silver Line Station is projected to be located near us? We would also like to know if the LYNX Silver Line comes in front of our business down the center of Wilkinson Boulevard, how much of our land

To Whom It May Concern,

Please see attached file of questions.

Thanks

I want to say thank you for opening this up to public comments.

I watched the virtual online meeting tonight along with several of my friends who live in or near Belmont.

I live right off the Wilkinson/Morris Field intersection and I am very interested in what is being planned for our neighborhood.

A little helpful advice, throughout the whole video and meeting, I had a hard time, in spots, understanding our main guy Andy. I am retired but my hearing is fine.

We appreciate you, Andy, and all your hard work, don't get the wrong idea, but please slow down your words and pronounce them so that we can understand what you are saying. Most of us are not familiar with some of the terms and abbreviations that you use. For example: TOD- Transfer O#*## Development? And others.

Some of this may be important and will impact our future.

Sorry Andy, please just slow down a little and enunciate a little more clearly for the future.

And could you please show a separate PowerPoint slide to clearly point out the website link(s) to go to for information. It is important to us. I did see you did that at the end.

Thank you so much!

Great work!

I own property in Matthews, NC. My property is on the south side of E. John Street right where the extension of McKee Road will cross E. John Street...once it is done.

I would vote to have the Silver line run along E. John Street on its way to Indian Trail. That would make the line more accessible to the residential areas along E. John Street. and Eastwood Forest.

Hello,

I am considering moving to Charlotte, and I can tell you that I would be much more likely to settle there if this line does get built.

This message may contain confidential and privileged information. If it has been sent to you in error, please reply

First of all, thank you to everyone who is making this project a reality.
You are all heroes!

Now, my one comment is *regarding the proposed at-grade intersection of the Silver line and Blue line:*

While that would save money at first, it would be a long-term disaster, as it would impede higher frequencies for *both* lines in perpetuity.

Also, it is forgetting that *this junction* - NOT Gateway Station - will be *the signature station* in the entire CATS network! Gateway will be utilitarian, and absolutely necessary for wrangling together multiple modes of transit. However, the Silver/Blue line junction will be the most ACCESSIBLE, and POPULAR junction because of:

- 1) The excitement that LRT (not any other mode) generates from people: The "hype" from LRT is real, and is a crucial component we can't dismiss.
- 2) The untapped potential of First Ward as a functional urban neighborhood: Gateway will be, by nature, very cluttered, transient, and metropolitan in nature. As it should be! Whereas First Ward will be a DESTINATION of fun things for people to visit.

The extra infrastructure and cost of separation these two lines is critical to optimising the CATS network's future, and being able to show the community that it was not a waste.

If we need to cut costs, then there are many grade-separations we can cut before we do so for this junction.

Good morning, I received a pamphlet in the mail on Friday but the date scheduled for my section of Wilkinson Blvd had already passed before I received the pamphlet. I would like to speak with someone regarding the Focus Area 1. I live at and this rail is going to have a drastic effect on my home and property.

I live in Sardis Forest neighborhood, which is very close to the Galleria.
In the Red Focus Area meeting on Thursday, can you supply the location of the Galleria Station or what building is currently located in this future station site?
Thanks!

<p>Could the alignment be through downtown rather than going north of downtown? For example, from Morehead or Cedar change the alignment to go across downtown on Stonewall or another street (maybe a few blocks elevated) to Central or another location so that people could get on and off the train downtown rather than connecting at 11th Street with the Blue Line to go to downtown? I was glad to hear in today's presentation that there will be a people mover from the airport station to the terminal. Thank you.</p>
<p>We live on the south end and work at the airport. The sprinter is nice but light rail would be much better.</p> <p>Sent from my iPad</p>
<p>Hello, I'd like to share the alignment options with neighbors for this focus area. Is there a survey and interactive comment map available specifically for focus area 4? Or a way to share alignment options for only focus area 4?</p> <p>Thank you,</p>
<p>connect between them ?</p> <p>Thanks,</p>
<p>Totally against any more rail transit in Charlotte area. Huge expense for very little return. Rail service that's</p>

First, I want to say I am very impressed with the proposed alternatives to the original LGA for the Silver Line. I have watched all of the live meetings via YouTube, and I appreciate the efforts to include public comments. During the presentation of alternatives for the segment (#3) through Uptown, Andy Mock commented that one reason for considering the semi-tunneling of the line along 11th Street is because there has to be a transfer point between the Blue and Silver lines, for maintenance, etc., thus having the lines at the same elevation. I believe there is a solution to this problem, that allows what most everyone wants: an important (or "signature") transfer station between the Silver and Blue lines for passengers that does not impede the speed or schedules of either line due to an at-same-grade track crossing.

If the Silver Line is at ground level along 11th Street, and shifts north of 277 before the highway's turn to the south, the light rail line will run adjacent to Alexander Park, which is what I believe is the solution:

*Route a spur (likely elevated) connecting the Silver Line and Blue Line through Alexander Park and onto the north side of the rail right of way on the north side of the park, which runs just south of 13th Street. **Then de-commission 13th Street, which is not fully contiguous, and the spur connecting the Silver and Blue lines could run mostly at ground level along the 13th Street right of way, which leads directly to the Blue Line.*

13th Street is a fragmented street remnant currently, and the new development abutting it faces (and utilizes) other street frontage, so the removal of 13th would cause no serious neighborhood or development issues.

I watched the video regarding the silverline just now and haven't yet formed a complete opinion about the 3 options presented. The pros/cons presented all seem valid and will take some time to consider, but for now I would like some clarity on what the proposed pedestrian bridge crossing independence could be. I think that project independent of the light rail would be pretty attractive for our neighborhood depending on details of its routing and execution. I think this particularly because I bike with my toddler- typically down Briar Creek to get over to Plaza-Midwood area fairly often. Briar creek is a pretty heavily trafficked area with sidewalks that aren't very accommodating- technically we should be using the bike lane or street on Briar creek but I think that's even more sketchy. If said pedestrian bridge would be easily accessible for crossing over 74 for bikes and people not necessarily interested in boarding the light rail, I think my opinion would add some more weight toward that option with an additional Pro not mentioned in the video.

Thanks for any info!

Good morning,

I am very excited about the prospect of constructing another light rail line in Charlotte, especially connecting dense neighborhoods near uptown like Plaza Midwood and FreeMoreWest, as well as neighboring counties if possible such as Gaston and Union.

HOWEVER I am very concerned about the possibility that has been mentioned of having an at grade crossing with the existing Blue Line in uptown. This would be extremely short-sighted, permanently restricting capacity and creating a bottleneck at the very nexus of our only just blossoming transit system. This is not the place to cut costs. If this line is built, our only two rapid transit lines absolutely must be grade separated to ensure adequate frequencies into the future.

Best,

I am a property owner on Industrial Drive in Matthews and need to speak with someone knowledgeable about the Matthews portion of the project that could affect my business.

Please call me, thank you!

I am a property owner at 1418 and 1430 Industrial Drive in Matthews where we have 14 units of Office Warehouse. Industrial Drive is a perfect little hidden gem zoned I-1 near the town of Matthews.

First, light rail would destroy the discreet nature of our road. We have negligible vandalism or crime because so few people know we are there.

We are also very concerned about any type of light rail running at the rear of our property near or adjacent the railroad. We have all our septic lines in that area for all units.

In addition, we have the majority of our parking spaces at the rear near the proposed line, which are critical for surface?

Thank you.

Sincerely yours,

Not for it at all. Promotes crime just like it has along Lynx from downtown Charlotte out South Blvd. We all have cars in Union County if we want to go to Charlotte and the business folk have the express buses. That is all we need. Quit trying to puff up resumes on how you extended the Lynx into the surrounding counties.

The generic information looks positive though more detail in 'where' would help us understand.

Coming through a populated area, how would it affect the neighborhood?

Will protective fencing further divide neighborhoods?

Thanks

I believe that option 2, utilizing the Northside of independence would be the best choice. Creating a pedestrian walkway above independence blvd to reach the Ovens and Park recreation centers. As these sites are event-driven and the stop would be utilized by all, not always attending an event. Also, the quicker you are able to conduct crowd control measures away from an event the safer it becomes for all.

This also has the least impact on wetlands and other environmental concerns. Will the 26-mile corridor contain a greenway for pedestrians, bicycles, and other single-use transportations methods. where it could contain rental stations for such single-use transportations methods. Whereas the entire length of the 26-mile corridor also links to other City Transit capabilities. Such as the Bus lines, Trolly systems being built out, and city parks already existing or in future planning stages for example McAlpine Creek Park on Monroe Rd.

If such a corridor is going to be built all this must be considered not just where the stations will be but how they link in future planning.

I would also hope that the 2-dimensional thinking is set aside and look at opportunities on what lies above or even under the corridor. This does not have to be above ground and sometime this approach should be considered. Thank you for your time.

Sincerely,

Hi!

Is there an official feedback method for the most recent Focus Area 4 meeting from last week? I was unable to attend, but quite surprised by the post-meeting video that shows alternate suggested routes through Area 4.

Thanks,

FYI - I sent a recent note asking about ways to respond. The automated response leads me to believe that a note through this address is the best method.

After reviewing the updated options for the Silver Line through Focus Area 4, I'm concerned about the projected opportunity for a line along the south side of Independence.

As a homeowner of property that would butt against the proposed line, I'm aware of the existing drainage and water evacuated through the "low spots" between Wendover and Sharon Amity. This is particularly true at the base of the bluff backing Echo Park, exacerbated by the expansion of Independence and the build out of Walmart.

Additionally, the impact of losing the significant and older growth trees along the south-drawn line would significantly and negatively impact the Oakhurst neighborhood, likely stalling the advancements that have come and are planned. Any benefits of the regional stations would be lost with the negative impact to the recent builds and increasing tax base of the neighborhood. As it stands, the stops at Bojangles/Ovens and then eastward to Sharon Amity bring the downside of mass transit with none of the benefit.

There is no doubt that I'm concerned about my personal property, as well as stifling the upward growth of the neighborhood as a whole.

There are many benefits of mass transit. There is not much benefit if the transit is negative to the neighborhoods it's intended to server.

In addition, the proposal for a "meandering line" seems at odds with the purpose of the commuting nature of the line. Is there really value in weaving the line along this path?

I would be pleased to discuss further. Of course, I will remain engaged.

Hello,

and I'm a high school student living in Matthews and I'm currently writing a paper in school on broadband access in the United States. I've also been keeping up with the pre-project development phase of the Silver Line. As I was doing research for my paper, I saw some interesting work that posited the idea that rail corridors be used to install broadband internet infrastructure.

In Charlotte and across the country, local monopolies on high-speed internet access create barriers to access and in urban areas such as Charlotte, the primary barrier in this regard is price. These monopolies occur because the incumbent providers own the broadband infrastructure and do not allow other potential providers to use it, therefore stifling competition. Since smaller companies cannot afford to build out their own infrastructure systems, the monopolies stay in place and prices remain high, cutting off access to many families, a rule to which Charlotte is no exception.

The LYNX Silver Line is a huge new infrastructure project for the Charlotte region, and the new corridor that will be created carries with it numerous opportunities, one of them being the potential to build a broadband corridor along the line available to any number of providers. If the City of Charlotte or another government entity were to own this new infrastructure, it could be leased to any number of providers at a reasonable fee, allowing new entrants into our local broadband market since capital costs would be lower, and promoting competition,, thereby improving broadband access.

High speed internet access is a huge problem in the US. Charlotte has the potential to become a national model for broadband access by capitalizing on this opportunity to incorporate a transformational piece of infrastructure. Additionally, such a network could be used for internet hotspots at Silver Line stations. I would love to speak more with anybody at CATS or with the City about this idea. I really believe that this could happen and have a huge impact on internet access for people across the area. Thank you for your time.

Hello, can you tell me how the above property will be affected under each of the alignment options being considered?

[http://glazer.com/media/uploads/exclaimer_image_hosting/glazbprop96ppi151px.png]<<http://glazer.com>>
270 Commerce Drive
Rochester, NY, 14623
(585) 359-3000 Office

[http://glazer.com/media/uploads/exclaimer_image_hosting/borbar325px96ppi2.png]<<http://glazer.com>>
This communication and all information contained in it is confidential and is only intended to be viewed by the addressee. This communication does not form any contractual obligation on behalf of the sender or the sender's employer, or the employer's parent company, affiliates or subsidiaries.

*First. *..thank you Folks for all your work on this!! You have collectively done a wonderful job. Certainly a transportation system Charlotte needed!!

I have been watching the Silver Line progress, as our family has property affected by it out Monroe Rd., as well as business associates.

When I saw the change proposed from the North Side of the 277 interchange to the South Side (*Option 1A*) I wanted to write and throw in my vote! Totally agree. Not only will it smooth out the line, get past the flood/environmental issues...but will allow for more functional commercial development. Where it was before, it was jammed in to tight along 77 and the interchange...greatly limiting residential/commercial use.

Any future expansion of the Stadium will be enhanced also...both the old site, for future use and new site should those plans come to fruition. Either way the *1A* proposal opens up a far greater field of influence for those using the line in the land area around it.

Thank you all again for your work, as a local Charlotte kid I really appreciate what you have done.

I look forward to seeing how the process unfolds.

Until then.

Mr. Lewis,

Attached is a letter from MoRA (Monroe Road Advocates) in support of the Silver Line. It outlines our thoughts regarding alignment options. We would appreciate your consideration of our questions and concerns and ask that as plans progress your team reaches out to us for further discussion. Light rail presents a landmark opportunity to expand transportation options, promote economic opportunity, and enhance social equity, and we strongly support the Silver Line project in its alignment toward those objectives.

Best regards,

Good Afternoon,

I have a question in regards to:

1) The airport station. Has it been talked about having the line connect directly to the airport as the station being within the airport or right outside of it as oppose to being across on the other side of Wilkinson? It just seems a little more convenient for business passengers and visitors. I've been to countless cities in the US and overseas and a train line station has always been right outside the departure area or somewhere inside the airport.

2) For the intersection where the silver and blue meet, will this be a station just for the silver line or a double decker style station for both lines. If the later wouldn't this make the 9th station somewhat obsolete being so close? I maybe a little off with distance.

Hello my name is and I am a sophomore at UNCC. I am an intended architecture major with an interest in urban planning and design. I am highly interested in the LYNX Silver line. I have been reading about it for about 5 years now. I would like to know if there is a way for me to get involved while getting some real-world experience. I am excited for what this project will bring to the area!

Best

We should start this project with independence BLVD since the majority of people living & working in CLT are coming from east side ...come on HELP THE EAST SIDE OUT!!!!!!!!!!!!!!...Cant believe we built a dumb trolly before

Good afternoon,

Please extend the silverline to Monroe. I live in Indian Trail, and believe the extension of the Silver Line into Indian Trail should run through downtown by the town hall and down through Sun Valley as well.

The line should continue east to Monroe and then end at the old mall. It can revitalize the area.

Thank you,

Hello,

As a new local small business owner, and a recent addition to the Charlotte community, I am absolutely in favor of extending the public transportation system to include the planned Silver Line!

This would be an outstanding way to make neighborhoods such as Oakhurst more accessible to people outside of the immediate area. It would connect small neighborhoods to the larger Charlotte community and allowing for more residential and commercial growth.

I sincerely hope to see this project come to fruition. Thank you to all who have participated in planning and

Read online that you are gathering feedback. The silver line out to Matthews will be amazing..We need this line. I live in Oakhurst and am looking forward to the day when I can walk to Independence and take the silver line into Uptown.

I also love the idea of a bike path along the line as a way to safely ride into Uptown. I have used the rail trail along the blue line into South End and would so love to have such a trail so close to my own.

Please move forward with this stretch of the line as soon as possible. As a former resident of Boston, I know the tremendous impact good, reliable public transportation can have on a city.

Hello Silver Line,

I would like to receive hard copy material for the Silver line. Very pleased to have the Light rail line close to my home near Independence Blvd. I have been a resident of Charlotte for some time now and see what it has done to the South End of Charlotte.

I appreciate it so much. Thanks so much. I am a huge supporter of this new corridor.

"There are actually options in each study zone that would be most beneficial for a speedy, efficient light rail service avoiding any median running along roadways as was done with the Blue Line Extension. In light of all that has happened there this major mistake should not be repeated. Highway and transit use both suffer due the Blue Line Extension operating scheme. Too many grade crossings, too many gates, wrong gate configuration, and slow poke trains 10 minutes slower than originally envisioned. Silver Line area 1 use LPA north of Wilkinson in Belmont to the river, then Option 2 south of Wilkinson to I-485. In Area 2 Option 1 north of 74 along a planned new road to Airport Terminal station (not in the median!), then use Option 2 east of Billy Graham Parkway to Uptown along north side of NS Railway to Multi-Modal center. Could directly serve future Panthers Stadium at Charlotte Pipe and Foundry property, offers good development potential for south side of Wilkinson, and protects north side of Wilkinson from encroachment on residential area a median running option would cause. Note care must be taken in crossing NS. Keep in mind the P&N line would also need to cross over/under NS if it is reactivated for future commuter rail. In Area 3 the LPA option from Multi-Modal center to Hawthorne is best. Definitely at grade level along 11th Street (not elevated). Also, looks like a connection track to Blue Line could be fashioned by breaking off alignment at Davidson Street, and following west side of Davidson south to 5th Street area and then connecting with the already existing service track for the Gold Line Streetcar. Radius of turn would best from the west side of Davidson due to large parking lot at the corner. In Area 4 LPA north of 74 , and then go south along Briar Creek Road avoiding sharp curve and slower runner in the other proposal, then Option 1 to Idewild from Bojangles behind properties. In Area 5 follow Independence south of roadway to Krefeld and turn south to CSX, then follow CSX out to Matthews using the option that lines up with Matthews Street into Matthews. Going under 51 on that alignment would seem to be less complicated than trying to go under south of CSX, and then have to go back over CSX to Matthews Street. This routing avoids conflicts with McAlpine Greenway Park , environmentally sensitive areas there, and residential properties which would suffer severely with a Lumarka option. Follow yellow alignment along Mathews-Mint Hill Road then out past Sportsplex to CPC Levine. Station at CPCC is fairly close to CSX and could be a good future commuter rail link there. From CPCC Levine best option is to use Matthews-Indian Trail alignment (south side of roadway, not in median) to Indian Trail Town Hall. Noted Silver Line could be extended a short distance if CSX commuter rail service happens. This could be allow a future extended Chestnut Parkway south toward the CSX tracks . All in all the team did an excellent job presenting options! "

(Continued) While I agree with Ron Tober's proposal for a more direct route through Uptown, 11th Street is probably the best viable alternate route. It will add running time in the schedule. I would suggest a scenario that might work best for light rail and autos would be the light rail line farthest south on the 11th Street corridor, and 11th Street on separate right of way between the light rail line and the freeway lanes of Brookshire Freeway. Perhaps making 12th Street two-way and eliminating 11th Street might be a possibility? Regardless, as part of the work Blue Line light rail should be grade separated at 12th Street during freeway reconstruction eliminating the grade crossing there. I see no alternative to having grade crossings at Davidson, Caldwell and Brevard streets. Of course grade separation would be great if possible. A Silver line station should be built next to the unfinished parking deck west of Brevard Street, facilitating transfers between the Silver and Blue line at that point. Heading west the light rail line would follow along the 11th Street footprint and eventually cross Graham Street near 10th Street, then transition to the NS corridor on the east side adjacent to the new rail construction already underway. Elevating to the same level as the NS tracks would allow light rail to come into the Gateway Station along side of the inter-city rail passenger platforms. A most desirable situation for operational efficiency and passenger convenience! With a double track light rail line next to 2 new tracks for NS there seems little if any room for a trail east of the light rail that has been suggested. Perhaps the trail could be at ground level along the east side of the light rail line? Next comes getting the light rail out of Gateway, and across the elevated railroad in some way to get to the west side of Norfolk Southern. The former P&N tunnel near Panthers stadium did have two tracks during interurban days, and could be used. This would have to be a No Clearance Zone for rail work crews, as there would not be enough room for trains to pass while workers were present on the right of way. But we do this at 3 locations on the Blue Line, so not an unworkable situation. Some tight curves might be needed to get the trains into the tunnel, and a Duke power facility on the new side of NS might need to be relocated, or negotiated in some way for movement. Once on the west side of NS, I would suggested following closely the rail alignment westward. This would be ideal to service a new Panthers stadium David Tepper has been mentioning at or near the Charlotte Pipe and Foundry site. Perhaps South Clarkson Street could be closed, and used for the Silver Line to pass under the Belk Freeway near the proposed stadium site. The line would then continue westward adjacent to NS after bridging over I-77. The line adjacent to NS would operationally offer a best case scenario in my mind. It would have a feel much like the Blue Line South corridor south of Woodlawn Road. Grade separations would be shared with those of the railroad meaning less conflict between rail and auto, and the associated slow down of both modes along the corridor if using road right of way. Rail line running in the median of Wilkinson Blvd. would be the worst case scenario, with separate right of way running along the south side of Wilkinson only improving operations slightly. I would think transit friendly development would not be harmed, and might even be superior to median running on Wilkinson. More intense development south side of Wilkinson, and slightly lesser intense development on the north side of Wilkinson offering smoother transition to neighborhoods and less intense usages to the north with a routing next to NS. Running along the north side of NS would provide the opportunity for no at grade crossings until after I-485. The light rail line would cross over I-77. Close the Berryhill Road grade crossing since access to Berryhill can be gained by way of Parker Drive south of the rail corridor. Grade separation at Remount Road. A grade separation is already planned for an extended Ashley Road. Donald Road could be closed as result of the new Ashley overpass, thus no longer an at grade crossing needed there. Grade separations will be needed also at Old Steele Creek, Morris Field, Billy Graham Parkway, Josh Birmingham, the old Little Rock Road, and depending on how the people mover would connect the airport other locations possibly near the airport. Moving westward the line could divert from NS right of way near Sears Road, and make it's way over to Wilkinson. The most ideal operations situation would appear to be going beneath the Wilkinson Blvd. as it passes under the I-485 overpass and come back out at grade on the north side of US 29/74. The line would continue westward on a separate right of way along the north side of the road. No median or in street running. This alignment looks like the best option all the way into Belmont to NC 273, and beyond if there is a desire to terminate the line at the Belmont Visitor's Center near I-85 north of the Belmont Village Shopping on NC 7. Plans are to run a vintage trolley operation from downtown Belmont which would terminate at the Visitor's Center and Belmont Abbey College. Connections could be made between light rail and trolley at that location.

(continued) Running along the north side of Wilkinson west of I-485 would require some access roads in order to consolidate grade crossings, and reduce those to a minimum. An access road might need to be constructed east of Sam Wilson Road to connect property west of Paw Creek. East of the creek could be handled by depressing the light rail line past the west point of the I-485/ Wilkinson interchange. Another access road would be needed west of Sam Wilson Road to Old Dowd Road. Length of the road, or sections needed would be determined as needed. Probably wouldn't be necessary to run the entire distance between Old Dowd and Sam Wilson.

Grade crossings west of Sam Wilson would include Old Dowd Road, Moores Chapel Road, Hazeline Avenue west of the Catawba River, Beatty (Browntown) Road, NC 273, Hawley Avenue, and Mercy Drive depending how far west the line goes.

Grade crossings should ideally include four quadrant gates. Approaches similar to that taken along the Blue Line extension to the University should not be undertaken. Left turn lane gates with traditional two gate crossings for cross traffic have been a nightmare. It's not unusual for 7 or 8 left turn lane gates to be broken daily due to motorist error. It's does not improve crossing safety! Only four quadrant gates will do that. The Norfolk Southern had four quadrant gates at Sugar Creek Road until the road was grade separated. There were no problems, and claims of the gates being unsafe were unfounded. Timing of four quadrant gates delays the last 2 gates coming down to allow motorists in the right of way to get out.

There has been mention of extending light rail from Belmont to Gastonia. This could be accomplished from the Belmont Visitor's Center site picking up median, or side running on I-85 to the P&N line. From that point light rail would have to follow the P&N rail right of way to the proposed site of the Gastonia Multi-Modal Transportation Center where Amtrak, light rail and commuter rail could all meet.

This has been route specific, so I will send allow a separate sheet on general operational comments for light rail in regard to construction and alignment.

On Sunday, September 15, 2019, 08:04:27 PM EDT, Martin Wheeler <mwheeler4@att.net> wrote:

I noted with interest the alignment presented at MTC recently. Some comments with "operations" in mind:

Crossing I-485 via bridge on west side of NS is good. Immediately south of the freeway the track will have to cross NS and divert east toward South Blvd. Looks like going under NS would provide smoother operation and comfort for passengers. It is only a short distance to the north leg of the Arrowood Industrial Park wye so it's a short distance to make the curve toward South Blvd. especially if you are going under the railroad. Perhaps the CATS bridge over the freeway could be placed several hundred feet or so west of NS to facilitate making a gentler curve for going under NS.

After negotiating the NS a Grade separation on South Blvd. headed south needed. Going under would be smoother since topography drops off anyway headed east toward the south side of I-485. Gentler curves and elevation changes mean smoother and speedier operations for the trains.

Once the line along the west side of I-485 gets to NC 51 the route chosen would have to be grade separated the entire length to south of Park Road and the Carolina Place Mall to avoid much slower running time, and conflicts with autos and pedestrians along Carolina Place Parkway. Additional running time would be significant in the context of total end to end running time between Ballantyne and UNCC if an at grade option is chosen.

Once the line gets close to Johnston Road care should be taken to avoid as much at grade running as possible with the associated auto traffic and pedestrian conflicts. If any of the line is put in roadway a treatment similar to North Tryon Street should be avoided in light of the numerous problems evident there since operations have begun to the University. Left turn lane gates should not be used! Quadrant gates are more efficient and very safe. Overpass for US 521, and large parking area near Community House Road.

Hope this helps. I will provide more operating comments for you. I recently took an afternoon to travel by auto along the entire corridor for the Silver line between Uptown and Belmont. As you may have heard talk of a new Panthers stadium near the Pipe and Foundry site west of NS that would fit like a glove for a Silver Line station! Martin

After viewing the Live Virtual Meeting for Focus area 3 of the Lynx Silverline, I support option 1A of focus area 3 with a station at West Morehead St. Our family owns 4.6 acres on West Morehead and McNinch St. As a great frustration for our family, we lost a sale because of the locally preferred alternative bisecting our property. Our property is highly developable and could be the site of a 200+ million dollar development, a tremendous tax asset for Charlotte/Mecklenburg County.

Option 1A avoids building in a floodplain (Bryant St Station) which is known for frequent flooding. As the effects of global warming intensifies, flooding will only increase. Option 1A also avoids a less desirable curvy route and opens up areas to development beside the light rail when Charlotte Pipe and Foundry moves to Stanly county. It also gives access to the Wilmore neighborhood and the businesses and residents of the Gold District

In my opinion, Option 1A area 3, with a Morehead Street Station, is a much better route than the LPA. It is much straighter and avoids building in a flood plain (Bryant St Station). Option 1A will also give better access to the Wilmore community and the businesses and residents along the Mint Street and West Boulevard corridor. Summit Street west of Mint Street and the property that Charlotte Pipe will be vacating would be much easier to form a master re-development plan than weaving the light rail through the Cedar Yard area, and also much less disruptive to the businesses and condos on Hill Street.

The Silver Line will provide a most valuable "Time Certain" Commuting option for Mecklenburgers. Gaston County Commuters and Union County Commuters West to East on its 26 miles of track.

When other Metros in North Carolina were developing and building their second and third outer belt loops, Charlotte bit the bullet in the mid 1990's to establish its South to North Lite Rail "Blue Line" Commuter that begins just North of Pineville South West Charlotte (Close to York County SC) and takes riders all the way to UNC-Charlotte to the North East (Close to Cabarrus County, NC)..

This newly proposed Silver Line with direct connectivity to the Blue Line and the Charlotte-Douglas International Airport certainly does offer Commuters a wonderful non-auto transportation system that is highly dependable for "Time Certain" activities like catching airplanes, getting to work on time and making it to a destination venue in time for an important event.

Having ridden the entire length of the 26 mile proposed "Silver Line", I can attest to its value in assisting the communities involved to reduce carbon footprints, help disperse the smog and indirectly assist with the improvement of Pedestrian Safety that we hope to achieve with "Vision Zero". As a former Charlotte-Mecklenburg Planning Commissioner and long time resident of Charlotte-Mecklenburg, I wholeheartedly endorse this bold and essential project.

Can you let me what impact the above project will have on the property located at 5622 East Independence

Thank you for the information! The interactive map was exactly what I was looking for.

Hi Ajonelle,

I live in the Village Lake area of Charlotte. I'm interested in any information you have on the impact the Silver Lynx line will have on the Village Lake area. Particularly, how will property lines/values be affected?

> Hello,
> Thank you for the quick response.
> I am specifically interested of the effects regarding my property at 1730 Matthews Township Parkway which is just down the road from the hospital.
> Will I loose part of my front property?
> If so how many feet?
> Will I be reimbursed in case part of my property needs to be sacrificed?

Thank you for your response again.
At this time just let me know the specifics as suggested right now regarding the effect for 1730 Matthews Township Pkwy. Do you have a more defined, more detailed map? The one on your web site is not detailed

hello i am property owner on wilkinson blvd how do i call you with questions?

Could you please call me at 704-882-2197 to discuss the potential extension into Union County? It appears that the line will be going to Indian Trail on land on the opposite side of Independence Blvd. from where I live. However, the shaded circle of purple surrounding the actual lynx line appears to possibly be on part of my property on the opposite side of Independence Blvd.

I would very much appreciate discussing this with someone. My property is close to Independence Blvd and Indian Trail-Fairview Rd. Please call me as soon as possible as I am considering putting my property up for sale for commercial/industrial potential. I need to know of any planned changes in the near future.

I have looked at the interactive map and unfortunately cannot get the words on the side to scroll. I live on Bass Ln in Sardis Woods subdivision. My home is right under the red line on the map, as I am on the right side of the "pitchfork" that Bass Ln makes as it curves around Sunnywood. What does the red area on the map indicate? I don't see why the rail cannot stay on Hwy 74 where it could avoid the residential area. My goodness, the
Anjonelle,

I'm the VP of the Chantilly Neighborhood Association. Thanks for including us on this communication. We plan to push it out on our social media channels to encourage participation from the neighborhood. If we have one
Ajonelle, do you have a high quality digital image of the following? We can grab a screenshot, but when we use it in a slideshow (we're doing a brief presentation for area businesses), it's really blurry. Can you get us an image

Date	Question/ Comment	Question/ Comment (2)	Question/ Comment (3)	Question/ Comment (4)
7/9/20; 8/5/20				
9/8/20	CATS Customer Service stated they received a few calls about completing the survey for Lynx Silver Line that was mailed out to customers , and they are calling wanting info about the Lynx Silver line. Callers were instructed to visit RideTransit.org/LYNXSilverLine or, email Ajonelle.			
9/8/20	1. How long will it take (to build)? Years? What's an estimate?	2. During this process, will traffic be a concern during the building of this project?	3. How will this benefit me, as a resident, especially since I live off Independence?	4. Will this cost me? Should I expect my taxes to go up?
9/9/20	Is this going to effect the Foxridge/Cedar Glen area?			
9/9/20	Customer emailed and asked someone to call and talk to her about SLP.			
9/14/20	Called with comments about pedestrian access/walking/biking along the LYNX Silver Line.			
9/15/20	1. If the (organization) is going to take property by eminent domain, how will that work?	2. Will the take a portion of the property or the whole thing?	3. When designing the line, how much of an area around the alignment would you take?	
9/17/20	Customer stated that he would like to know what side of Wilkinson will the Silver Line run, he has a few business along the route?			
9/18/20	Called to ask about upcoming Focus Area 4/5 meetings. Let her know we could do a virtual neighborhood meeting. She said she would let me know.			
9/18/20	Sliver Line- Customer stated he questions the alignment if it's important that the stations serve near downtown area to 11th St in that area or could the line be built somewhere near downtown. Also requested it to be closer to the airport terminal.			
10/1/20	Wanted information regarding the how the Silver Line will run through the Focus area 3 and had question about some land in the area as well. Team tried directing her to the website but she is 85 and wanted someone to speak with.			

APPENDIX E.3 – LIVE VIRTUAL PUBLIC MEETING COMMENTS



Live Virtual Public Meeting Questions and Comments

LYNX Silver Line Project - Phase 1 (5% Design)

Public Engagement Early Scoping (Round 2)

Last revised September 25

Focus Area 1 Tuesday, September 15, 2020

Bernard White: Hello
TL L: Will you be utilizing the chat feature here for questions and to include in the public record
Charlotte Area Transit System: Good evening and thank you for joining us! To add comments or questions in the chat box please sign in to your Gmail/Google account or your YouTube account.
David Bach: What is this going to do to the traffic congestion in the Belmont area while construction is going on. It is already awful.
Charlotte Area Transit System: The commenting feature works best if you are not connected to any VPNs or organization servers. The team will answer these questions following the presentation.
Lewis Tager: Have you looked at connecting the LYNX Silver Line in Belmont to the Piedmont and Northern Railway for single-track light rail service to Gastonia and Mount Holly?
TL L: what is the NCDOT project number for the 74 bridge? is it funded? will it include transit and active transportation within the right of way?
Rooney TV: will buses connect to the silver line like the blue line
TL L: What is the investment from Gaston County?
TL L: Will any other bridge project be considered for crossing the Catawba River?
TL L: For NEPA, fix 74 first. do not construct new bridges across the catawba.
TL L: Also known as the World War I Memorial Bridge, it is noted as the first paved highway with four lanes. It opened in the 1920s and was called by some the "The South's finest highway."
Ryan Mayette: Please ensure protected bike lanes will be installed across the Catawba when the 74 bridge is reconstructed.
TL L: With NCDOT fiscally defunct, how will CATS secure state dollars?
TL L: Before I-85 gets its extra lanes, Wilkinson Boulevard's 86-year-old bridge across the Catawba River will be replaced by a new, widened, arched bridge. part 1
TL L: The bridge will offer separate paths for bicycles and pedestrians as well. In addition, U.S.74 will expand by two lanes near the South Fork River, with that bridge replaced and widened as well. part 2
TL L: Is this still the plan? part 3
Missy Eppes: Yes! to Bike Lanes!! AND pedestrian on Wilkinson all the way to Downtown Belmont!
David Bach: CATS Don't do road work y'all.
TL L: focus area 1 should directly include the bridge replacement
Missy Eppes: Where would possible TOD zoning boundaries be N & S of Wilkinson?
David Bach: That will be the county or state highway dept
Erin Penn: How close to the airport is the station for CLT going to be? Will it be reasonable for a senior citizen to take their carry-on bag and luggage for check-in?
Erin Penn: Is it close enough if the bus has a problem to walk to check-in?
Erin Penn: Might the airport consider a train connection to the CLT station?
Missy Eppes: There should be a stop at the ISWA Nature Preserve. Or at least a path into it from the Stops.
Erin Penn: Other big question is connection to the Gaston County Amtrak station possible? With Gastonia major station for the bus-system to the Amtrak station, this will allow everywhere in Gastonia to connect
TL L: Andy Mock indicated that there will be a separate bridge across the river, can you confirm?
epic hacker man: anyone got an answer for this
Erin Penn: to the inner city easily of Charlotte. At this time, I don't go into the city because no parking and no easy way to visit. I would love to go from Gastonia to the theatre district via train.

Erin Penn: I thought the NCDOT approved by the transportation committee was redoing the bridge and including train capability.
TL L: I am struggling to find details on option 1 bridge across the Catawba.
TL L: Yes @Erin Penn but there are conflicting resolutions and projects across the Catawba. This project has to address the bridge crossing first and foremost
TL L: Another bridge suggestion for option 2?
KB the Producer: Why would you need to switch from the southside to the northside when crossing over to Belmont.
Erin Penn: Why not run the train under the bridge instead of building another bridge - do the transit under the bridge?
TL L: if the bridge is not designed, funded and NEPA approved, there is no connection to Belmont
Harvey Elmore: Has the Park and Ride location been selected or suggested?
Missy Eppes: There is currently a rezoning petition (2020-049) that would reroute Moores Chapel Rd. to terminate at Old Dowd. That may impact the feasibility of each of the options.
Frank Kosarek: Why does the light rail have to be on the north side of the bridge?
Bradley Dilks: If it ran down the center how many bridges would need to be built for cross streets like Sam Wilson, Catawba st, Park St?

Focus Area 2 Wednesday, September 16, 2020

Charlotte Area Transit System: Good evening and thank you for joining us! To add comments or questions in the chat box please sign in to your Gmail/Google account or your YouTube account.
Charlotte Area Transit System: The commenting feature works best if you are not connected to any VPNs or organization servers. The team will answer these questions following the presentation.
Bradley Dilks: Since one of the recommendations is to run down the center of Wilkerson what has been the analysis of how it has worked on N Tyron? Pro Con Cost? What design plan is estimated as the cheapest?
TL L: Will TIFIA loans be used for this segment or any other segment of the new project?
TL L: does CATS have any outstanding TIFIA loans for existing projects that have interest rates below todays loan rates? Are there plans to refinance those loans to free up revenue?
TL L: Will all the right of way improvements include bicycle and pedestrian consistent linear accommodations within each option?
H&H Dist Inc:
TL L: in focus area 2 are there any STIP approved or STIP delayed projects at NCDOT that will constrain construction or funding?
TL L: is the airport spur line in the project development stage? If and when that occurs, what city department will manage that process?
H&H Dist Inc: How will that plan allow companies like us to operate with a busy inbound/outbound schedule with carriers in the amount of 100 tractor trailers each day?
Dorrier Underwood: Re. the station that serves the airport, what's the assumption on transportation from that station to departing flights? Can't quite tell if it's actually connected to the airport, or just nearby.
Dorrier Underwood: Would be wildly helpful for business travelers if the station was actually AT the airport or connected to airport transportation to the terminal.
TL L: What are the preliminary estimates for parking deck creation to serve the silver line?
TL L: Within the options, what is the time saving estimates for vehicular travel along Wilkinson?
Jenna Chavez: There are very little crosswalks in that area, are there plans to increase crosswalks in those areas? And is there plans for a rail trail?
TL L: @Jenna Chavez Agreed, can you confirm continuous linear facilities for active transportation destination access?
Jenna Chavez: I know they are doing a water project on Taggart creek, may be a good place to make a greenway...
Jenna Chavez: I currently bike to work from south end to South Park, just accepted a position on Boyer st. We took back roads trying to find a safe way to cross and it's pretty impossible



Jenna Chavez: I don't know how people use the bus stops and cross the road safely. There's no crosswalk for at least 0.5 miles around that area.
H&H Dist Inc: How will that plan allow companies like us to operate with a busy inbound/outbound schedule with carriers in the amount of 100 tractor trailers each day?
Linda Patel: Are there any eminent domain issues?
Charlotte Area Transit System: @H&H Dist Inc Please send your contact info to: LYNXSilverLine@publicinput.com
Maria Kotrotsios: When will businesses be contacted regarding eminent domain? I own a business on the north side of Wilkinson.
Bradley Dilks: Does Wilkerson traffic count justify 3 lanes in each direction or should it be reduced to two lanes like n Tyron which would lessen the need to acquire land on each side
Linda Patel: is the railroad company onboard with the model that runs along that rail line?
TL L: Thank you staff for these great answers.
Charlotte Area Transit System: Thank you for questions! The online open house is available at ridetransit.org/LYNXSilverLine .
Randi Gates: Thank you!

Focus Area 3 Thursday, September 17, 2020

Charlotte Area Transit System: Good evening and thank you for joining us! To add comments or questions in the chat box please sign in to your Gmail/Google account or your YouTube account.
Charlotte Area Transit System: The commenting feature works best if you are not connected to any VPNs or organization servers. The team will answer these questions following the presentation.
Bradley Dilks: Does the 11st plan and the 277 & 77 interchange take into any consideration of the proposed I 277 reconstruction
Brent Gilroy: Option 2B mentions the Silver and Blue lines "intersecting." Please provide more details about that. You were already planning a transfer station there, correct?
Stephen Duraski: When the LPA crosses 277 after 11th, would the current alignment of 12th St or 10th St be affected?
Stephen Duraski: Would the little sugar creek greenway connection between 10th and 7th streets that is about to start construction be affected?
Mike Hartman: If you did the option to somehow connect the silver to the blue, would you use the Blue Line maintenance facility, or build a new one along the Silver line?
paul fretz: The alignment, on the north side of Uptown parallels 11th St. Didn't you all explore a 12 St alignment. Was 11th selected due to ROW issues, better accessibility for Uptown access, or something else?
Stephen Duraski: Would the Central Ave station be at the same level as the Central Ave bridge or would be above or below?
Klint Mullis: have their been any potential impacts to this project due to budget issues with NCDOT and associated project delays
Depeched: In the alternative plan, where would the Cedar St. stop be located?
GSB Desi: Where will be the Graham St Station be located?
Bradley Dilks: During rush hour blue line trains are standing room. While three car trains will be used if the only point of transfer is 11th st to 9th it doesn't seem to have the capacity for southbound slvr line
yurania jimenez: From the Center Line of the of rail how much ROW will be acquired before construction?

Paul Kardous: Would the LPA take into consideration increased service staging for events if a stadium is built at that site in the future? McNinch St could be high use station in a low density neighborhood
paul fretz: Why is the silver line shown in purple? Is that because it combines an alignment from either side of Uptown into one line?
Depeched: The alternative plan would bypass the burgeoning west side and Wesley Heights. This seems less than ideal.
Klint Mullis: is there any preliminary thoughts on how/where the silver line will access the existing blue line? will there need to be some sort of non revenue segment like there is for Gold Line around the arena
Klint Mullis: thanks all!
Depeched: Thank you for the sneak preview!
Stephen Duraski: Thanks for the insight!
Charlotte Area Transit System: Thank you for your questions! The online open house is available at www.ridetransit.org/LYNXSilverLine .

Focus Area 4 Tuesday, September 22, 2020

Will stations located along Independence Boulevard have pedestrian/bicycle connections (bridges) across Independence Boulevard in order to maximize the potential of this project for connectivity?
James Scanlon: For travel on the entire segment from Union County to Uptown, what is the net time savings if all alignment options optimized for least travel time are adopted?
James Scanlon: Would the fastest possible route result in the "straightest" track alignments and would such an alignment be the least expensive to construct?
Jack Miller: You mentioned wetland challenges along the LPA segment near Bojangles. Can you give us more details on that?
Jack Miller: What kind of changes would be required to address those issues if the LPA remains the alignment? Any idea of costs to address these issue?
Stephen Duraski: Will the silver line project include any pedestrian crossing improvements over Independence to access the train from whichever side the train is not on?
Victoria Plunkey: I agree that the faster, straighter route would be better. How would pedestrians access the stations?
Corey Inscoe: There's been talk of shifting all access for Independence Blvd-facing properties to back and side streets. How would your option to move the rail line behind those businesses fit into that approach?
Brent Gilroy: Moving the line across Independence from Bojangles/Ovens seems to greatly reduce potential for Monroe Rd redevelopment, with Independence becoming a "moat" between Monroe and rail line. Your response?
In the design of the park-and-rides, will CATS consider innovative uses (community gardens, public recreation, public space) of the top level of parking decks, such as was done with the top of the Blue Line deck at I-485 with the roof serving as the recreational area for Sterling Elementary?
Jennifer Clark: The two alternative options seem to have greater chance of tearing down homes (in focus area 4), particularly in Amity Gardens. is that right? And if so, when will impacted homeowners be notified?
Richard Greene: Can the tracks be in the middle of Independence. In the bus lanes
Victoria Plunkey: Any initial feedback from the survey so far?
Alex Alcorn: How is the economic downturn from COVID expected to affect federal funding for transit projects like this, if at all?

Michael Blake1: Option 1 and 2, could you explain in more detail of the part from Bojangles and Oven auditorium back to Independence blvd? 2. Out of the 3 options, who will make decision and based on what factors?
theonlyuntakenID: Will there be pedestrian walkways over Independence, regardless of which side it's on? Are bicycle ridesharing options going to be available?
Stephen Duraski: Have you considered transfers from the silver to gold lines where they cross in this focus area? A stop at Hawthorne instead of Pecan would be closer to the gold stop at Sunnyside. A stop near The Plaza could be closer to the potential future Plaza stop on the gold line.
Zoom: How will the Silver Line interact with auto-oriented establishments fronting Independence? Will driveways be re-routed to front the opposite direction (in some areas, the future Independence Pointe Pkwy), or will the Silver Line be elevated over long portions along Independence to reduce at-grade driveway crossings along Independence?
James Scanlon: A lot of the mapped floodplain for Edwards Branch on the south side of Independence is piped underneath the parking lot below Echo Park Motors.
Jack Miller: Are any of the proposed changes to the LPA specifically designed to enhance transportation equity considerations (ie affordable housing) and if so how do you ensure that affordable housing remains?
Richard Greene: I see empty park and ride lots. Has that concept been adjusted?
Brad Hess: What are talks in terms of number of train cars? Rush hour (pre covid) in south end can be difficult with no room left on trains
Zoom: How will the TOD policies regarding the Silver Line promote affordable housing along the corridor, particularly closer to center city? How will the mistakes made with the Blue Line and the lack of new affordable housing development (again, particularly closer to center city) along that corridor be avoided this time around?
Luke Carter: If the northern option is adopted, will there be a pedestrian walkway over independence at the Amity Gardens stop?
Zoom: Is the Silver Line projected to bridge over major cross thoroughfares in Focus Area 4, namely Sharon Amity, Idlewild, and Eastway?
Bradley Dilks: Was Hawthorne bridge built for light rail to go under it or will it need to be torn down and reconstructed?
theonlyuntakenID: Any other interesting lessons learned from the other lines that would affect this one?
Victoria Plunkey: Are the station locations set in stone?
Zoom: Will the payment machines be updated for the Silver Line? The current machines are too few in number, slow, and fail to accept contactless payment.
Krissy Oechslein: Will the Silver Line stations be like the existing Blue Line stations, where you can board a train without a ticket, or will platforms be designed to require paying a fare to enter?

Focus Area 5 Thursday, September 24, 2020

Anita Best: How long will it take (to build)? Years? What's an estimate?
During this process, will traffic be a concern during the building of this project?
How will this benefit me, as a resident, especially since I live off Independence?
Will this cost me? Should I expect my taxes to go up?
Phyllis Blackwelder: It this going to effect the foxridge/cedar glen area?
Russ Ford: When will the recording of this be available on line?

Zoom: How would the Silver Line cross NC-51 if the alignment going from Monroe to Matthews Street was selected? Would it bridge over an already-elevated NC-51 or tunnel under the embankment?
Zoom: Will the Silver Line be center-running along Matthews Street/Matthews Mint-Hill Road?
Zoom: Will the bridge over I-485 include a pedestrian/bike connection? Will the Silver Line share a bridge with the future Independence Pointe Parkway extension?
Zoom: Might a pedestrian/bike trail be included in the median of a reconstructed Monroe?
Sherry Gordon: The map was not blown up on the center section. Please show area around Industrial Drive in Matthews
Mike Hartman: CSX has generally not been the most accommodating on projects, correct? Is there a decent chance they would allow option 2A?
Zoom: Will the Silver Line bridge over the intersections at Sardis Road North or Galleria Blvd assuming the Monroe alignment is selected?
Zoom: Could you expand on what you mean when you say going "under" Matthews-Mint Hill Road?
Mike Browne: What is the anticipated frequency of trains at various stations, such as downtown Matthews, etc?
Kathy Hill: For the Village Lake and Lumarka options, please provide more detail about the levels of resident dislocation and the pros and cons of how and where stations would be built for each option.
J Kilgo: What buffers will you have to reduce noise in nearby neighborhoods, in particular Sardis Woods ?
Garrett Erlandson: I live between the LPA and option 1A for decision 1. What impacts do you estimate in regards to home values?
Dale Staley: Which focus area would be the first area of the project and when would focus area 5 begin?
John Lincoln: Are there significant cost differences between the extended run along Monroe Rd or short run b4 shifting over to CSX ROW? Other complications?
Zoom: How will the Town of Matthews be contributing to funding for the Silver Line?
Brent Gilroy: You acknowledge transitioning to Monroe @ McAlpine Park or Krefield kills major development opportunities on Monroe. Same for the shifts to CSX farther out. How can that realistically be justified?
Richard Greene: What year will the silver line operate?
Dale Staley: Also, has there been a study on usage of Silver Line verses tremendous cost of entire project?
Tim Springer: When will you contact owners of businesses about the impact to them- As far as taking land or needing to relocate.
Richard Greene: If you follow the railroad track that will give short trip and be much cheaper than tearing up Monroe Rd. Then go through Mathew St because it will serve the town.
Richard Greene: Please do not worry about the developement of the dairy farm. That is not your problem.
Vicki Mary: About Real Estate: which side of Monroe Road is the Galleria station? Or all of stations?
Jeff S: Will you be adding parking decks at some of the stations?
Jeff S: I like the rail trail plan.
Mike Hartman: Thank you
Jack Miller: What kind of redevelopment opportunities would there be along the CSX option (2A)? Will Monroe Rd. see any benefit along that stretch if 2A were adopted?



Olivia Andrick: When would alignment options be expected to be finalized? And will there be public comments again before those decisions are made?
Sherry Gordon: Please show zoomed in view of 2A as it impacts Industrial Dr
Vicki Mary: I'm asking about my impact based on the Galleria station and its parking. Are you saying you don't know the details about where the station will be or its parking? As I live near this area, I'm interested in the increased cars, noise, etc
Jack Miller: What kind of impact would the McAlpine alignment have on the greenway? Would the train be visible from the greenway? How would the tracks interact with the creek?

Focus Area 6 Tuesday, September 29, 2020

David B the audio over the phone is well ahead of the screen.....
RuskaLover Given that Union County sends 30k-50k commuters a day into the Charlotte metro area and is one of Meck counties largest sources of labor, why wouldn't you want to expand into Union County?
Bernard White With the various options with pros and cons, how do form a criteria to select an option. would the criteria be different or the same for each section of the line?
Julius Hinson I would love to have the light rail to come to Monroe/Wingate Area
Ball Bix school be like
Calvin McKenzie Where are we at with funding the project?
Michael Richards On these videos you often mention additional pro's and cons not listed like added costs for the curve. I assume this is for simplicity sake for the site. Is there a place I can find the full list?
RuskaLover Appreciate the detailed responses!
Julius Hinson will Monroe / Wingate be a part of the light rail service? what time frame are we looking at
Calvin McKenzie Not trying to sound critical, but why does it seem like it takes so long to get to construction. As an example,
Calvin McKenzie the I485 express lane project went from idea to construction relatively quickly compared to the Silver Line.
Patrick Blum Will there ever be a section connecting Waxhaw area, even if it means connecting at some other town to change trains?
Jesse Washkau How likely is the Union County extension to happen to IT? I also believe Monroe needs an extension if not now then longer term to provide a more efficient transportation option then a bus service.
Julius Hinson Thank You
Bernard White I think Jason reference a web site, can that has has a map and other info. Can that be posted some were
Charlotte Area Transit System The online open house is available at ridetransit.org/LYNXSilverLine . Please click the link at the top of the page titled "Online Open House"
Charlotte Area Transit System The direct link can be found in the description of this video
Charlotte Area Transit System @Bernard White please find information on the regional transit plan here: http://www.connect-beyond.com/
RuskaLover Thank you!

APPENDIX E.4 – ONLINE OPEN HOUSE COMMENTS

Comments: Do you have any additional questions or comments on the locally preferred alternative or the alignment refinement options as shown on the "LYNX Silver Line Alignment Options" tab? [#67435]
Please, please, please consider the Mountain Island area for future mass transit (light-rail) development. I cannot wait for the day where I get to travel to almost* anywhere in the city without having to deal with the traffic. We have a large senior-citizen population in the Coulwood West neighborhood and it is transitioning into a working-family population. Thank you for your consideration and for all the work you do.
I recommend building over Wilkinson Blvd and 11th St, on the north side of Independence Blvd, along the CSX freight line, and straight through the center of Stallings and Indian Trail. To compete with car travel, we need good travel times into Uptown. To build a strong Charlotte, strong and vibrant neighborhoods, and strong and attractive towns, then the stations need to be the center of walkable neighborhoods, not isolated park-and-ride lots. Build a straight line for travel times and have strong neighborhoods building around the stations. This will make me want to take the train to Belmont, Matthews, Stallings, Indian Trail, and the coliseum. I won't take the
I think this plan is great for connecting the entire city. Great use of tax payer money!! I recommend bringing the Belmont station directly into downtown Belmont. It would be great for commerce!
The lynx should absolutely be extended to Belmont and Matthews!; Extending to Belmont is critical!
a park and ride at the cpcc levine campus should be the terminus, with expanded bus service to matthews/SE Mecklenburg County. Eliminate the 65X once the line is completed.
My property almost backs Wilkinson Blvd, to the south. When will it be decided where the line & right-of-ways will be, exactly? Is the project buying out any homeowner's that are in the way or would be affected? If so, what is the timeline for that? I'm concerned that I'll have a train running right by my backyard with the noise & ugly views that may bring, and how that will affect both my property value & enjoyment of my home. Will there be noise & sight barriers where the line is close to residential properties? Thank you for your time! -Natalie Barnard
Do we know where the Morehead and Cedar stops will be exactly?
No
I think it's important to have LYNX to the airport.
Bring it to Union County please!!
Please build it.
Agree strongly with the proposed alignment.
I'm really excited about this idea and I like the route that has been chosen. I live in Focus Area 5 and believe the lightrail could make travel to difficult parking areas (Uptown, Plaza Midwood, Southend) much easier.
Would love this to go into union county. My family already drives into Monroe and takes the bus uptown. But if hours are not 8 to 4. They have to drive to Matthews to catch the bus with more runs. Stallings or indian trail train stop with easy access to the by pass would be lovely
I am responding based on Focus Area 1. Crossing the Catawba River is an opportunity to connect several counties in the region with Mecklenburg County. This includes the Charlotte Douglas International Airport, UNC Charlotte, and Uptown/Downtown Charlotte amenities and jobs.
Would be very excited for a terminus in Indian Trail, and believe it would alleviate a lot of traffic on Old Monroe and Independence, as well as fostering growth to this side of town.
Forget it
Extending the light rail all the way to Monroe should be considered in the future
I do favor the extension of the line into Indian Trail. I don't think it directly connects with the options shown, but for the Airport station, as close as you can get to the actual airport terminal would be my biggest want for this
Still not sure why we aren't closing Trade street to vehicle traffic in Uptown and having Blue/Silver intersect at integrated transit station. While cost is important, Trade/Tryon is center city and will be so in 100 years. Unless we are relying on significant TIF to fund the Uptown section, it is inexcusable to not at least route through the center city. Ridership will suffer.

It is critical that necessary infrastructure is expedited to support high density development that has already been zoned/permitted and is being / has been built in Focus Area 4 along the Central Ave corridor.
The alignment refinement seems to eliminate Wesley Heights from the picture which is a bummer, but I appreciate the consideration to water impacts and train speed. Might want to rename that stop since there would not be a practical route to easily walk to and from the stop. ; It would be a lot cooler if it went through Wesley Heights like the original plan.
Why would CATS construct a line that avoids the center of uptown? The transfer to the Blue Line is not at all sufficient and an alignment down or under Trade should be considered.
For focus area 5, option 1A (Lumaka Dr.) seems to be the clear choice. For the other two decisions, I think it's a tossup but would give a slight nod to the LPA plan in both cases. Also, for focus area 5, where will there be parking in downtown Matthews? It's already crazy!
I am really excited for this to happen. I would love to be able to hop on the train to get into Uptown for Panthers games and leave the car behind. I understand that building a central hub for the silver and blue lines would be too expensive, but I hope the transition to the Blue Line will be made easy. I really feel like many people that work in Uptown would love to use the light rail if it's not too slow or inconvenient.
This is great planning and will make traveling to and from Charlotte more user friendly- for all (not just commuters). This will make going into Charlotte a more family friendly experience.
I think the route along Lumarka is a better option than the LPA. Less interruption to traffic during construction; less environmental short term environmental disturbance and long term environmental damage.
Will any of the stations be manned or unmanned? Will the trains themselves have Lynx staff aboard?; There is not submit button at the end of this survey. I answered all the questions and now there is no final button. Did you even get my answers? I will now close the browser, so I hope you did, otherwise this is a waste of time!!!
I am hopeful that side projects to create detours and alternative paths will be finished so that the construction along Independence will not log jam traffic.
Not running through uptown will doom the project. There is very little reason to use the rail line if it is not close to the working center of the city.
Overall I am very happy about the options that consider overall travel time in corridor, and avoiding rebuilding so many roadways. Given the Hawthorne Bridge history, the fewer disruptions to the road network the better for reputation sake. Going along the railroads where possible near Wilkinson and near Matthews will be win win but deviating for development areas like Airport North and Monroe Road will be excellent.
Just wanted to give my opinion of the importance of a rail trail along the future line. I think that was a big flaw in not planning it for the blue line extension. Pedestrian and bicycle traffic have brought economic development throughout south end. It's a shame it wasn't in the plans for the extension.
Parking and pickup areas
I am very concerned about the possibility of the Blue and Silver lines meeting at grade. I fear that this would impose too great a limit on frequency for both lines. CATS should plan on 5 minute frequencies (at peak periods) and I fear that will be impossible with the at grade crossing. ; The ability to easily transfer between the Silver Line and the Gold Line at Hawthorne seems important, but this seems to be overlooked by building stations which are separated by four blocks and an active freight rail line. Is there a way to accommodate this connection?
The LPA for Focus Area 1 is best oriented either in the Median of Wilkinson Blvd with the Belmont station similar/identical to the North Tryon Station at UNCC. Alternatively, the LPA for Focus Area 1 would do well immediately adjacent to the North side of Wilkinson Blvd. ; No.
This would be GREAT! Less accidents due to less traffic, especially on weekend evenings! Charlotte and surrounding areas are so far behind other metropolis areas...let's catch up!
With the COVID pandemic likely changing things not just temporarily but into the future, it seems spending time and money on extending publix transit is not the best use of resources given the number of people not commuting and the concerns about having large numbers of people on mass transit.

From CPCC, continue East towards Sun Valley high School. A stop there, at intersection of Monroe/Wesley Chapel Rd. would be helpful. Then continuing along S to Wesley Chapel Rd to the intersection of Weddington Rd (84))
Please extend this into union county/indian trail.
so glad the project is extending to Stallings and Indian Trail areas. The extensions to these areas are needed and will be great for easing traffic back up and the ware and tear of the roads.
We do not need the Lynx Silver Line in Union County. We moved out of Charlotte so we would not have Lines, buses and Trolley cars. We do not need to bring crime to our area from those who do have crime.
Extending to Indian Trail will not only provide access to Charlotte area residents but provide a means of access to the new Atrium Health Hospital being built at US74 and Stallings Road
Yes. It is messed up that the light rail doesn't go right up to our already auto congested airport. Have you ever traveled with kids and luggage and not rented a car? Make transit the easiest and best choice then maybe the investment will be worth it really.
How would this affect the roads as is? With this add another lane to the road? How much will this cost Indian Trail tax payers?
Is the airport station within walking distance of the terminal? Are bicycles permitted on the trains? Thank you.
None at this time
The proximity of "Airport" stop to the airport itself. I would use the silver line to access the airport regularly.
The alignment that removes the line from Independence Blvd to Monroe Rd cuts through residential neighborhoods. I don't think the blue line nor any other line goes through residential areas. The only conclusion for this would be the possible disruption to Rick Hendrick's auto dealerships. He ensures this route by purchasing church property and reserving space so this line would be forced behind his dealerships into residential neighborhoods. There are plenty of alternatives that could be used to get the line into downtown Matthew's.
I'm excited about this. I live in Union County and having an alternative to get to downtown without driving up 74 would be amazing. I think the current path makes sense to me and encourage the extension into Union county.
N/A
Would you please add the proposed routes to Polaris so that we can zoom in more and toggle on other layers? Alternatively, additional zoom levels on the project map and the option to toggle to the base street map used in Polaris would be appreciated. Thank you.
https://polaris3g.mecklenburgcountync.gov/#mat=504225&pid=16101260&gisid=16101260
The Silver Line extension would be helpful to us.
I would lean towards fastest market options in each focus area. If you build it, they will come is my opinion as to access to business/community vs. building to meet demand today. We need this line to be built as soon as possible.
I sent in a comment. I am concerned about construction and safety.
The blue line and the silver line absolutely must be grade separated to ensure adequate frequency and capacity into the future. Cutting costs on such a large investment by making the lines intersect at-grade would be incredibly short-sighted and a poor use of funds.
Looking to the future - are there any thoughts on a "ring" light rail route paralleling the I-485 connecting Blue Line to Silver Line? If so, are there strategic locations on the Silver Line that might accommodate the interconnecting
I heard several comments relating the Silver Line to the Blue Line along North Tryon St. I have concerns about the Blue Line along N. Tryon St. From Eastway Dr onward, the line is cumbersome and unsightly. I would hate for that to occur with the Silver Line. The Blue Line going south of the Tryon St is very pleasant to view and fits in well in the neighborhoods.
The alternative down Lumarka for focus area 5 seems to be the most logical option based on the pros and cons.

I am a resident of Stallings and have been eagerly awaiting the day when I'll be able to take the train uptown to work everyday. However, please, please, please AVOID a route that goes through downtown Matthews at all costs!! That area is a gem that needs to be preserved! Whenever I have friends or family visiting from out of town, I take them there to show off how great it is.
traffic can not handle this in area 1
Follow-up from Silver line 9/24 online meeting: The location of the Galleria station was identified as "the middle of the street." But where - In front of what building/location is this currently? When asked about the Galleria's parking, I didn't receive a helpful answer, How can a Galleria station be identified without knowing where the station or parking location parking is. I'm asking because I live in Sardis Forest.
Hope the extension into Union County will happen!
would like to see train come all the way to gastonia nc
Yes! Please come out as far as Cpcc in stallings. Commuting on 74 is horrible and I would love to be able to support a train
I think the LPA is fantastic- I like the alignment that stops directly at Bojangles and Coliseum.
My only major concern is Between Conference Rd. Station and Village Lake Dr. Station. I don't like the idea of the light rail running along side of Lumarka Dr. to get to Monroe Rd. I think straighten out The LPA between these two stations would be better. I understand some Apartment buildings will be demolished and some homes but I see this working better for the Silver Line and the community.
I own property at 2436 Wilkinson Blvd and hope the center-running LPA east of Billy Graham to W. Morehead is This should go to Gastonia.
The preferred location is well considered and we should stick with it.
More transportation options are desperately needed in Gaston County to provide greater mobility to Charlotte. The US Census Bureau's American Community Survey in 2009-2013 indicated that more than 25,000 Gaston County residents are traveling into Mecklenburg County each weekday for work.
Will parking lots be part of the design? the Silver line is mainly located along 74 with currently few options for parking. Crossing the Catawba River would be a big plus since there would be more park and walk options in Belmont. Many people might use Belmont to park for as an alternative to airport parking,. Will there be a shuttle service from airport drop off to the terminal?
Lots of thoughts about the traffic pattern, how neighboring communities will have access to already limited resources (Donald Ross to Wilkinson will no longer be accessible).
Please consider extending line into Bessemer City to Edgewood Road. We have a large employment district established and several hundred acres along I-85 corridor zoned for additional employment opportunities. While this is currently not built, this area is proposed for Economic Development in the future. This will also provide opportunities for a reverse commute to work in these employment areas.
I support the proposed Silver Line light rail extending further west into Downtown Gastonia, connecting the cities and towns of Gastonia, Lowell, McAdenville, and Cramerton, and Belmont to the CLT Airport, Uptown Charlotte and beyond, and providing better access for Gaston County residents.
The alignment is fine as far as it goes. It needs to continue into Gastonia as much of the population is to the west of Belmont. In addition to the 25,000 Cleveland County and SC (Greenville/Spartanburg). Much of this traffic congestion could benefit from light rail extending west beyond Belmont.
my highest priority is having a safe and convenient way to take the light rail to the airport.
We need light rail all the way to Gastonia!
Focus area 4 will be near my neighborhood. I think the community would benefit from a station that is at the Bojangles coliseum, not across the street. The train my be slower, due to curves, but I believe it would bring more safety being next to a large attraction. Reducing the foot traffic across a very busy high way is a must with safety

Will there be any impacts to houses in focus area 4? IE. my house backs right up to independence with a business in between that looks like it will be impacted. Curious as to where the line is on the development and if a train will now be running through my backyard. It is too hard to tell from both these two options.
How will the silver line travel through 11th street in uptown between Graham Street and independence
No
Please leave the Wilson corridor alone. We don't want heavy congestion due to the lynx line.
WHY WOULD'NT YOU START ON THE EAST SIDE WHERE MOST OF THE TRAFFIC IS COMING FROM? ...TYPICAL CATS.. ...CLUELESS...HOPEFULLY THEY ARE'NT BUILDING ANY BRIDGES.
I live closest to areas 4 and 5 and commute by bike through these areas. I would like to see the Silver Line interact with Monroe Road as much as possible to maximize redevelopment opportunities. While I would like to see minimal residential displacement, a focus on ensuring a lot of workforce and affordable housing options in TOD areas would counterbalance displacement for construction. Having the Silver Line stop on the Monroe side of Independence, in the Bojangles complex, is a high priority. I would like to better understand the additional costs and complications of doing this with the stated floodplain concern in that area.
The Silver Line should be extended down to Monroe and end at the Monroe Mall.; Please extend the line all the way down to Monroe. The terminus should go through Sun Valley in Indian Trail and end at the Monroe Mall.
None
No
Very much in support of this project and it's potential to bring positive changes to the Monroe Rd. corridor. Approve of the proposed re-routing via Conference Drive.
There are actually options in each study zone that would be most beneficial for a speedy, efficient light rail service avoiding any median running along roadways as was done with the Blue Line Extension. In light of all that has happened there this major mistake should not be repeated. Highway and transit use both suffer due the Blue Line Extension operating scheme. Too many grade crossings, too many gates, wrong gate configuration, and slow poke trains 10 minutes slower than originally envisioned. Silver Line area 1 use LPA north of Wilkinson in Belmont to the river, then Option 2 south of Wilkinson to I-485. In Area 2 Option 1 north of 74 along a planned new road to Airport Terminal station (not in the median!), then use Option 2 east of Billy Graham Parkway to Uptown along north side of NS Railway to Multi-Modal center. Could directly serve future Panthers Stadium at Charlotte Pipe and Foundry property, offers good development potential for south side of Wilkinson, and protects north side of Wilkinson from encroachment on residential area a median running option would cause. Note care must be taken in crossing NS. Keep in mind the P&N line would also need to cross over/under NS if it is reactivated for future commuter rail. In Area 3 the LPA option from Multi-Modal center to Hawthorne is best. Definitely at grade level along 11th Street (not elevated). Also, looks like a connection track to Blue Line could be fashioned by breaking off alignment at Davidson Street, and following west side of Davidson south to 5th Street area and then connecting with the already existing service track for the Gold Line Streetcar. Radius of turn would best from the west side of Davidson due to large parking lot at the corner. In Area 4 LPA north of 74 , and then go south along Briar Creek Road avoiding sharp curve and slower runner in the other proposal, then Option 1 to Idewild from Bojangles behind properties. In Area 5 follow Independence south of roadway to Krefeld and turn south to CSX, then follow CSX out to Matthews using the option that lines up with Matthews Street into Matthews. Going under 51 on that alignment would seem to be less complicated than trying to go under south of CSX, and then have to go back over CSX to Matthews Street. This routing avoids conflicts with McAlpine Greenway Park , environmentally sensitive areas there, and residential properties which would suffer severely with a Lumarka option. Follow yellow alignment along Mathews-Mint Hill Road then out past Sportsplex to CPC Levine. Station at CPCC is fairly close to CSX and could be a good future commuter rail link there. From CPCC Levine best option is to use Matthews-Indian Trail alignment (south side of roadway, not in median) to Indian Trail Town Hall. Noted Silver Line could be extended a short distance if CSX commuter rail service happens. This

Area 1 - Option 1 / center but with two stations in Belmont
Area 2 - Option 2 / north of Wilkinson
Area 3 - Option 1A (to maximize future development, etc) and Option 2B. Very concerned about the distance from Silver and Blue lines for connecting passengers.
Area 4 - Option 1 (South) - better connection to Bojangles/Ovens and better connection to Business/Retail destinations
Area 5 - Option 1A (Lumarka) - better connections and street level station
Area 5 - LPA (Monroe Rd) - better connections and development opportunity
Area 5 - Option 3A - must serve downtown Matthews (but should also serve Novant. Find a way to include both); Concerned about the airport station being so far from the terminal. I don't trust future plans or funding to provide quick, easy access to the terminal. I fear corners will be cut and we'll be left with shuttle buses rather
I would like to know what plans there are for "rail trail" plans. The plans should include Side walks and bridges over 74 for pedestrians. the most popular feature of the blue line is the rail trail..
Get on it and build the transportation infrastructure a metro city needs before everything is too developed. What's next go up and down 77.
I think a light rail line to Charlotte Douglas is way overdue.
The end of line in Belmont dumps people at a highly congested intersection with badly timed traffic lights and zero foot access to significant parking or employment. Who came up with this expensive boondoggle that will only serve to ferry crime out of Charlotte to Belmont?
Please extend the Silver Line west to the Central Ave intersection in Belmont to offer more direct, safer bike/per connectivity into downtown and near-downtown desalinations. Central Ave also runs parallel to the future rail-trail linking Belmont Abbey and the proposed Caromont hospital site with downtown Belmont.
I am live in union county and work in Coliseum Center near the airport. A direct light rail express train straight down the middle of 74 would be amazing
No, I like the alignment options as they are, we are very excited for this project to begin!
In focus Area 3, set the alignment between 11th Street and Brookshire but reconstruct Brookshire between Poplar Street to Alexander Street by lowering the grade below the Blue Line. You could then cap/cover both the Silver Line and Brookshire with a linear park. This could help contribute to more development along the corridor if there wasn't a freeway visible.
Prefer line option on Bojangles side of independence vs North side
Please be sure to provide adequate parking for the park and ride!! The blue line parking garages fill up completely by 7:30 AM, which makes it impossible to use for many people.
no
Focus area 3 yellow line looked better in the video
I liked focus area 3 in the YouTube video that I saw.
I believe for the focus area 3, the yellow option is better.
I would be more likely to use the Silver Line regularly if bus routes were added to connect with Silver Line stops. For instance, there is no bus route on Rama Road or Sardis Road, but connecting these roads to the Silver Line would increase the feasibility of regularly using the Silver Line.
I don't understand why the 1st focus area is now Belmont/why not build the line from uptown out. I definitely think the first priority should be East Charlotte as that has been in the plan from the get go.

Other: Are there other alternatives that should be considered? [#69804]
Access to the new Atrium Health Hospital
add bus stops on Wilkinson
After the Belmont stop, please continue it to Gastonia!
Are there other alternatives to what?
Connect to the uptown transit center
Continue down into Monroe
Cutting out as many road crossing as possible to ensure timely arrivals and speed.
Direct airport route without a 'people mover' option
Elevated rails with good connections to surrounding neighborhoods to attract people, straight rail lines for
Extend all the way to Gastonia!
Extend into Gastonia
Extending line to Edgewood Drive in Bessemer City.
Extending to Belmont Abbey college including the campus as additional college access to the Charlotte region
Extension of the line down to Monroe, build the eastern terminus at the Monroe Mall site.
Further east along hywy 74, at least to Wesley Chapel Rd intersection. & possibly continuing to Union West, Atrium hospital
Further extension of the proposed Silver Line into the City of Gastonia from Belmont.
gastoniq
Go all the way to downtown Gastonia
hire competent people to manage traffic controls.
Hypothetically, Will the airport constuct a train that connects the terminal to Wilkinson Blvd so passengers can easily access the Silver Line to Uptown and points beyond?
If the airport station is not within walking distance to the to the terminal, I think some kind of shuttle should be
In Focus Area 2 (moving east to west), continue following the rail corridor west of Billy Graham Parkway and rejoin the proposed line at either Marshall Drive, Sears Road, or 485. This would allow a station within walking distance of the airport terminal
It is difficult to see a more detailed map of where exactly the roads are but I think the overall plan looks logical
it should go to Gastonia.
Keep it away! We do really need extra congestion clogging our neighborhood like south end
Nothing that goes through residential areas
Red line to Huntersville and Mooresville
Reroute Focus Area 3 (e.g. Trade St.)
See above-mentioned connent
Separating the grade crossing for the Blue and Silver lines.
START on East Side
Start with East Charlotte as that is the heaviest congestion and the most in need of development
straight down the middle of Hwy 74
the opposite side of the CBD. I 277 morehead, etc.
This part of the west side will become high priced and many african americans will be pushed out of their home to make way for Caucasians.
through uptown
Trade street in Uptown.
Tunnel under uptown, providing service to CTC and Tryon St business district; Underground tunnel, providing service to CTC and Tryon St business district. Also, better connection between Silver and Blue lines
What about routing through Sam Newell to Matthews, more space of parking and stations on Independence

Comments: If you disagree or strongly disagree, what do you believe should be changed or added to the preliminary Purpose and Need? [#69528]
Access to Indian Trail's Chestnut Square Park Development and the new Atrium Health Hospital at Stallings Road
Connectivity is important and so is the acquisition of land not for parking lots but for affordable housing near major transit options. Another South End is not needed along the corridor.
Do not want or need the Light Rail in Union County. Vote it down.
Eliminate this project as it will only chaos and more traffic
I am very happy to see this plan and look forward to seeing how this improves mobility and the quality of life in the city of Charlotte.
I believe the Silver Line should be aesthetically pleasing to the neighborhoods. The bridges over major roads seem to create more driving hazards for automobiles, as has been my experience on N. Tryon St.
I do not view the financial viability (if that means economically self sustaining) to be realistic. This is a public good/public work project. A Greenway or pedestrian/bike connector is not expected to pay for itself. This project should be viewed the same way.
I would love to see this line extended into Gastonia.
Independence is better equipped to handle the cars, parking, noise and increase in retail than Monroe. There can be a station on Independence near Woodberry/Sharon Road East, one at Village Lake Drive, and one at Sardis Road North. Additionally, North Tryon is a very choppy road with its stations, walkways, etc. Please don't do that to Monroe. There is already land available in the middle of Independence.
It should go to Gastonia. You are really dropping the ball.
Lack of Community Benefits component that specifically addresses systemic land lost, gentrification, and social and economic mobility/opportunities and equity impacts from a racial equity framework.
Land use and economic development should be part of this.
looks good
More connections to bicycle infrastructure, please add a greenway along the line. (similar to the Rail Trail in
N/A
N/A
N/A
N/a
N/A
NA
na
None
nothing, just speed up the construction timeline
Possible expansion to monroe as an option in years to come
provide stops at area with large area for parking AND access to large scale housing BY FOOT.
sfsdfs fsdf sdf dsfsd f
The best way to meet your goals is with walkable neighborhoods connected by public transit, so everyone can get around without a car.
The rail should not be cutting through residential neighborhoods when independence blvd is more than capable of being the best route.
Waste of money

Would the bus system be modified to reliably transport riders to the rail stops and then transfer? For example I live off Eastway and it looks like the Bojangles Stop or somewhere on Central would be my stop but still a pretty good walk to that stop. After I found my way on the train I would Exit on South Blvd and need to get about one mile down East Blvd. I'm just curious how those would all connect? I often visit Minneapolis and am able to travel in the Downtown area easily but rail then linking bus routs. ; I'm curious how the bus system would connect to those stops. I would like to be able to reliably enter the bus on Eastway, transfer to the rail by Bojangles or Central, Exit on South Blvd, and transfer to a Bus on East blvd. That would be my way to work. I think selling those prices and ride times would help sell the project. Thank you.

Comments: Do you have additional comments? [#67444]
Accessibility including parking is a key concern.
Additional growth west into Gaston County is inevitable as Eastern and Northern Mecklenburg become glutted from growth. To stop the light rail in Belmont is very short sighted and will result in extremely inflated cost in the
An express route to the airport would be ideal as that would make it easier for many of us to get to and from the airport....
Can't wait to be able to see this project come to fruition, it will be a boon to our neighborhood as well as many
Consider pedestrian bridges to connect the north side of Independence to the south side of Independence to ensure walkability to stations and equity of access to the Silverline for neighborhoods either side of
Do not put this in union county
Focus area 2 (e.g. zipcodes 28208) within the Silverline Alignment encompasses a large percentage of BIPOC whose demographic profiles/social and economic characteristics are considerably lower than those in the City as a whole. With that being said, using the BlueLine Light rail Investments as a frame of reference, what are the true economic impacts (e.g. housing affordability, land use, job loss/job creation, and small business impacts of the Silverline Light rail Development to communities on both the northern (Wilkerson to Freedom) and southern boundaries (Wilkerson to West Boulevard Corridor)?
Focus area 3 should definitely go with the yellow option. Seems more direct and can utilize/develop the land around Wesley Heights and Panthers Stadium more effectively.
Gaston County needs to discuss funding for the project.
Goal of "Provides a transit system that is financially sustainable to build, operate, and maintain" difficult under current blue line model where many riders don't pay for usage. How will this be remedied for this line?

Hello!

First of all, thank you to everyone who is making this project a reality. You are all heroes!

My one comment is regarding the proposed at-grade intersection of the Silver line and Blue line:

While that would save money at first, it would be a long-term disaster, as it would impede higher frequencies for both lines in perpetuity.

Also, it is forgetting that this junction - NOT Gateway Station - will be the signature station in the entire CATS network! Gateway will be utilitarian, and absolutely necessary for wrangling together multiple modes of transit. However, the Silver/Blue line junction will be the most ACCESSIBLE, and POPULAR junction because of:

1) The excitement that LRT (not any other mode) generates from people: The "hype" from LRT is real, and is a crucial component we can't dismiss.

2) The untapped potential of First Ward as a functional urban neighborhood: Gateway will be, by nature, very cluttered, transient, and metropolitan in nature. As it should be! Whereas First Ward will be a DESTINATION of fun things for people to visit.

The extra infrastructure and cost of separation these two lines is critical to optimising the CATS network's future, and being able to show the community that it was not a waste.

If we need to cut costs, then there are many grade-separations we can cut before we do so for this junction.

Thank you for your time!

I am concerned about potential delays to the project by land acquisitions or deals with railway companies.

I am concerned with acquisitions but if the project can be contained as much in existing ROW it will make it easier and more affordable.

I am extremely interested in the transit oriented development that would take place on Monroe Road. As a property owner in Echo Hills, I think that any new development on Monroe Road would be beneficial both to the neighborhood and to the city as a whole much like South Boulevard benefited from the blue line.; N/a

I am very much in favor of alternatives to automobile transport.

I believe Light Rail or some form of rail travel will be needed so Charlotte and surrounding regions can be competitive in recruiting millennials in the future. My only concern is that "Last Mile" that would connect the terminal and a Wilkinson Blvd. Light Rail Station. I have recently been to Denver, Salt Lake, and Chicago on vacations and have utilized the light rail/Train that connect those airports to the Downtowns of those Cities and things like that absolutely set those places apart from other cities where you would need a rental car/Uber to get

I believe the line should be accessed by as many people and neighborhoods as possible.

I fully support the proposed Silver Line light rail extending further west into Downtown Gastonia, connecting the cities and towns of Gastonia, Lowell, McAdenville, Cramerton, and Belmont to the CLT Airport, Uptown Charlotte and beyond. Gaston County needs a light rail option to foster future growth and redevelopment.

I hope that this project will provide alternative transit options for commuting by car on Independence Blvd, which has becoming increasingly congested. Convenience and low commuting time are must-haves for the silverline to be this alternative. As the city continues to grow, it will be imperative for the Silverline to be able to accommodate an increasing number of riders through the years. We would be wise to build with excess capacity, such as allowing for more lightrail cars than initially needed.
I like Option 1 or 1A for Focus Area 5. I do NOT like the option that is nearer the greenway/park as I think it would disrupt those recreational resources to the community. I am excited about development opportunities for the area, but would want to ensure noise reduction and overall safety/security at the stations/parking areas along the light rail. Thank you
I want to make sure that there is a strong plan in place to prevent displacement of residents in existing neighborhoods along the LPA. Something like a program to subsidize increases in property taxes for a certain
I would like for the corridor to be multi-use. There should be a pedestrian / bicycling component as part of it.
I would like for this project to not keep getting drawn out but rather get to it. I feel like they've been talking about this now for over 6 years. It would also be smart to build out from uptown one station at a time so when each station gets completed it can be put to use as they do in other well developed cities. Then continue construction until you have built out to Matthews and Belmont. This was it won't feel like it is taking forever to be
I would love to have rail access from Indian Trail and believe this would be a great asset to our community!
Keep the lines straight for commuters to get into Uptown and other employment centers quickly, but build the stations as centers of walkable neighborhoods. Make me want to ride the rail to every station, not merely to cut down on 9-5 commuting traffic.
Love the idea of the Lynx Silverline. I have lived in my neighborhood for over 30 years and we are basically in a dead zone. There are no grocery stores, shops or restaurants really close by. One has to go to Belmont or Gastonia, or closer to Charlotte. On the one hand, I hope it brings in new businesses, on the other hand, I am concerned about property taxes and crime.
More clear on zoning and impact to neighborhoods. This information has been to vague to make informed
Most important to me and my family is the Greenway trails remaining unpolluted, thoughtful development along Monroe Rd, with ease of access to stations by bike riders and pedestrians.
Move on
My main concern is that this will not even happen. I moved to Charlotte from Portland, OR which has an excellent train system, the Max, which has been in service for many, many years. I am afraid Charlotte will stop short of achieving anything like that, and the much needed silver line will be forgotten. The blue line is of no value to most everyone in the city.
N/A
NA
na
Need to up-zone around stations as much as possible.
No
No
No
No
no
No construction on Central
None
Nope
Nor at this time
Not at this time

Our home borders Independence blvd where the proposed tracks will run. My main concern is that there is currently a berm that is already too small based on lay of the land. We get considerable noise from Independence. I'm not concerned about the train noise as much as I'm concerned about increased noise from Independence if the berm is moved, reduced, etc..
Please extend the line all the way down to Monroe. The terminus should go through Sun Valley in Indian Trail and end at the Monroe Mall.
Please get this to Gaston County ASAP!
Please make sure there is adequate parking!!! It is impossible to ride the blue line unless you get there by 7:30.
Pre-pandemic, I was a frequent rider of the Blue Line going into Uptown Charlotte for work. We need to have a better system in place to ensure ALL riders are paying their fees when using the light rail systems. Without the proper measures in place, the transit systems will end up being subsidized by tax payers in the long run.
Rail trail is a MUST
ridership is #1 => get people out of their cars. land use #2 => density, make the property along the line attractive/usable (NOT gas stations or storage facilities or car dealerships)
start construction now
Statistics show that easy access to public transit increases crime. It makes it easier for criminals to access new areas that they may not have been able to get to before. I am against extending into Indian Trail.
Also, Independence Blvd is already bad enough with traffic and the crazy u-turns, adding mass transit running through the area will make Independence unbearable and may affect businesses since I know people like myself already avoid businesses on that road if I can go somewhere else.
Thank you!
The answers above are based on the fact that we are not near the route, but would be able to enjoy access to it and often drive in the area.
The Charlotte-Gastonia-Concord region is home to over 1.8 million people and is expected to grow to over 2.5 million by 2030 and the key to supporting this economic growth is a rapid transit system integrated with land-use planning creating a sustainable, economic-environment which improves the quality of life and attracts businesses and people to the region.
The cost of the light rail project and the sharing of those costs with Gaston County need to be addressed. Also, US 29/74 Wilkinson Blvd on the Mecklenburg side of the river between Old Dowd Road and Little Rock Road need to be widened to six lanes.
The extension into Union County in Indian Trail with option for Monroe would be more than amazing.
The fast this thing done the more city grows
The service should be located close to where people live / want to go, and should run frequently enough to be worth using (say, every 10 minutes or better.)
There was a prior planned route that didn't push the line through residential neighborhoods. These plans were discarded after Rick Hendrick forced the line behind his businesses into residential neighborhoods.
This is absolutely needed in the area. The drive on independence is torture. This would benefit not only union but Mecklenburg County as well.
This should be going to Gastonia
This train being on Wilkinson will only increase the price of housing in this community. I hope income based living is coming with this new train.; N/a
To create a strong, equitable, cohesive community, we must ensure dense and affordable development be encouraged along the new transit line. In addition, we must run trains frequently for the service to actually be useful and competitive to driving a car. We must strengthen our sidewalk and greenway connections to make sure the new investment is accessible.

Very happy to hear these plans. I think balancing safety and ease of access (near neighborhoods/retail spots with street level stations but precautions against pedestrian/car accidents) with commuter speed is challenging but so appreciate this investment in our future.
wasteful boondoggle
We are retired so our use would be entertainment, shopping, visiting friends usually during off-peak use.
While I am all in favor of this project, I worry that there will not be enough consideration of the environment. This is typical of recent development when most developers build with no regard for existing large trees, natural areas for wildlife and clean water and parks for people and animals to enjoy. We end up with a much less livable city. Charlotte is growing fast enough. We need to slow down and grow smarter and more sustainably. Another consideration, mentioned in the purpose above, is how people will move from their homes and businesses to the LYNX stations. This would take more busses, bike lanes, parking at the stations, etc. to maximize use of the transit Silver line. I hope this can be thoughtful and extensive.
Worried about displacement of communities along line and zoning of new buildings and residents. Need affordable housing. Hope the bus service will change to better reflect changes and get people to trains instead of directly to downtown
Would welcome a parking deck at the terminus, similar to the 485 terminus in the blue line. This would increase

Comments: Do you have comments about (these) public engagement methods? [#67443]
informational web sessions and videos, announcements via local government channels - these methods are a good way to keep public up to date on project status ; no
All current methods are effective in my opinion.; In person venues are most effective. Current pandemic environment limits participation even with video conference technology. Vid Conf. is not extremely effective to Buy TV commercials too if you can.
Construction will be a mess for our county. Loud. Hold up traffic before and after. Expensive for homeowners paying tax. Not good.
effective
For engagement amongst the older members of the community it's important to mail info / surveys, have survey takers call community members to capture responses or a text survey option.
I appreciate the opportunity to provide feedback by survey
I contacted a few of the people in my community and none of them had heard of this proposed project impacting their neighborhood.
I don't think that the public can really comment on detailed alignment questions. That should be the purpose of technical experts. I'd rather see engagement focused on the project goals.
I have only seen engagement in City Council meetings
I have seen very little in Belmont/Gaston County about the rail line. Suggest more outreach.
I liked the online virtual meeting. I did think it was not helpful for my one question, which I had submitted prior in email format and again at the meeting, regarding the Galleria station (location of station - where in the middle of the street - and where will the parking be). Thank you.
I live in the area and we have not received any notification about the project via any of the above mentions.; N/a
I think the biggest thing is for communities to see the economic development that has occurred on the Blue Line so they are willing to pay additional taxes to build this beast of a project.
I think you are doing a great job communicating.
I think you guys are doing a good job trying to get the word out in as many ways as possible
I thought the virtual meetings were very well done, though light on details in response to questions.
I was led to this survey through the Union County Update.
I was unable to participate in the online meeting due to work and not having Zoom. I like the videos and website information.
Information in Spanish
In-person meetings, especially in Belmont, have been exceptionally useful.; Very helpful.
N/A
N/A
N/a
NA
Need to look for ways to communicate within the impacted communities more effectively. I have seen very little information related to the project over the past year even though I live in Belmont, subscribe to the Observer etc. Not sure what your sources are for interested parties, but I don't think enough residents have any awareness of
No
No
no
no
No
No one wants
None

None
Nope
On a scale of 10 being the highest, these public engagement efforts rank a 10. Vital and key to the project's
On-Demand videos (flexible viewing), information web sessions, e-blasts.
Fewer mailings as they are expensive and no way to know how many people read them. If they are interested they will seek out the information.
Please keep having Zoom meetings, otherwise I would not be able to attend the public meetings due to my work schedule and the time involved in traveling.
Should advertise at bus and light rail stops as well
Signs at polling stations for awareness would be an additional idea I would put forth.
Social Media for younger population and Flyers for the elderly population should be part of this strategy
Survey does not have a "submit" or "finish" option - not certain if responses are being saved and submitted
These are good. My neighborhood is very diverse- we have a lot of families who have immigrated from eastern Asia- make sure to distribute materials in languages other than Spanish and English.
They are all great! Covid has stopped a lot of direct person to person communication, so there needs to be repetitive effort in other methods. TV announcements?
Unfortunately, many folks just don't pay much attention - there is a lot of competition for people's attention.
They have been effective.
They were great!
Virtual meetings worked OK
web is key given pandemic

Public Comment:
<p>Prioritizing vehicle access to businesses along Independence seems unwise in section 3. Those businesses along that part of independence have been under siege for over a decade and most of the ones worth saving are gone. The businesses that have survived (like las Margaritas and Bean) are going to survive regardless of auto traffic. When business does come back to independence, it will be due to the traffic from the light rail and not from the autos.</p> <p>The alternative option that runs south of Independence appears to decimate large parts echo hills and amity gardens, and it seems to do so for the sake of helping some gas stations, car dealerships and a walmart increase their car traffic</p> <p>Lastly, the LPA stations in section 3 would seem to allow for more new high density development around stops while the options both north and south of independence seem surrounded by existing low density housing.</p>
I prefer a center-running alignment along Wilkinson Boulevard in Focus Area 1.
Not sure how many people work(ed) in Charlotte and live in Belmont, but I imagine travel time will be improved slightly due to this extension. I think the larger effect will be the ability for those living in Belmont to connect with inner-city culture/happenings easily and vice-versa with those living in CLT.
It sounds like Option 2, along the south side of Wilkinson Blvd, would be best: fewer changes to local streets and local businesses. Having the Blue Line run down the center of N Tryon has made the road way too wide, making crossing a long journey in itself. I prefer the alignment along South Blvd.
<p>The LPA + Option 2 are good. Having the train in the center of Wilkinson would pose and increased risk to pedestrian traffic considering how busy Wilkinson is at peak hours. There are 2 things that are not mentioned that would be very beneficial. (1) An additional stop in Belmont at the intersection of Catawba St. and Wilkinson Blvd. would allow access to Historic Belmont via Catawba St. where there is already sidewalk infrastructure and a bicycle lane all the way through Historic Belmont to Downtown Belmont. This provides access for Charlotte area residents to Historic Belmont and will also allow residents living along Catawba Street walking/biking access to the light rail for commuting and leisure travel to Charlotte. This stop would be positioned in very close proximity to Gaston College Kimbrell Campus. (2) A rail trail from Catawba St. to Park St. along would provide safe pedestrian access to main station and promote commuting without the need to drive to park and ride for locals.</p>
I like the center of Wilkinson option. The road will need to be redeveloped soon with the changes planned for the airport, so the reconstruction should include proper transit planning.
Option 1: Center of Wilkinson Blvd. seems to make the most sense.
I don't live over there or really have business there. If I had a say it would be to help improve their access to Area 1 should be a add on option, i think the main goal should be to connect the airport to the rest of the city.
I wholeheartedly support the Silver Line development. It is a necessity for Charlotte's growing population.
I support Option 1 with the alignment down the center of Wilkinson Blvd. I believe that in the long run, this will provide the best alignment to promote growth along this corridor. That section of Wilkinson Blvd currently is in bad need of enhancements and improvements.
Despite less business impact along the southern route option of this segment, it seems more prudent to keep light rail along the north side of Wilkinson (especially because I'd like to see other changes along other segments that are probably more costly).
Option 2 seems like the best to me in this section.
Gaston County is growing faster than other areas in the Charlotte Region. Additional access to Charlotte and other parts of the State are mostly needed. South Carolina residents are also making the current access roads

<p>OPTION TWO!! Placing light rail lines in the median of existing streets should be a LAST ALTERNATIVE: It makes stations less accessible, because *all* riders have to cross travel lanes to access a station, and it forces trains to have to coordinate or even compete with traffic from all directions (and necessitating flyover bridges). Most importantly, putting light rail lines in street medians disallows innovative TOD that has happened all along the south end of the Blue Line.</p> <p>By putting the Silver Line on the south side of Wilkinson, where there is little modern development along the roadway, future development can be planned as TOD, and obviously this right of way acquisition will be easier</p> <p>LPA is preferred here. Cost and travel time are most important, as this will be park/ride commuter territory. The line gets long at this point so make sure the other county pays their share, otherwise would prefer final stop at</p> <p>I live just south of the Belmont line on the Meck side and you did not hold stakeholder meetings with us. I will attend the meeting Tuesday night but the purple line looks the best. I want to know how Old Dowd will be impacted. Traffic is very bad here and will be worse with new developments. You are adding a station? where is the Park and Ride? Old Dowd needs to be widened at the intersection with Wilkinson. Your other options will knock out one of the few parks we have on the west side. Let's face it, none of the businesses in that area are worth saving. The Amazon Building will have their parking lot decreased, but I am sure they knew about this going in. I tried to attend a meeting, but it was cancelled the hour before it was supposed to start.</p> <p>The Yellow option is better since it wouldnt require changes to wilkerson blvd itself. I dont like that there won't be direct connectivity to the airport like in many cities though.</p> <p>I've lived in NODA for 3 years but could no longer afford the area. I am moving to Gastonia for more affordable housing, but will really miss the connectivity I currently have to Uptown Charlotte and the surrounding neighborhoods. I also work at UNC-Charlotte, which the blue line currently connects to. It is very important for me that a lightrail line is built connecting Gaston county to Charlotte so that I can have continued access to these neighborhoods. I also hope it promotes future growth and development of Gaston county, and interest for more young people to move to Gaston county. Connectivity to the city that I love is very important to me! Thank you all for spending time looking into these projects.</p> <p>As a resident of City of Gastonia, I would love to see the Silver Line expand past Belmont into Gastonia. That will bring tremendous opportunities to the area, and for CATS most importantly. In addition, it will cut down on traffic on neighboring I-85 BIG TIME!! There are a lot of residents that work in Charlotte and they commute from Gaston County. I strongly and highly recommend that you look into this suggestion. I hope CATS are looking into plans to extend the line into Gastonia? Hopefully it won't take long for the project to happen?</p> <p>I do not like any of the median options that require rebuilding Wilkinson. It is expressive without much benefit. During construction, there is far more impact with a median route. I prefer the Option 2, followed by the LPA. Option 2 has the benefit of fewer driveways and businesses to disrupt and even though a con is crossing Wilkinson, it will be at the Catawba bridge, so it should be manageable.</p> <p>I am so excited about this project. We really need an alternative to travel to the airport and uptown Charlotte. I prefer the center of Wilkinson even though that would be the most expensive and disruptive; regardless, I trust the Engineers will make the most sound decision.</p> <p>I feel option 2 would impact less side streets and driveways. Adding a new bridge would take considerable time to build. How is the traffic being managed during this time as I-85 will only get more congested. Are there plans for additional crossings from Gaston County to Mecklenburg County?</p> <p>Prefer the south side alignment for construction pricing and because of the awkwardness of a center road station</p> <p>Run it down the middle of Wilkinson and completely remake Wilkinson Boulevard. We have one chance to do this right. Let's not cost engineer this to death.</p> <p>Development Opportunities is a very close 2nd. Also - I don't support running the SilverLine down the Median of Wilkinson at this point. More supportive of running along the Southern side of Wilkinson for this portion.</p> <p>I prefer Option 1...center of Wilkinson Blvd with a Belmont station similar/identical to the N Tryon Blue Line station at UNCC.</p>
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Option 2
This would be amazing for Belmont and Gaston County. 85 & 74 are just not enough connectivity to Charlotte.
From riders perspective, not much differences
I am concerned about crossing over tracts to get onto Wilkinson from Huntlynn. Personally, I would prefer the southside of Wilkinson. I think a deciding factor would be how much the cost would be rerouting side streets to building a bridge from south to north over the river.
The LPA seems to make the most sense to me. Doesn't make sense to be on the south side or the median of Wilkinson Blvd when it has to cross the Catawba river on the north side.
A median path seems like a great opportunity to turn Wilkinson from a suburban highway into a nice urban
Minimize cost
While placing the line in the center of Wilkinson seems like a good option, the cost and impact to Wilkinson Blvd make it the least desirable option.
I like LPA along the north side of Wilkinson Blvd (I would like to see a future Station at Old Dowd Road but not till the area grows more with residential and commercial. Until then people should use the Sam Wilson Station.)
I think Option 2 is better.
LPA or Option 2 seems to make the most sense. I think there should be a stop at Old Dowd Rd. instead of, or in addition to, the Sam Wilson Rd. stop to assist the many people who work at the Amazon facility. Additionally, I'm conflicted with having the route terminate at Park Rd. or Caldwell Farms Rd. Terminating at Park Rd. would lessen the burden on an already overused intersection, but limit the ease of access to available shopping at
I think it would be nice for the line to route through historic downtown Belmont aligning with existing rail. With Charlotte being so car oriented, there could be negative feedback from routing a rail line in or near the road resulting in traffic delays
Would be interested to see if there could be a viable transit option to the whitewater center
Option #1 seem to be the best value
Light rail running from Belmont to downtown Charlotte would be great. Would running along Wilkinson Blvd/Hwy 74 result in improvements to the bridge across the Catawba?
Hello, The LPA along N side seems to make the most sense from an impact and cost perspective. Options 1 and 2 seem to show an extension of the line west of Hawley Ave instead of ending east of Park St in the original LPA. Does the Park and Ride move with Options 1 and 2? Is there a traffic control or other advantage to the extension? THANKS!
since no options reduce Wilkerson to 2 lanes i would say which ever one is the most cost effective and provides the fastest travel time would be the best option to choose.

Public Comment:
I strongly prefer a continuous overhead structure along the Wilkinson Boulevard alignment near the airport. I believe that this structure, while costly, will enhance travel times and neighborhood connectivity, while requiring little disruption to Wilkinson Boulevard.
I think option 1 is preferable not only for local citizens, but for the city and it's planners. It's nearly a straight line and would be located on a wide enough road for a center-lane to be developed.
As a lot of people do not understand why the Silver Line cannot go directly into the Airport, fast connection between the Airport's people mover and Uptown is desired. Plus, elevated trains can work well, like in Bangkok, where the trains are ~3 stories above the road and then the station itself and walkways run underneath connecting the buildings together without a need to get down on the street level. Of course, they keep the street level clean and bright to keep it attractive, too. Use Option 3 and make Bangkok's elevated trains your model.
Option 2 is good if plausible and will allow for development helping revitalize West Charlotte near the airport.
LPA along Wilkinson is the best option.
Option 3 (Middle of Boulevard) seems to make the most sense for this focus area.
I believe the silver line should stay with being on Wilkinson; widening the road or an elevated structure. Ashley Road is a major road that connects multiple neighborhoods and having a line as accessible as possible to Westerly Hills and Ashley Park is extremely important. Also having Walmart off this intersection will give multiple people access to such a big store without needing to have a car. Also last minute travelers will love having this option. Once the road is developed more, the travelers from the airport will be able to more quickly access stores and restaurants which will further development
We really need a quick train to the airport — it sounds like the elevated option is the best and that some of the additional cost will be offset by not having to widen Wilkenson Blvd or build a new street.
PLEASE make this line actually go to the airport and not just close to it. Maybe a branch off the line that could take you directly to the terminal?
I like the bridge over Wilkinson option. Reasons i don't take the southend lightrail is because the slow operating speed from all the at grade crossings. (uber ends up being a better option unlike the NYC subway) And that toward the end of the line, it leaves the main road, that seems like huge safety concern. I also like it on the main road for local shop accessibility.
I wholeheartedly support the Silver Line project. It is a necessity for Charlotte's growing population.
I support the current LPA which includes the widening and improvements to Wilkinson Blvd.
I think this segment is one of the most crucial along the corridor -- direct access/connectivity to Charlotte Douglas terminals is imperative. Most major cities with rail-transit infrastructure have direct connectivity (ATL, BWI, CLE, ORD, MDW, DFW, DEN, MIA, MSP, OAK, PHX, PHL, PDX, SLC,SFO, SEA, STL, IAD, DCA). It would be a shame for CLT and CATS to fail to produce direct linkage.
Regarding Option 1, I'd rather see this on the south side of Wilkinson, connecting directly to CLT terminals.
Regarding Option 2, I think this is interesting alternative and see it as a way to spur development that could be akin to what's happened in South End, where the rail corridor has become a frontage for pedestrian activity along the rail trail, and has incited development along the car-thoroughfares that parallel the rail (South Blvd and Tryon).
Regarding Option 3, this does also seem intriguing, but from a pedestrian user, elevating the line adds an

Despite local connectivity being my "most important" factor, I think options 1/2 can satisfy that connectivity without rebuilding Wilkinson and allowing for faster trains. Not knowing anything about the project, but the idea of some public/private investment elements seems attractive re: cost, and do-able re: the potential development opportunities afforded by these options. Lastly, it seems like these options give more opportunity for smart development, esp. of affordable housing near the line.

OPTION ONE *and* OPTION TWO. Again, placing light rail lines in medians should be a LAST ALTERNATIVE (see comment for Belmont terminus section).

Please route the Silver Line along the rail right of way whenever possible. I have always believed it is the smartest way to go, especially in this area. It will be less disruptive to Wilkinson, and will allow each and every block south of Wilkinson to be (potentially) redeveloped with TOD principles, with multistory and -use buildings constructed facing the street, creating a new pedestrian-friendly boulevard, with direct connections to light rail just one block south. Riders from north of Wilkinson will still have to cross the street, regardless, but it is now MORE accessible to neighborhoods south of the rail line!

West of Billy Graham, having the line travel through a new development area by the airport will be a TRANSFORMATIVE development opportunity that can be fully multimodal, with seamless integration with the

Huge opportunity for TOD in this area. Like the LPA the least of the options. Running down Wilkinson seems far too slow. Integration into the airport's development planning and allowing a greater TOD area by running on the rail ROW would be ideal (combine option 1 & 3). Building an elevated structure in the middle of Wilkinson (option 2) isn't any more divisive than Wilkinson currently is...

I live in Charlotte, but my neighborhood also includes Matthews residents. I would definitely consider using the Silver Line if it connected my almost directly to the airport. Looking at all the options it seems like Option 3 or Option 2 seem the best choice for this.

There are multiple homes on wilkinson in Ashley Park and Westerly Hills that will benefit from the silverline staying on Wilkinson. They will not be able to utilize the train if it is moved. Also freedom drive is growing as well so the closer to both of these roads are better as well. Ashley Rd is a key intersection. Wilkison will be great if widened or elevated. The view from the airport will be better and more businesses for people visiting to

I believe the LPA makes the most sense for this focus area with regards to local connectivity and development opportunities. Option 1 could make good sense for connectivity to the airport as I've been disappointed that the silver line plans do not involve a direct stop at CLT. However, if Option 1 enabled future transfer to rapid mass transit of some sort to CLT more so than then LPA, I think that makes sense. Would like to know more about CLT plans to develop btwn Wilkinson and 85 as mentioned. I think Option 3 does sound unnecessarily costly, not nearly as aesthetically pleasing as street level tracks and cars, and the sound from elevated tracks is significantly amplified. Option 2 doesn't make any sense to me at all as it misses entirely the opportunity to redevelop the Wilkinson streetscape for TOD mixed uses and to have logical connectivity to the mass of residential neighborhoods that lie north of Wilkinson. Option 2 should be nonstarter for focus area 2.

I am very excited about a combined Option 1 in support of the Airport North developments and planning then Option 2 along the railroad corridor. The RR will give great synergy for crossing closures and faster corridor to give a higher speed section. Being only a block away from Wilkinson is a negligible concern. Avoiding Wilkinson is a far better choice for construction duration road and business impacts and will provide an opportunity for development in exactly the same way as it would a block away on Wilkinson.

There are too many neighborhoods on Wilkinson that needs the lynx to stay on Wilkinson. The walk would be around about a mile from me to be able to utilize the train. There would be several people not able to use the train in the surrounding neighborhood if the lynx is moved from Wilkison.

Definitely implement options 1 and 2. However, it would be more efficient to have them connect by the eastern portion of option 1 reconnecting to the LPA on Wilkinson Blvd (vs tracing Mulberry Church St) and then have the western portion of option 2 start at Wilkinson Blvd. The short segment on Wilkinson Blvd could be elevated to minimize traffic disruptions with auto traffic.

Option 1 is highly preferable to the LPA as it accommodates the preferred airport development plan and minimizes disruption to Wilkinson Blvd or the airport entrance.

Option 2 is preferable to the LPA because of the TOD opportunities, ease of piggybacking on the heavy rail ROW, and minimizing disruptions to Wilkinson. Wilkinson Blvd is not at all pedestrian friendly so new TOD development is necessary to truly encourage light rail ridership/usage.

A proper airport connection is critical. This line needs a 7 minute frequency throughout the day and evening is critical with direct connection to a people mover to the airport. Any opportunity to remake and improve Wilkinson is a win. Focusing on Park and Ride is concerning. We don't need more parking lots either surface or garage. We have one chance to do this right. Let's not cost engineer this to death.

Travel Time is a very close 2nd Consideration for this Focus Area.

I prefer Option 2 (following existing RR Line) for this route from Uptown westward until the Morris Field Drive Station. Once past that point I believe the Line should follow the LPA down Wilkinson Blvd because it's closer to the Airport and the existing undeveloped lots would still be close enough for private development supported by the SilverLine. This would reduce costs of running the down all the way down Wilkinson.

This section seems like it should be built for speed once you leave Uptown

prefer option 2

I vote Option 1

The LPA along Wilkinson Blvd. options seems to be the fastest option that also still is accessible and still encourages development of businesses near by.

I live off Wilkinson 1way in 1 way out this would kill our neighborhood Amazon has already caused so many wrecks Wilkinson cant handle the traffic TOTALY AGAINST THIS

Option 1 is a better choose sense the airport plans new development north of Wilkinson Blvd. Then go into the median before the Billy Graham Parkway Bridge.

A median route seems like a great opportunity to turn Wilkinson from a suburban highway into an urban boulevard. The rail-line route hides the line and disconnects it from the neighborhoods

I like the connection along Matthews St through downtown Matthews. I'd, also, like to see the rail continue to downtown Monroe.

Option 1 along future roadway north of Wilkinson Blvd. (west of Billy Graham Pkwy) I would then go in the median of Wilkinson Blvd for LPA along Wilkinson Blvd after the Stafford Dr. Station going towards Uptown

I think Option 1 is better.

If the Airport light rail station isn't within a 5 minute walk to the terminal, it would make me question why this line is even built at all. I'm sure there are challenges with this approach, but please consider the long term impacts on usage and future-proofing. <30 min light rail transit time from Terminal to Uptown is a huge selling point for the city. However, connecting to a shuttle bus or walking 20 mins through parking lots and crossing a major highway make this connectivity completely impractical.

Focus Area 2 is the most important segment, allowing access to the airport. This is the place to start construction on the Silver Line.

Next, continue into Focus Area 3 to continue uptown, where access to the Blue Line (and the ridiculous Gold Line) is possible. That would connect from UNCC to Pineville to the airport.

The other segments can wait, to be done later or not at all.

<p>I'm keen to see CATS choose the LPA east of Billy Graham (center running). I own property on Wilkinson between Remount and West Morehead.</p> <p>We want to work with CATS to make this work well for all involved.</p>
<p>My business is less than a block away from the proposed Lynx Silver Line. How will this affect possibility for redevelopment opportunities in the Wilkinson Blvd. corridor.</p>
<p>I think alignment with the current rail corridor would be the better option. Rail on Wilkinson would create traffic issues. I also think a direct route to the airport would be beneficial by creating shorter travel time and more convenience. The biggest reason people would take this line is to access the airport so the quickest and easiest</p>
<p>Option #2 seems to be the best value assuming it ties into option #1 at Westport</p>
<p>My chief concern for this stretch of the rail line would be accessibility for local residents in the eastern portion.</p>
<p>prefer the option to go to the Airports planned development and then run along the rail line. Since Wilkinson will not be reduced to two lanes to lessen the impact on the businesses and allow for bike lanes etc we should prioritize travel time and what is the most cost effective</p>

Public Comment:

Look at the elevated rail in Bangkok. Elevated rail can include elevated walkways connecting the stations directly into nearby buildings on both sides of the street. This is what I think is the best option, especially along 11th St and 277, which is right now a huge barrier that is very uncomfortable to walk across. Street-level rail will make that worse! Rail below 11th St would work only if it is covered. Yes, elevated rail over Wilkinson, south of 77/277 interchange, and over 11th St is the best option to get trains moving quickly in and out while still connecting businesses and streets on the ground.

At the I-277 and I-77 interchange, I think that the LPA is the best alternative. Elevated stations are not too difficult to reach, and I believe that the LPA will provide the best service in the Wesley Heights neighborhood. I favor an elevated structure along 11th Street. I think it is important to separate the rail corridor from the vehicular traffic and the Blue Line. I also think elevated sections such as this could be utilized to create iconic sections of the Rail

For the I-77 / I-277 interchange decision point, I would support the existing LPA (north of the interchange) just because it serves two more established, populated neighborhoods, namely Wesley Heights and the western residential part of Third Ward. In contrast, the proposed station on the southern option is in kind of an odd no man's land between freight tracks and freeways where I'm not sure people would want to live.

For the 11th St question, I would strongly support the *below-grade* alignment. Street level would lead to nightmares with traffic trying to get on & off 277 (unless those ramps were to fly over or under the light rail), not to mention traffic in/out of downtown on N-S streets. Meanwhile, elevated would be an eyesore unless very smartly designed. I think we can handle the Blue and Silver lines crossing at-grade. Plus, an advantage of that crossing would be a much easier passenger transfer between the two lines - no lengthy stairs/elevators required.

Option 1A for 277 and LPA for 11th Street are the best options.

For this focus area, there are two parts. For the first decision, I think option 1A, south of 77/277 interchange makes the most sense.

For the second decision, option 2A (elevated bridge along 11th. Street) is my first choice and close behind that is the LPA (street level along 11Th. Street) is my second choice.

Please consider a stop at/near Davidson and the Alexander Street Park. The distance between Central Avenue and the Blue line is way too long!

I am a proponent of the stop in Wesley Heights to support the continued development of the Morehead/Freedom/Thrift Rd area. This is already a vibrant area, but between the silver line and gold line could pay off in more development on the west side of town.

chance to enjoy the benefits of the rail over southend again. (within slow speed reason- dont want to stop the trains to 5mph)

Next to 11th Street below street level, for the sake of future growth, since uptown has the topo to accommodate it. this underground option would probably be best to avoid all the at grade crossings and speed up travel time.

I wholeheartedly support the Silver Line project. It is a necessity for Charlotte's growing population.

I support Option 1A between the I-77 & I-277 portion.

I support Option 2A for the 11th Street portion.

I think it is very important to avoid any further at-grade crossings in dense areas, including uptown. I live in uptown and there are already too many issues with crossing across the Blue Line with its frequent schedule. To the extent the LPA could (in select areas) be elevated or put below ground, that would go a long way.

The second item I would strongly recommend is to have restricted access platforms, especially in Uptown. Too many people are free-riding and uptown's density makes this much worse than elsewhere on the Blue Line. It is also becoming a free-for-all for the homeless population. With the proposed LPA running very near the Uptown homeless shelters on the north side of I-277, I think this problem could be compounded. Restricted access to the platforms could help alleviate the issue.

Part 1: As a Wesley Heights resident, LPA is an exciting proposition re: local connectivity; however, I believe the direct connection to the Wilkinson Blvd corridor could still accomplish would likely be more efficient and less environmentally damaging in the long term. My support/vote for Option 1A; however, is contingent upon site work/connectivity for pedestrians/bikes along Clarkson Ave/Freedom Drive to any potential station near the terminus of N. Summit. That area is incredibly unfriendly and would make accessibility to any station from the Wesley Heights/Freedom Dr. corridor next to impossible.

Part 2: Unlike elsewhere on the line, I believe that local connectivity is especially important while the train passes through Uptown. Therefore, I think the LPA is most appropriate through his section.

OPTION 1A (west of uptown) and LPA (for 11th).

When the preferred route(s) were published, I was ambivalent about the route in the West Morehead area primarily because of its proximity to Byrant Park, which I think should be expanded if at all possible, not hemmed in by light rail. Also, the flyover bridge necessitated to then enter the median was unappealing (no median routes!!)

The faster route, along with the potential to coordinate with a (rumored) future Panthers stadium on the Pipe and Foundry site make 1A a no-brainer.

I think the available land between 11th and 277 makes a perfect right of way for the Silver Line, without need for more expensive or burdensome construction. Having this line at ground level will allow a good transfer station with the lower level Blue Line. Only cars exiting 277 (during morning rush hour) will really be negatively affected.

Connectivity for residences in first ward as well as ability to spur much needed redevelopment in first ward should be a priority.

Possibly the most difficult section to weigh. For the West portion, I'd go whichever is cheaper/easier. Seems like the LPA is best. For the 11th street portion, I rank as 2B>2A>LPA. Again, the train will be far less of a barrier than I-277 and that con should be reduced in importance. Travel time should be key for this half. Integration with Blue Line second most important, but I don't perceive a difference in elevation as a huge constraint (elevators not a huge cost in the scheme of things) as long as the station is unified.

I think it is important to keep the original stops on Cedar and Wesley Heights. Taking those stops away cuts off many neighborhoods and ppl from this mode of public transportation and makes driving the only option. Not to mention those are older historic neighborhoods, the new stop is located on the Pipe and Foundry land which if developed would mean very expensive residential units and ppl that most likely wouldnt use public

I like Option 1A for Part 1 and Option 2A for Part 2.

Skipping the wesley heights neighborhood would be a loss

Approved!

Strong preference for LPA for Section 1. Option 1A does not make any sense: Wilmore neighborhood is already serviced by Blue Line and would be cut off from Silver Line by heavy rail for the most part anyway. I don't understand why we would want to miss the opportunity to serve the Frazier, Wesley Heights and Bryant neighborhoods with connectivity and TOD redevelopment.
Yellow path is better with the south line and saves time. It would be good to create new development in that
How does one get from the Blue Line to the Silver Line in Uptown? Is one to walk two blocks down 9th or take (wait for) the streetcar at Trade for a second transfer? This doesn't seem like a good way to connect transit lines.
LPA option is preferred for segment 1, unless scope includes adding bridge over railway into South End. Option 2A is preferred for second segment.
For 77/277 area, Option 1A is far more direct, faster, which will have better travel times through corridor, connect best to my preferred Wilkinson corridor along the NSRR and provide station opportunities for the major redevelopment to occur on the Charlotte Pipe Foundry land and Panthers expansion. It also provides a Summit station that will also support the densifying Wilmore Gold District to the East. The FreeMore area in the LPA is historic and already developing and will not be far from Gold Line for access to uptown.
For the 11th section I prefer Option 2B, I believe the expense will be worth it to build a trench as this is uptown and eventually in the coming decades, CATS can sell air rights to build over the corridor and result in a subway, whereas an elevated train will be impossible to build over. A trench also helps reduce noise pollution from trains and visual pollution of the permanent track in front of the developments.
Definitely prefer option 1A over LPA. This option requires fewer bends (faster travel & lower construction cost), plays off the existing heavy rail ROW, and avoids going through a flood zone. It also avoids the I-77/277/Wilkinson intersection. I would suggest adding another station where the current self storage building is to facilitate ridership to BoA Stadium. Option 2A is the only responsible/reasonable alignment along 11th St. At grade light rail will cause far too many street crossings, the negatives of which can already be seen in uptown & South End. In absolutely no way should option 2B be considered as an at grade crossing with the blue line would be disastrous for safety and significantly impact travel times/ speeds.
The LPA (with a station in Third Ward near Cedar Street and a station near Wesley Heights north of the 277/77 interchange) provides access to the Silver Line for a greater number of residents and businesses -- those living in Wesley Heights and located on Bryant Street and Morehead Street, and those living in Third Ward and located on Cedar Street and Morehead Street -- who would not otherwise have access to a light rail line, when compared to the alternative that replaces both of those stations with a single station on the former Charlotte Pipe land/presumably future Carolina Panthers stadium site. That lone station would be accessible, to an extent by residents in Wilmore; residents and businesses located between Mint and Tryon and Summit and 277 already have reasonable access to the Blue Line.
Ultimately, the best possible result would be to give pedestrians and cyclists located on either side of the 277/77
Remake the 11th Street Station into a transit destination. Make the connection between Blue and Silver lines seamless (since we're sadly not going to completely bury the silver line through Uptown. We have one chance to do this right. Let's not cost engineer this to death. Let's spend the money to make this something we can be prod of with excellent frequency and minimizing at-grade crossings with the blue line, vehicles and pedestrians.

Option 1A is my preferred option with the following Caveat - THERE NEEDS TO BE A STOP/Station at W. Morehead Street to serve the existing BOA Stadium area, S.Cedar Street redevelopment and possibly a new Stadium on adjacent Foundry property. I do support a Stop at W. Summit/S. Clarkson rd as well for potential redevelopment opportunity.
Option 2A is my preference for 11th Street because we need Travel time and less interaction with side streets. The "creating a barrier" doesn't hold much water since I-277 is already a Barrier and Connecting with the BlueLine is already and "Elevated Station" affair since 11th Street is already higher than the Existing BlueLine. We do need to support Transferring Connectivity but maintain Speed of Train Travel times through Center City. This is the location to spend \$\$ for overhead structures, rapid escalators, elevators and have a Majorly Covered &
Any at grade crossing especially for the two train lines would be a catastrophic failure for Charlotte transit. This would limit the ability to increase frequency and time of travel, thus making both the silver line and blue line not reliable. The focus for Charlotte's transit has to be ease of use, something that is going to get people out of their cars because it is easier to do. We have already paid for taking the cheap way with the blue line, don't make this mistake for the silver.
Skipping the established Wesley Heights neighborhood for some unfounded future development is a big mistake. The west side desperately needs more access to transit. Building transit down the median of a giant road is a major deterrent to people wanting to ride and a deterrent to TOD (Look at the north side and university area).
Having good local connectivity near Uptown makes the most sense. Having the train run near the stadium (1A) seems ideal.
Please grade separate the Blue and Silver Lines.
I feel like the 11th street stop and corridor is being overlooked here. The intersection between the Blue Line and Silver Line is probably the most important stop for Charlotte residents because it will provide the opportunity to transfer. Connectivity and a singular transfer area is CRITICAL for local ridership. The Gateway station is great for transferring to Amtrak, busses, etc - but this 11th street stop will have a greater impact on Charlotte local residents and needs to be prioritized more. The parking deck at the corner of 11th and Brevard is abandoned and should be bought from Daniel Levine so that a station could be expanded and built there.
Prefer 1A and 2A
Option 2
It seems silly to not want an integrated transfer station. Having the SV and BL lines cross at grade makes no sense and will simply increase travel time for all. Having a easy, designated transfer opportunity between the SV/BL should be CATS number one priority, especially if they want to have the SV line be a viable option for airport traffic. Other transit systems have successfully built LRT transfer stations above ground (see LA Metro Willowbrook/Rosa Park station).
To me, having an easy transfer between the SV/BL line is more important than having an easy transfer between the SV and other transit modes at Gateway.
The SV/BL transfer station will become the key "hub" in the system, whether CATS recognizes it or not. The
Option 1A and 2A is the best choose.
It seems like a clear, quick transfer to the blue line is one of the most critical points on the silver line. A bridge can be a barrier, but that can be minimized with big open underpasses.
I'm opposed to the light rail crossing more streets and interfering with automobile traffic. A longer walk to the station is worth it to me to not have to worry about trains and cars stopping and starting.
Does not connect well with transit center and the rest of uptown
1. & 2. LPA on This part of the Silver Line looks great going through Uptown Charlotte

Looking over and thinking about this area a bit more, the station connecting the blue line and silver line needs to be a major focus. There is going to be a lot of commuter traffic transferring to/from the blue line in order to get into the Southend business district as well as up towards UNCC. In the interest of thinking about service frequency in the future, I don't think having the two lines share a crossing would be ideal. Keeping the silver line at grade on 11th and having it bridge over the blue line seems to be the best route in my mind.
want to be close to the center of uptown
I think Option 1A is better. I think Option 2B is better.
Will the silver line have a rail trail similar to the blue line? There is construction on a connecting path between the green ways at 7th st and 11th st. Have you taken into account how this will interact with that? It would be great if that connection also connected to the silver line in some way.
Was concerned about Project Manager Andy Mock statement about a physical trackage connection between the Blueline and Silverline uptown. I understand the need for that but WE MUST HAVE THESE TWO LINES GRADE SEPARATED Uptown to provide for More Rapid Transit and Train Frequency.
Please look along 12th Street and or the Existing Track along 13th street in order to have a connection between the two lines.
Also - Having a robust Station at 11th Street would be ideal. I think the \$\$ should be spent on escalators, moving sidewalks (like in the airport to move people horizontally quickly) and large Roof/Canopy should be apart of this Transfer Station
i like option 1A because it follows rail alignment. option 2b is good as well because it doesn't slow the trains down. Eliminating crossings and speeding up trains would be the biggest benefit. Getting somewhere quicker by train would result in higher ridership
Would love other transportation options here (bike sharing, scooters, etc)
If the rail lines are not elevated what would the traffic delay impact be in town? Rail crossing locations can create significant delays for regular road traffic.
For the eastern part of Zone 3, we prefer the Central Ave stop option to the Jackson Ave stop option. Putting the stop on Central Ave is more accessible.
The primary goal of public transit ought to be transportation- getting people where they need to go.
Unfortunately, there are many public transit agencies who seem to be more concerned about development than transportation. It appears CATS is one of them.
The Silver Line ought to go through the core of Uptown (via tunnel or sharing tracks with the Blue Line) to best serve riders.
Transfers reduce the convenience of taking transit and add travel time. By building around the core of Uptown, riders who wish to get to the core must transfer or walk a long distance. Since the proposal doesn't serve the bus transfer center, riders who wish to transfer to a bus would have two transfers instead of one. CATS shouldn't prioritize a second transit center that benefits developers over riders.
It would be unfortunate to spend so much money and time to build the Silver Line around the fringes of Uptown, then regret your decision and wish you would've built it through the core instead.
i would go with LPA as it provides some local connectivity

One of the most important uses of the Silver Line will be to provide an alternative for commuting to work in Uptown instead of traveling by car. It is very important that the route chosen here balance travel time, connectivity to the center of Uptown, and safety, as all of these factors will heavily weigh on commuters. If the route does not meet these objectives, it will be underutilized.

Public Comment:
I prefer LPA or Option 1 because it would attract more people for entertainment and developments.
I support option 2. I do not see an issue with a pedestrian bridge to Bojangles (I actually see this as a positive), and believe that being on the north side of Independence will better serve local connectivity with the additional benefit of higher train speeds.
To compete with cars on Independence Blvd, you need to cut down travel time through here. The neighborhoods will gravitate to and build around the stations. I've always hated the LPA here around the coliseum knowing it would hurt travel times. I say build north of Independence Blvd and provide good pedestrian crossings to the other side. Building over the median of Independence Blvd would be better and provide equal access to both sides. Either way, I can see development building over Independence Blvd to build true TOD neighborhoods around each station. So do Option 3, north side.
In this focus area, I believe that the LPA is the best option. In order to create pedestrian connectivity to the Silver Line in this area, I believe it is critical that pedestrian bridges are built over Independence Boulevard at every single station along Independence Boulevard, especially as Independence Boulevard transforms into an
Option 2 is preferred. Theoretically, a straighter alignment will reduce cost and increase train speed. Seems like the logical choice,
LPA and Option 1 are much better than Option 2.
Option 2 (north side if Independence Blvd.) for this focus area makes the most sense to me. The crossover to the auditorium is not that big of an issue really.
I like the version that runs along the south side of Independence. It seems like it has all of the benefits of all three of the routes and fewer of the downsides. Connectivity seems really good, while interference with neighborhoods seems minimal with the poorly utilized commercial space along Independence. I would use this
Along the north side of Independence Blvd.
If we're trying to make this an alternative commuting device, travel times need to be comparable. i think the faster route along with park and rides will be beneficial to commuters
I wholeheartedly support the Silver Line project. It is a necessity for Charlotte's growing population.
Routing south of Independence LPA or Option 1 appears to make much more sense than Option 2 to me. A "con" shared by those options is "slower train speed." Constructing the rail line on the north side of Independence below Charlottetown Avenue would greatly reduce my household's utilization of the resulting line, as well as fail to take advantage of the considerable open spaces on the south and north sides of Monroe that could be (relative to routing north of indepenence) more easily / less costly to utilize for rails, stations and parking.
My vote would be for Option 2, which seems more efficient while also maintaining connectivity along Independence Blvd. Because Bojangles is already so close to Independence, I feel that a pedestrian bridge would not be too burdensome. On either side of Independence, special consideration via zoning regulations should be made to protecting established neighborhoods, and/or requirement for affordable housing units that are transit-
We are home owners in the Eastway Park neighborhood and would like to voice support for keeping the train on this North side of Independence for better neighborhood connections for individual commuters. I think the pedestrian bridge across to Ovens/Coliseum is fine for event traffic. I don't know that a parking garage is needed at Albemarle Rd.that seems close enough already to city center, might as well just drive another 5 min. Very excited and very supportive of the efforts! Thank you.
Stay away from Monroe Rd. Too close to homes and neighborhoods. Do not want the silver line. Rings crime and lowers property values. The blue line is an inconvenient mess for N Tryon. Matthews doesn't need this.

In every other focus area I have been impressed (and in favor of) the new options, except in this focus area: LGA is definitely still the better route.
THE OLD COLISEUM SITE MUST BE A STOP. I believe the redevelopment of the Old Coliseum and Ovens Auditorium area will be a truly transformational development in the Charlotte, and that stop must be prioritized. By placing the rail line directly beside Independence, it both helps preserve the quality of life in the neighborhoods adjacent to the line, and will eventually spur better, neighborhood-oriented (and TOD) redevelopment along Independence.
As far as cutting businesses' driveway access to Independence--I say that's a good thing. I personally think it should be a completely controlled access road, rather than a weird hybrid, and this line on the south side will help achieve that.
The mixed used apartment buildings that will be built in the extant businesses places will be better for the area
I think a pedestrian bridge is plenty of connection for Bojangles - no need to slow travel time significantly to put a stop right there. Also, anything to turn Independence into a full highway is encouraged, so remove all the business driveways. Independence should never have been built, but now that we are where we are, don't leave it as this boulevard/highway hybrid - makes no sense and is dangerous. Ranking 2 > LPA > 1.
I think the LPA or Option 1 serves the local community better because its close to Bojangles and all the other new MORA developments occurring in the area.
Taking the station directly to bojangles seems like it would add time to the trip especially since bojangles isn't used on a daily basis. better to connect local neighborhoods.
The yellow line to the south of 74 is the best bet to give a stop for bojangles which will be a big boon but also allow a stop near the walmart there. The curves may slow things down.
Option 2 appears to have vastly better outcomes with less floodplain, curves, driveways and an Albemarle Park and Ride.
In the end, the faster, straighter alignment will be better for travel times while helps people want to use the alignment. Crossing a pedestrian brigde for the Coliseum will be a minimal issue, and not having the train to contend with will improve development options for the Colliseum land.
It does make the light rail less useful to Monroe Road, but it is only a bit farther away. Staying on the North Side of independence appears to be much more efficient for a straighter, faster corridor.
I would hope a pedestrian bridge will also be considered for the Walmart area too and for Chantilly.
Use the LPA, but incorporate the option 1 routing adjacent to Bojangles Coliseum instead to avoid the huge dogleg around the parking lot of Ovens Auditorium
Run this down the middle of Independence, elevate it and build bridges to enable pedestrians to get across Independence. Build the infrastructure to support shops/coffee shops, etc. to make it a desirable destination. As I've said before, we have one chance to do this right. Let's not cost engineer this to death. Let's make this a system we can be proud of. The Blue Line and Extension suffer from the cost engineering committed against
I agree with the LPA for this portion of the route. Servicing the BoPlex is of the utmost importance as is Development Opportunities in East Charlotte. Travel Time can be made up closer to uptown and along the
I like the option on the north side with the pedestrian bridge. Faster transit is important in this corridor.
Prefer 1A route

Thank you for this event and for putting the light rail on the side of Indy. It looks to me as if Option 1 may better fit here, with potential development in the indicted area, but pedestrian bridges or foot/bike traffic over Indy to the stations will be very important. A bridge for foot/bike traffic to the parking area on the N. side might work, too. It is important that this amenity serve both sides of Indy. I do not like the idea of increased flooding in the
What is the main difference between the LPA route and the Option 1 South route? Both routes seem much more pedestrian friendly than the Option 2 - north route. I am really excited for the silver line! It is exactly what independence blvd and monroe rd need!
Hello, As a homemaker on Fugate Ave., located very near Bojangle's Arena and the proposed line, I'm concerned about the proximity of the south option to my neighborhood. Can you specify what "greater potential for residential impacts" means specifically for my neighborhood? Thank you
I think option 2 provides the most benefit. As long as there is a nice pedestrian/bike bridge included with the station on the North side of 74, I think it would provide good connection to the Coliseum and the neighborhoods on the south side. I often see people trying to run across 74 around this area on foot, so just having a good foot bridge would serve the community well, let alone having the light rail connection.
I meant to also add that with option 2, having a park and ride access from Albemarle would be super beneficial to people on the North East side of Charlotte. It would be nice if we were able to demolish the abandoned Varnadore building (I think that's it's name, the abandoned tower between 74 and Bamboo St) and place the park and ride parking deck and station there. It's a real eye sore currently.
Option 2 along north side of Independence
Assuming a bridge will be built to the Coliseum, Option 2 is the most beneficial for everyone. Quicker commute times for daily commuters. Also I dont think the coliseum would lose to many guest because of the short walk
How will the light rail track cross Sharon Amity with the Option 1 line? With the incline....underneath or over? Thank you
The economic development is extraordinarily important for the E. area.
From my experience with the Chicago O'hare rail line, stations at highways are a completely miserable experience and very isolated. Stations should be placed for better connections into neighborhoods and shielded from the noise and pollution of Independence Blvd.
I would oppose bending the train and tracks to such a degree to cater to the Coliseum. The light rail can be used for so many things besides events at the Coliseum. Hopefully it will serve daily commuters. I don't like the plan to slow down the train every day to save a few minutes walk from the station to the Coliseum.
It seems to me if the point is to have a connection to the BoPlex, then it makes sense to put the train on that side of independence. It will have to slow down for the station stop anyway, so I dont think speed is an important factor. Also seems to provide connections to more neighborhoods via monroe road. Option 1 seems to alleviate my concerns about environmental impact.
Option 2 Along the north side of Independence Blvd. (A Pedestrian bridge to Bojangles Coliseum Station would work to get people across Independence Blvd Between Eastway Dr. & Briar Creek Rd. Same issue with Amity Gardens Station. A Pedestrian Bridge Between Eastway Dr. & Sharon Amity Rd. Also A Park N Ride for Albemarle
Fewer stops
I think Option #2 is better.
The combination of the development PLUS environmental considerations PLUS travel time make Option 2 the much better choice. It seems like Option 1 would would take longer to construct, more negatively impact the environment, and also provide a slower commute. It simply doesn't make sense. Option 2 is better.
alignment south of independence makes the most sense. Direct connectivity to Bojangles coliseum and walmart and future development. Option 1 running behind properties south of independence makes sense as well.

Regardless of the path taken, pedestrian bridges are very important here. I see people trying to cross independence here frequently on foot and would make a park & ride viable for any option. As with everywhere on the journey, other transportation options would be great to have (bike sharing, scooters, etc).
Full disclosure: I live in amity gardens, if you couldn't already tell :)
Option #2 seems to be the best option
My chief concern would be for construction impacts on existing businesses and neighborhoods along the Independence Blvd corridor. The adjacent neighborhoods already have significant noise concerns.
direct connection to Ovens is needed. I would then say run it back over to the Northside of Independence blvd The Northside looks like a smoother route
LPA or Option 1 much preferred to Option 2. These options provide opportunities for residents, workers and event goers to have transit access south of Independence as residents on the north side of Independence will enjoy with the street car. Additionally, the opportunity to include Bojangle's Coliseum in the alignment creates a great opportunity for event access and area uplift. The floodplain concerns with these alignments are not severe as Edwards Branch is a piped stream under Independence and the parking lots transversing the area.
In order to reduce car traffic on independence, travel time via Silver Line will need to be no longer than traveling by car in congestion. Ideally the commuting time via Silver Line should be much shorter. There should be several park and ride stations that offer plenty of parking and safety. Since the city is growing so much, these parking options should be built in such a way with extra capacity upon opening to allow for increased ridership over time.

Public Comment:

I have concerns about what will be done to Monroe Rd. Widening it too wide like N Tryon is unattractive. Building alongside Monroe Rd will affect a lot of businesses. Perhaps CSX railroad is the best option. I'd recommend building the light rail and new development over the freight line, bury it.

Through Matthews? All I can ask for is good integration within walkable neighborhoods; make Matthews an attractive place for people from Charlotte to want to visit.

But to compete with cars on Independence, you should minimize street-level crossings to improve safety, time, and performance.

When the Silver Line transitions from Independence Boulevard to Monroe Road, I prefer the current LPA alignment I believe it will best serve the community. I also think that the alignment should be on Monroe as opposed to the CSX railroad alignment, as the CSX alignment would be farther from businesses and development. I strongly believe that the Silver Line should travel down Matthews Street as it traverses through Matthews. As a Matthews resident, having the station at Novant Health would make the station disconnected from the vibrant downtown Matthews area and be more inconvenient to riders.

Option 1A, LPA along Monroe Rd., and Option 3A.

This focus area was the hardest to decide on for me. However, I agree with the LPA (Village Lake Drive) for the first decision. For the second decision, I selected option 2A (along CSX railroad) to reduce congestion along Monroe Road - the line would be close but not right on it. Conversely, for the third decision, I felt the increased congestion in downtown Matthews was outweighed by the convenience of having the line accessible right there without going into a "trench" somewhere off in the distance - so I chose option 3A (along Matthews Street) for that decision. I really enjoyed seeing the plans for all of the focus areas!

I live in the Burtonwood neighborhood off Monroe Road. Based on what I saw in the video, for the Transition, Option 1A is preferred for least interruption to the neighborhoods around this area. For Monroe Road/CSX, the LPA along Monroe Road is preferred for development. And through Matthews, option 3A along Matthews street for better access in Matthews.

since people in this area will probably use the rail to commute, i think whatever speeds up travel times is best.

I wholeheartedly support the Silver Line project. It is a necessity for Charlotte's growing population.

Feedback on the areas solicited:

- 1) LPA appears optimal
- 2) Option 2A desired
- 3) Option 3A appears best of those presented

Item 1 - 1A seems like the best bet, with less displacement while maintaining accessibility to Monroe Rd. Also, it is worth noting how important of a community asset McAlpine Park is, as one of Charlotte's largest and preeminent green spaces (a city already with such little access to green space per capita) - preserving and building around the utilization of that green space should be a priority. McAlpine Park could also be used as a transfer point to other neighborhoods by bike, etc.

Item 2 - 2A seems like the best bet, utilizing an existing asset and helping the trains move faster towards its end point. A station would still be accessible to Monroe Rd, which would have already been served by a station near McAlpine Park?

Item 3 - 3A seems best and worth the heavy investment from an increasingly rich tax base (not City of Charlotte) -

IB, 2A, 3A.

Disrupting the border of a park is far less costly and troublesome than displacing families and businesses, and can hopefully lead to the redesign and improvement of the park concurrently...

Also, I do not see why the station has to be elevated if the McAlpine route is chosen. Why can't the station be situated at ground level in the southwestern corner of the park, and then have a flyover bridge to cross the railroad tracks?

I (again) do NOT favor light rail in street medians, so I definitely think the train should then follow the heavy rail right of way.

I do not reside in Matthews, but I think having the train as close to the center of the town is preferable (i.e. learn

Running along Monroe Road for as much of the alignment as possible should be the priority. The alternative at Conference moving the station closer to the East Forest subdivision would greatly increase the ease of use of the line for residents there. Keeping the line and stations closer to Monroe Road will increase ridership and

1. $B > LPA = A > C$. Speed is great. No need to keep business driveways along Independence. Two stations in this section is plenty - TOD less important here than the other two micro areas.

2. $LPA > A$. No need to mess with CSX approval, and TOD seems better along Monroe as that quarry along CSX is here to stay... Construction will force commuters onto Independence which seems like a good thing.

3. $LPA \gg A$. Less car/train interaction here the better. Uptown was fine with Trade/Tryon closed for Gold line, Matthews will be fine with an intersection closing for a bit. And closer to major employment draw seems great. Equal TOD and Matthews downtown connections don't seem too difficult.

For Transition I prefer Option 1A or LPA. For 2, LPA on Monroe Road. CSX is too far away from all the apartments and neighborhoods. For 3, I would like along Matthews Street to continue the downtown development.

We would be more inclined to use the LYNX Silver Line if the stops were near stores/shopping. Walkability is desirable. Can I walk/bike to the closest stop? Are the shops/restaurants within walking distance of the stops.

A connection that is close to the mcalpine park or greenway would be a huge plus to the whole community of

Why not keep the Lynx line going down Independence Blvd.? Why tear through neighborhoods destroying established old growth woods, increase the amount of noise and create additional light pollution when you currently have an industrial highway?

Less interaction with cars and pedestrians would be best. Faster travel time and less impact on environment is the

Over the 20+ years I have lived in Matthews since moving here in 1998, the growth in the overall area is nothing short of explosive. Regrettably, roads and transportation infrastructure/options has not kept pace. While always a topic of discussion and frustration for many, actual execution of a plan is the key. Many different studies and ideas and plans have come and gone over the last 10 years with only limited impact to date. The time is now to actually commit to a plan as for every year that passes, there are that many more reason to reassess, which ultimately leave you right where you started. No plan is going to please everyone, there is no perfect answer, but we need decisions made despite that population who don't agree with the ultimate solution.

1). I prefer 1a as it appears to be the least convoluted, and connected over fairly readily over to the CSX corridor.

2). Definitely do not want the transit budget to rebuild another road. Just like I hope the NSRR corridor is used in Wilkinson, I like 2A to follow along the CSX to have synergies in the long run for crossing closures, less impact to drivers during construction, less issue with noise as the status quo is already used to rail.

3). While I think Novant would be a good option, 3A in Downtown Matthews will have a better connection to the CSX Corridor and more diverse options for riders and development options. It isn't that far from the hospital.

On previous maps you have a bridge across Sharon Forest Drive. How is this going to affect our neighborhood. Are you still planning on this.

You previously said this was an amenity area. What the heck is that. I don't see a bridge on Sharon Forest Drive on this map. Would this go to the amenity area. It would only go one block into Sharon Forest and then hit a small creek bridge and then a cul-de-sac. Doesn't make sense to me.

I would like some comment on this. Village Lake has enough traffic through it.

The Lumark and CSX options seem to be the best. Connection to downtown Matthews is critical although a subterranean station and reduced interaction with vehicles/pedestrians does sound cool (although I think we should bury the whole line). Whatever can be done to minimize interactions with vehicles and pedestrians should take precedent to keep the travel speeds high and travel time low. What prevents the Novant Matthews and coming up to Matthews street option?

I am a Matthews native, and while I live in 28205 right now, I'm always in Matthews for family, and may move back one day. In my mind, after careful examination, the ONLY option to get into downtown Matthews is the "Along Matthews Street" segment. Going under the 51 bridge just makes sense (I've been suggesting for years that the town at least makes that a ped/bike path connection to Rama Rd next time work is done by CDOT, but I digress). Additionally, Matthews-Mint Hill Rd is PERFECT for this, because it is under-utilized in so many ways, yet serves as a great connection to "East End" where the Pizza place/Consignment store/Wells Fargo are located.

Infrastructure cannot handle the increase of the population increase in Union County now and in the future. The roads in Union County can't handle the traffic increase already. North Carolina does not have weight restriction for large trucks and commercial vehicles. The roads are not being kept up and these OVERWEIGHT VEHICLES use them for shortcuts instead of Independence Blvd.. This is not why people live in Indian Trail, they moved their to be in an country atmosphere. This looks like it only benefits Charlotte not the people who live here!

Transition: prefer option 1A.

Second choice: prefer LPA along Monroe Road for development opportunities

Third option: prefer the Matthews street option, getting light rail in to Downtown Matthews would be amazing

Section 1:

I think 1A is the best option. It seems to service more residence as well as offering close access to McAlpine park without disrupting the park itself too much.

Section 2:

I think going along Monroe Rd. would serve the most people and businesses by being closer to the residential areas.

Section 3:

I think having a station as close to downtown Matthews as possible would serve the area best. A decent comprise between having the station right on trade or at the hospital might be having the station closer to the

I think using what is already there, the CSX system would benefit all of the area as you are not trying to restructure existing areas, change wildlife patterns, etc. We have enough traffic, noise, etc in area that contributes to decline of the greenspace. The community can find the current system usable, and at less cost to

I am not understanding how a block from Independence is considered downtown Matthews? I would think you would consider the town hall much more "downtown", but I'd need to see a population distribution to understand why you want to focus all the public transportation on Independence. Will buses be changed so that the citizens of Matthews will have better connectivity with the rail? That seems it would solve the problem of putting the station someplace less accessible. As for driving, I'd prefer to drive and park southeast of my home, such as to the CPCC campus to ride uptown and avoid adding to/competing with the morning rush hour traffic. Thank you for all the hard work and thought put into this. I've been looking forward to it for many years.

Prefer 1A, LPA for next two sections

While there are so many variables and costs, I feel that the line needs to be accessible to people. In a community like Matthews, it's important that the line is as centralized as possible while also allowing convenient access to

The alignment here really should go through the heart of downtown Matthews along West Matthews Street and not through the hospital parking lot. There are more development opportunities and more rider opportunities on the alternative alignment that would more equitably share future development among multiple land owners instead of giving Novant full control over what happens adjacent to a very important station. Engaging with the heart of downtown Matthews will be better for the community as well as give the station a much needed visible presence in the town.

Two of the proposed transitions from Independence to Monroe Rd come very very close to the Abbotts Glen townhome community, located off of the northern end of Village Lake Dr. As a home owner and resident of this community, I would like to know how likely it is the Abbotts Glen townhomes will have to be demolished. Thank

1. Option 1A

2. LPA

3. Option 3A

I am a fan of the LPA purple route. with the exception of the final segment in this section. Option 3A is preferred in the Matthews area.

For Future Note: It would be better to set up this survey so you can pick the desired routes by multiple choice. I think it would greatly improve your data.

Hello. I am interested in both Local Connectivity + Development Opportunities along the Silver line, but would want the city to also consider the environment. For instance, I would not be comfortable with Option 1B. It seems alignment would be too close to the park + greenway. I prefer Option 1A which would allow for development opportunities b/w McAlpine Park Dr and Monroe. That area has always been strange to me, (quite a void) and there could be great opportunities there.

Has there been any consideration to continuing down Independence Blvd. to either Sardis Road N or Sam Newell?

This would eliminate issues with residential on the Lumarka/Village Lake area, CSX and McAlpine Greenway.

Monroe Road appears to be developing on it's own east of Village Lake Drive and is not the dead zone that South

If the Lumarka option is chosen, it might be a good idea if access to the stop/station near the end of Dwight St include pedestrian access to the communities of both Pebblestone Drives, including the Abbotts Glenn townhome community. Perhaps a path out of the northwest end of Abbotts Glen leading to the stop (near Garr Christian Academy). It's probably Hendrick property, and it may not jive with the plan to connect Harris Blvd and Village Lake Dr (eventually), but it would connect a hundred or more single family homes to what seems like the nearest station in the what seems like the favored plan.

opportunities on Monroe Road and around Matthews Street as a great chance to smartly grow our town. I have heard that Novant is against this alignment because they were hoping to also develop the area. Is there a way to accommodate both visions?

Since this project will take so long, is there a way to promote TOD in the corridor currently?

Also, I think extending rail to the west into Gastonia County is great. Why not extend it all the way to Crowders Mountain? That would provide such an amazing health and social benefits to have such a great natural resource available to everyone in the region.

Section 1. Option 1C preferred. Too much focus towards placing a station at the Levine owned properties. It is unfair and inequitable to bulldoze mixed income, multi or single family homes to benefit the Levine family. It is equally untenable to impact the environment and the park for the benefit of the most powerful family in Charlotte. While furthest from the target neighborhood this can be mitigated by use of good rail trail design to interconnect thru the park. Further placemaking can be done by considering already planned greenway development, consideration for higher density housing on the other side of I-74, and future improvements along Independence Pt / M. Wallace improvements. Travel time is insignificant over the whole route.

Section 2. Alignment LPA preferred. CSX ROW acquisition poses too much of a risk to an on time on budget project.

I think any of the options provided give sufficient access to the town of Matthews. I oppose the option that puts a dependency on striking a deal with CSX railroad (or any other railroad company) Other than that, all options are acceptable so whichever is the simplest to implement is preferable.

Curious if you have evaluated making the transition from Independence to Monroe via Conference Dr. instead of further south? It's quite wide for the amount of traffic I've noticed on that road and would allow for a station closer to the independence library and East Meck as well as the new apartment buildings. It seems to me (and I could be quite wrong about it) that this approach would facilitate the transition to Monroe with less bulldozing of

For the transition area, option 1A seems to make a lot of sense from a cost and connectivity standpoint.

For section 2 - the CSX option makes the train virtually useless to those of us located west of Monroe Road (adds an additional mile of distance across mostly commercial developments.

For section 3 - lack of connection to downtown Matthews greatly reduces the functionality of the system to aid in local travel.

If the purpose of the system is to get folks from Union County downtown, then maybe some of these other options would be useful - however, if the desire of the system is to also benefit those living in the area, then these local connectivity issues need to be a high priority over travel time.

1. Option 1A Along Lumarka Dr. (I would actually like the LPA better if you could straight the track out between Wallace Rd / Woodberry Rd. & Monroe Road / McAlpine Station Dr.)

2. LPA Along Monroe Rd.

3. Option3A Along Matthews St

fewer stops

I think Option 1A is better. I like Option 2A better. I think Option 3A is better.

I think this is awesome!! Go for it! I like the Monroe Rd. option the best.

I am not in favor of the entire project. The cost of the project will be inordinate and will disrupt far too many residents and businesses. The negatives clearly outweigh the positives for this project.

I found the following options to be the best:

1A, LPA along Monroe Road, and 3A.

Option 1A would be best due to its proximity to development opportunities and minimized impacts.

LPA along Monroe Road would be best. Option 2A would defeat the point, by having an inaccessible station from the adjacent neighborhoods, reducing the likelihood of people using the system for commuting purposes compared to their personal vehicles.

Option 3A would have an station that not only benefits the Hospital, but all small businesses in the town of Matthews. This would generate a great economic boost and more opportunities including jobs. The Hospital station would not change the way the Hospital runs, therefore generating no benefit.

options 1a, 2a, and 3a make the most sense to me. Routing along the CSX rail reduces interference with traffic on monroe rd. Connectivity to downtown matthews, and the park, cpcc is probably the biggest benefit of having rail in matthews. it would be nice if you could have a tunnel built to extend tank town road under 485 while they are doing construction widening it right now so it's already there when you go to build the rail.

1B, LPA, & 3A seems to be the best value and creates connectivity in the most reasonable way

Negotiating an agreement for the existing rail line would be a good option.

The primary goal of public transit ought to be transportation, not economic development.

In regards to the transition from the Independence Blvd corridor to the Monroe Rd corridor, the "Near Kreteld Drive" option seems like it would be more convenient to more people- especially people east of Independence Blvd. This should be chosen over options that favor economic development.

In regards to the Matthews alignments, the hospital and the city center are both destinations that should be served. Whichever destination gets selected, there ought to be a convenient sidewalk connection to the destination that didn't get selected.

LPA to Village Lake Dr.. then move to the CSX line and then maybe go back to the LPA to Novant

Transition - LPA or 1A. Do not wish to see 1B impact McAlpine Creek Park. 1C offers less economic development than transitioning to Monore Rd.

Monroe Rd LPA - much more economic development/ TOD opportunity and access for existing and future residents. CSX isn't really feasible.

Through Matthews - LPA or 3A

The city should consider expanding bus routes to cover Rama and Sardis Roads to ensure that commuters living between Providence Road and Monroe Road have easy access to the Silver Line.

Public Comment:
I think I'd rather make Stallings and Indian Trail attractive town I'd want to visit than worrying about taking commuters off Independence Blvd. A bit contradictory to my previous comments? No, when you consider that we should get more people to *live* along the lines instead of encouraging everyone to drive to the stations. So, make the route straight with few crossings (like building over the road) to get fast travel times, but build central stations that form the center of attractive, walkable, mixed-use neighborhoods.
Option 2
Great to see the line extend to Union County! After watching the video and having the options explained, I selected option 1B (Independence Blvd. to Matthews-Indian Trail Road) as the best option for that area.
looking at map, there is less conflict and crossings, might make sense to go ahead and make the connection
I wholeheartedly support the Silver Line project. It is a necessity for Charlotte's growing population.
Building a robust infrastructure with potential for expansion should be the goal of the project. I believe that option 2 provides the best potential option for focus area 6.
This would be best decided by Union County residents/tax payers.
Either of option 1 is better than 2. This is a park and ride extension for Union County, so visibility is primary concern. TOD seems about the same either A or B. As long as Union County pays for the extension in entirety, they should be able to choose how it intersects their town hall.
Option 1B.
Seems like it would be a waste to build into stallings as it wouldnt generate much ridership
The park and ride that is easy to see would be nice and that curve of 1A is not a good. so I would vote 1B so as to not have to much impact on homes and what not
IOption 2 is preferred for its shortest total length and is not that far from Independence for park and Ride. No idea why Indian Trail Town Hall would be a destination but hopefully this is a terminus that helps eventual extension on CSX or Independence in Monroe.
Whatever gets folks riding. Avoid traffic/cars/people when at all possible. Direct, fast, non curvy routes.
I am excited about the potential for the LYNX Silver Line to connect to Indian Trail. This would provide excellent opportunities for the Town and it's residents.
Lynx is needed in Indian Trail
Benefits are enough to outweigh the major inconvenience this will cause dumping an excessive amount of traffic and inconvenience to A lot of people in Union County which cannot support all of issues that will come from this..Monroe road widening was supposed to have been started two years ago and finished by 2020.. It has never been started to this date. Can this be explained?
Definitely support extending into Union County (am Brookhaven resident). Like option 2, gives more possibility for new development opportunities.
I live in Weddington and travel time to Indian Trail would be very convenient. I can avoid the hassle and traffic trying to get to Mathews Pkwy - too congested might be a turn off for me. Free parking for the Indian Trail connector is important so picking a location where you can identify a lot for parking is key. We should oversize the parking lot as I have found I am unable to park in any of the lots on the South Tryon line as they are all full
Option 1.b. has more pros than cons. Since all 3 options are quite similar, it makes most sense to choose the simplest option with the least construction. I feel that the majority of residents are likely to use the park and ride to take the train to other areas, despite its location.
Option 1B
I wholeheartedly support the extension into Union County. I support option 2 the most. Independence is already a crowded and bustling highway with thriving businesses. I would prefer to see new locations and spaces pop up around the light rail, separate from the existing highway.

I don't have a lot of thoughts on the specific route, but I do think it should be extended. As housing becomes more and more expensive in Charlotte, people will need to move farther out. The light rails should be proactive and not reactive and try to build into those places as soon as possible, not wait for traffic to become horribly congested and then try to extend it when it will be more difficult as development occurs throughout the area.
Option 1B Independence Blvd. to Matthews-Indian Trail Rd. I like the idea of easy access to Independence Blvd and the Monroe Express Way.
I like Option 1B better.
run it along the existing csx rail. direct access to indian trail, put station behind town hall. i don't see much development happening in this area from the silver line so just build a direct link to indian trail from CPCC with
Option #2 seems to be the best option
Follow the preferences of Union County residents for the location of the rail line path.
which ever option is the most cost effective and provides the quickest travel time should be chosen