

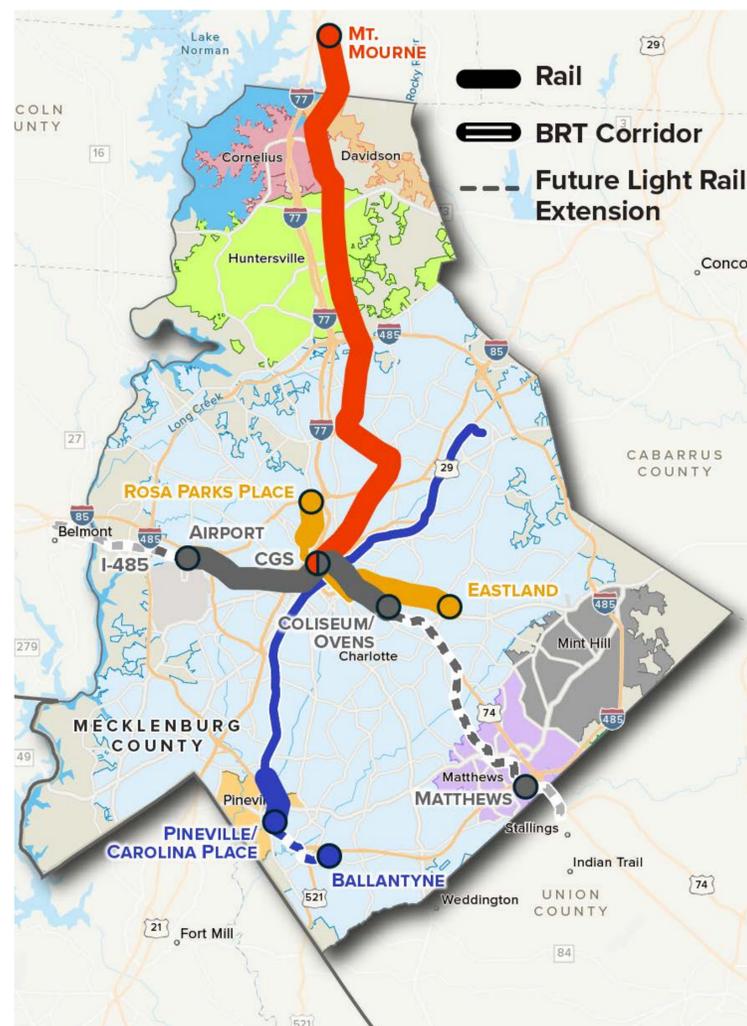


# TRANSIT SYSTEM PLAN

## CHARLOTTE AREA TRANSIT SYSTEM

### PHASED IMPLEMENTATION OF CURRENT PLAN

Scenario 1



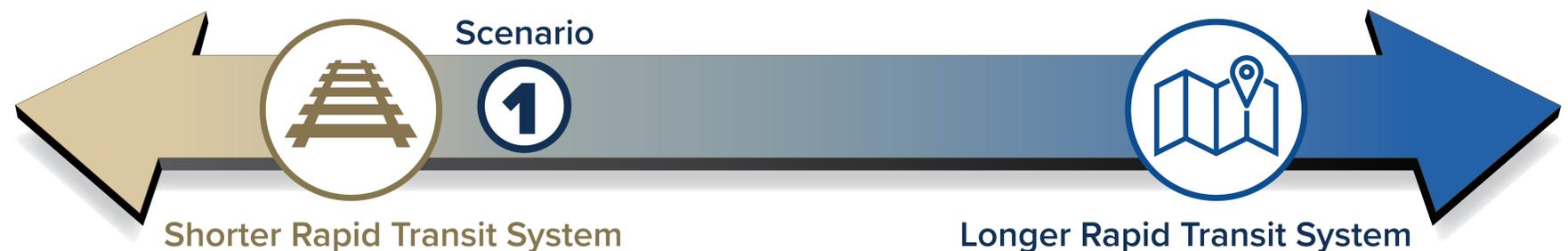
Service Type	Quantity
Bus Service	50% Increase
Commuter Rail	25 miles
Light Rail	12 more miles
Streetcar	6 more miles
Bus Rapid Transit	n/a
Corridor Bus Enhancements	Enhanced bus connections to Matthews and Ballantyne

**Total New Rapid Transit Miles: 43**

### Silver Line and Blue Line Extension

Scenario 1 is a phased implementation of the current TSP, with a focus on light rail transit (LRT).

- Silver Line LRT would connect the Airport to the Bojangles Coliseum/Ovens Auditorium area, with future extensions planned both east and west.
- Blue Line Extension LRT would extend beyond its current endpoint at the I-485/South Boulevard station to Pineville, ending at Carolina Place Mall, with a future extension to Ballantyne.



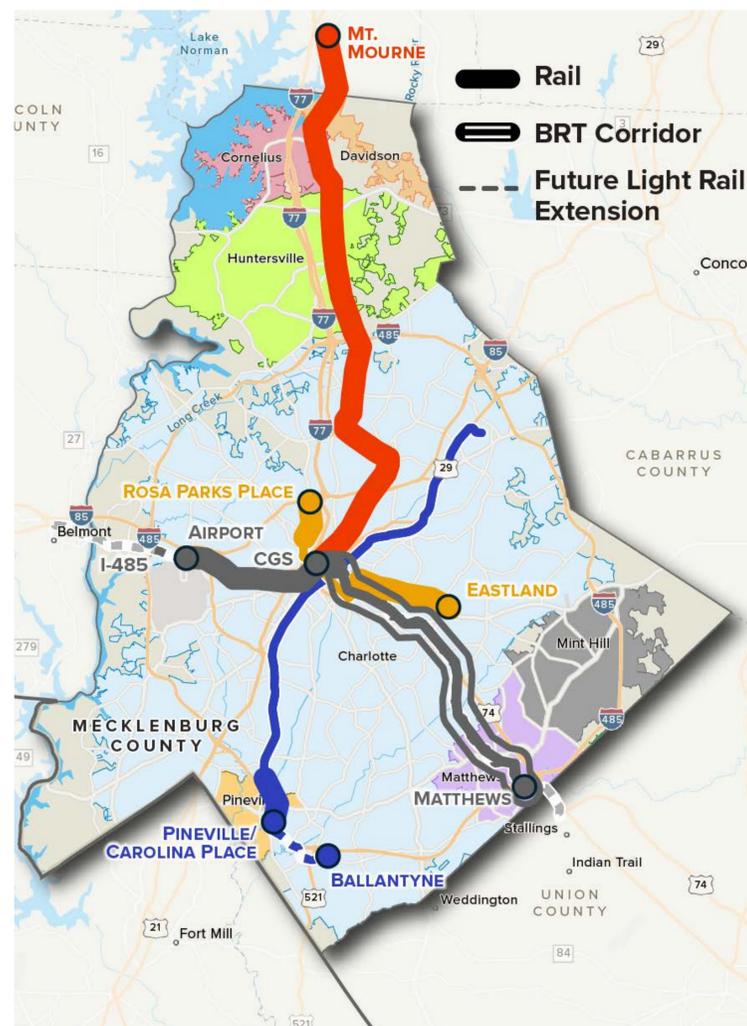


# TRANSIT SYSTEM PLAN

## CHARLOTTE AREA TRANSIT SYSTEM

Scenario 2

### MIXED LRT/BRT SCENARIO



Service Type	Quantity
Bus Service	50% Increase
Commuter Rail	25 miles
Light Rail	9 more miles
Streetcar	6 more miles
Bus Rapid Transit*	~14 more miles
Corridor Bus Enhancements*	Enhanced bus connections to Ballantyne

**Total New Rapid Transit Miles: 54**

\*Specific BRT alternatives would need to be studied and defined in a future study.

### Silver Line and Blue Line Extension Variations

Scenario 2 is a mixed scenario with more LRT.

- Silver Line West LRT would run from the Airport to 11<sup>th</sup> Street/Blue Line.
- Silver Line East Bus Rapid Transit (BRT) would connect Charlotte Gateway Station to Matthews.
- Blue Line Extension LRT would extend beyond its current endpoint at the I-485/South Boulevard station to Pineville, ending at Carolina Place Mall, with a future extension to Ballantyne.



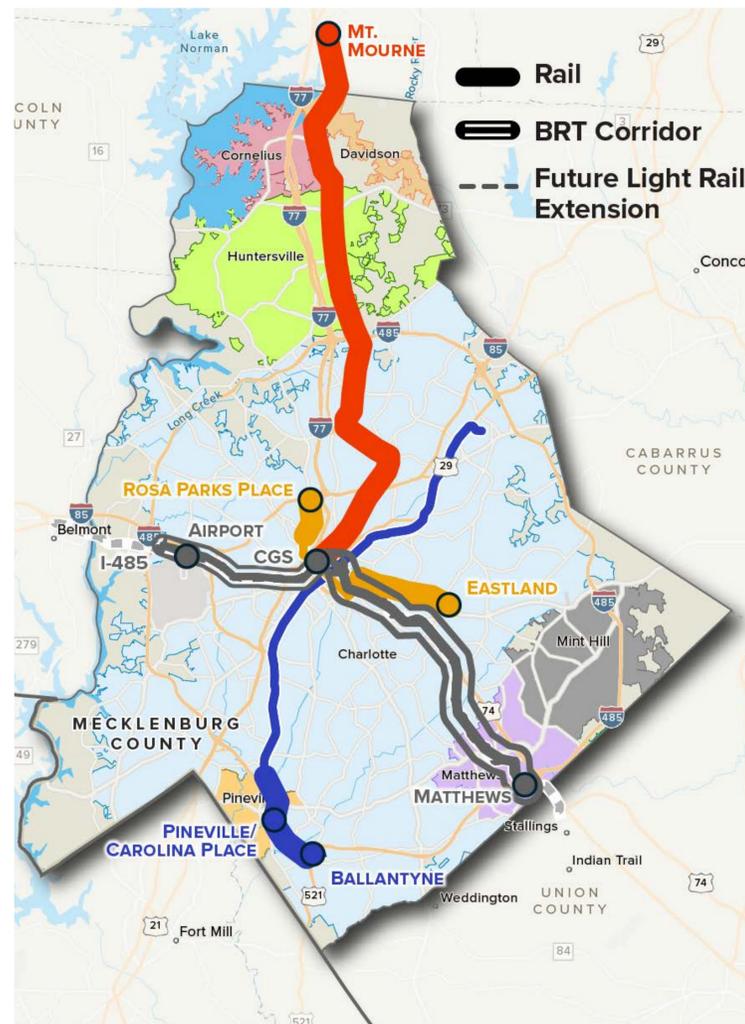
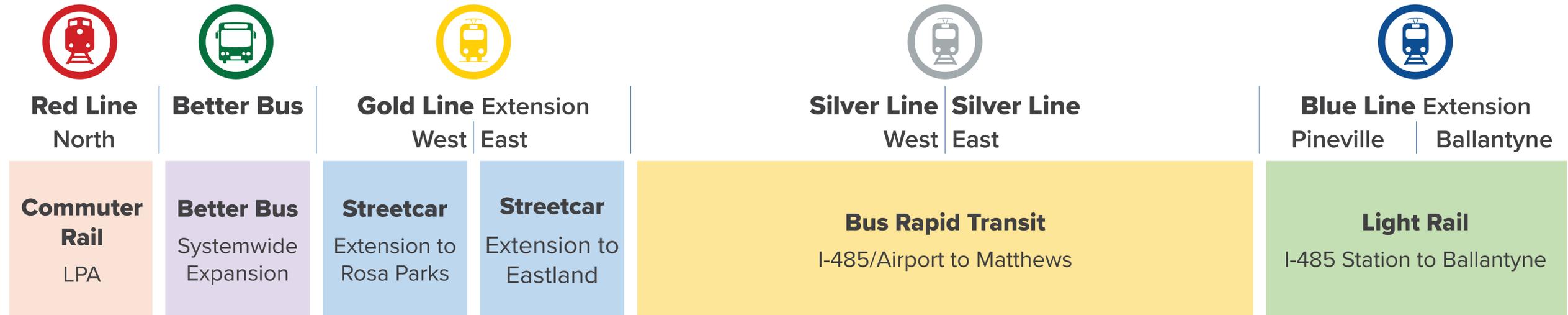


# TRANSIT SYSTEM PLAN

## CHARLOTTE AREA TRANSIT SYSTEM

Scenario 3

### MIXED LRT/BRT SCENARIO



Service Type	Quantity
Bus Service	50% Increase
Commuter Rail	25 miles
Light Rail	5 more miles
Streetcar	6 more miles
Bus Rapid Transit*	~21 more miles
Corridor Bus Enhancements*	n/a

**Total New Rapid Transit Miles: 57**

\*Specific BRT alternatives would need to be studied and defined in a future study.

### Silver Line and Blue Line Extension Variations

Scenario 3 is a mixed scenario with more BRT.

- The Silver Line corridor would operate as BRT from I-485/Airport in the west to Matthews.
- Blue Line Extension LRT would extend beyond its current endpoint at the I-485/South Boulevard station to Ballantyne.





# TRANSIT SYSTEM PLAN

## CHARLOTTE AREA TRANSIT SYSTEM

Scenario 4

### BRT FOCUSED SCENARIO



**Red Line**  
North

**Commuter Rail**  
LPA



**Better Bus**

**Better Bus**  
Systemwide  
Expansion



**Gold Line** Extension  
West | East

**Streetcar**  
Extension to  
Rosa Parks



**Streetcar**  
Extension to  
Eastland



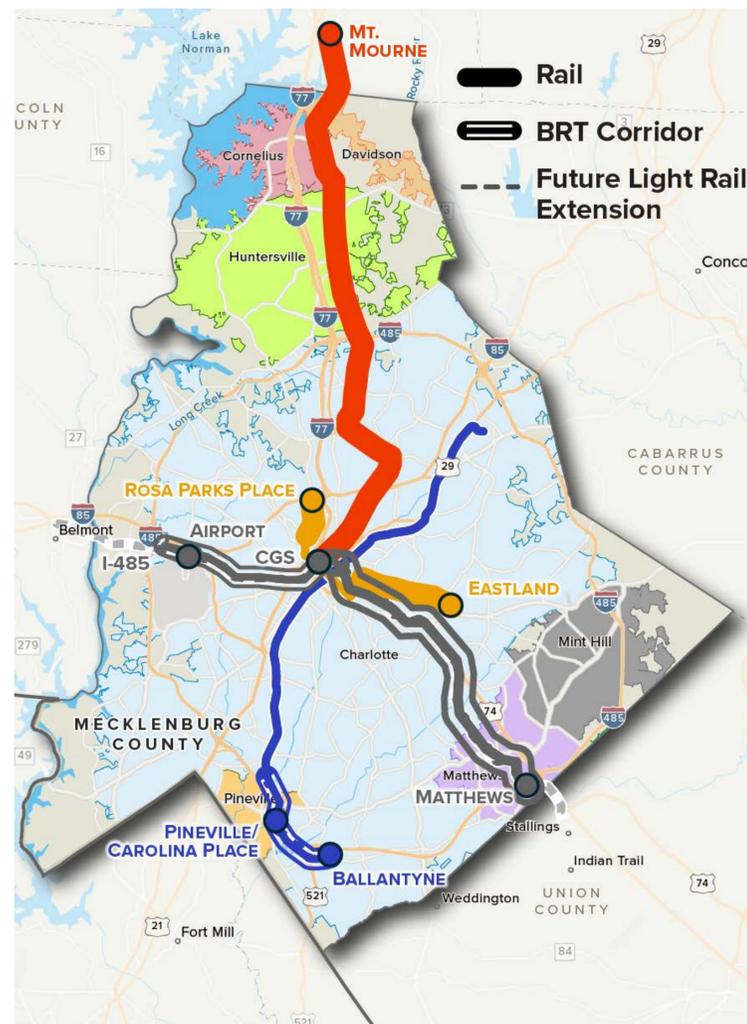
**Silver Line** | **Silver Line**  
West | East

**Bus Rapid Transit**  
I-485/Airport to Matthews



**Blue Line** Extension  
Pineville | Ballantyne

**Bus Rapid Transit**  
Pineville to Ballantyne



Service Type	Quantity
Bus Service	50% Increase
Commuter Rail	25 miles
Light Rail	n/a
Streetcar	6 more miles
Bus Rapid Transit*	~27 more miles
Corridor Bus Enhancements*	n/a

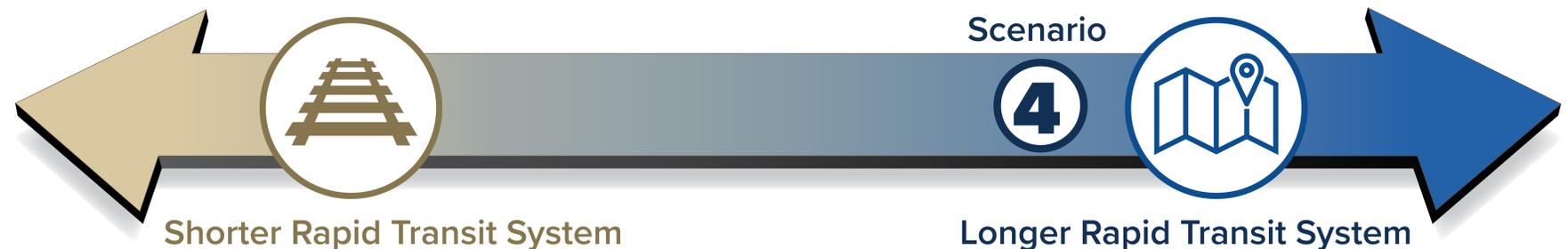
**Total New Rapid Transit Miles: 58**

\*Specific BRT alternatives would need to be studied and defined in a future study.

### Silver Line and Blue Line Extension Variations

Scenario 4 focuses on BRT.

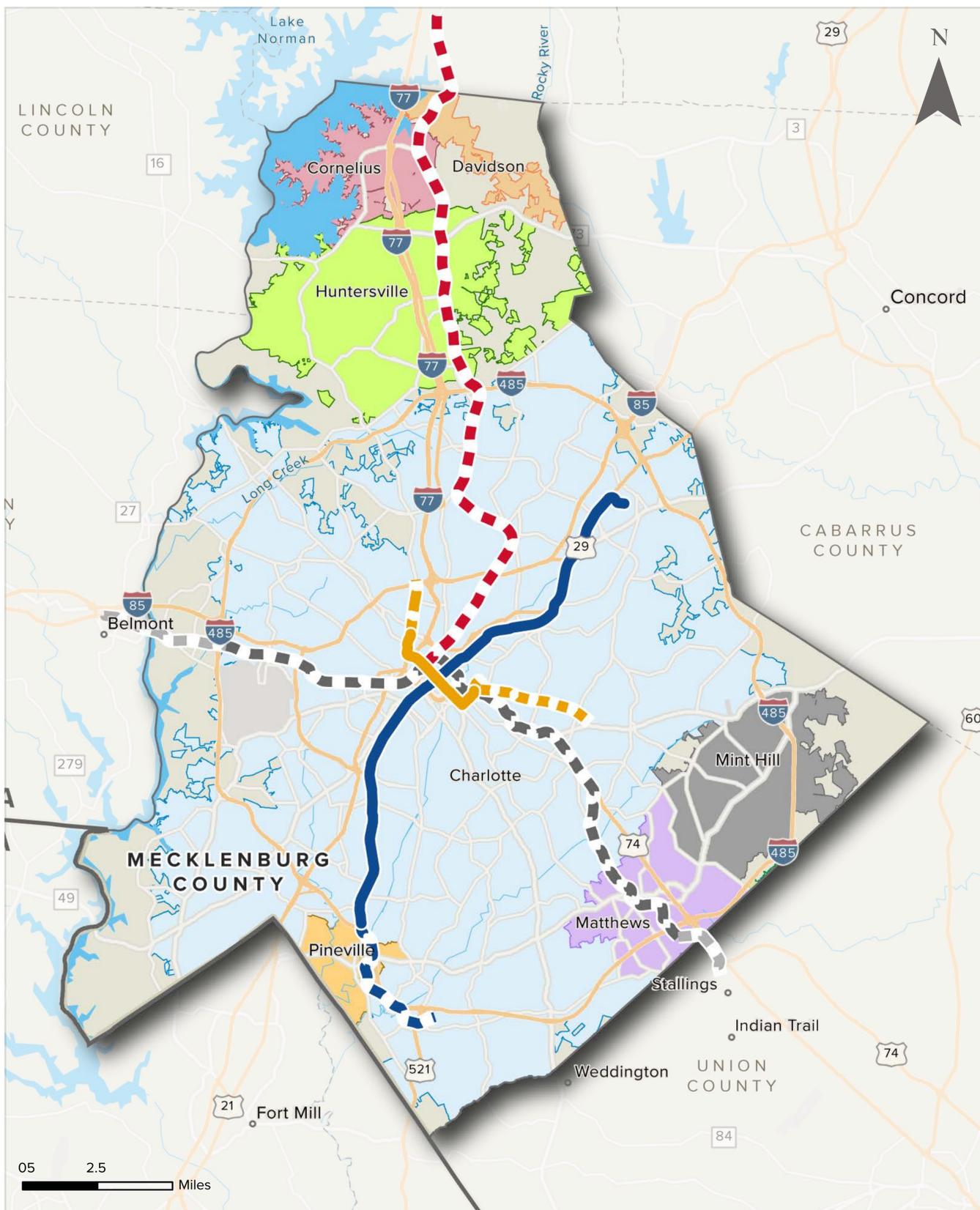
- The Silver Line corridor would operate as BRT from I-485/Airport in the west to Matthews.
- Pineville and Ballantyne also would be connected with BRT.





# TRANSIT SYSTEM PLAN

## CHARLOTTE AREA TRANSIT SYSTEM



## Rapid Transit Corridor System Plan

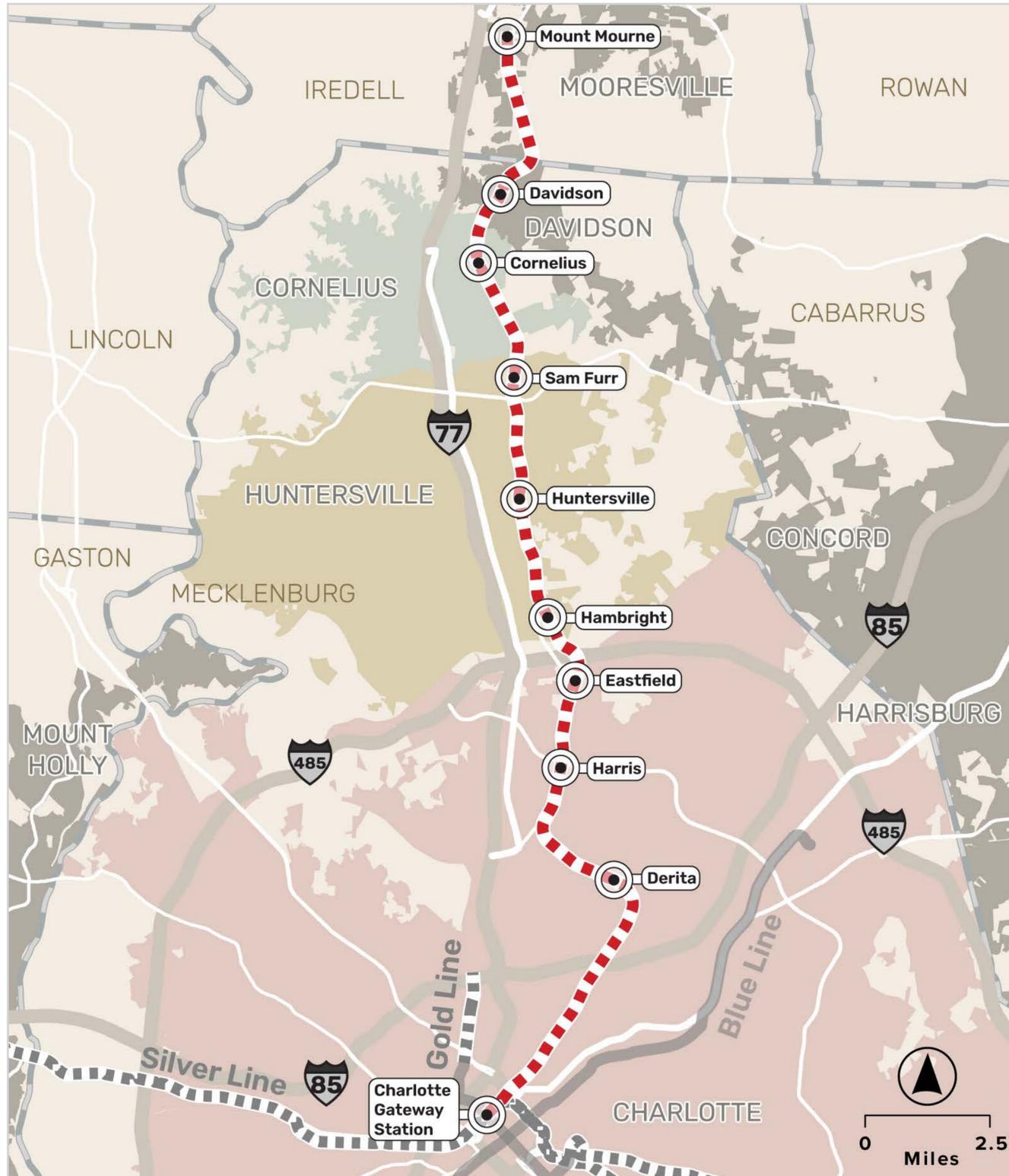
- Red Line**  
Charlotte Gateway Station to Mt. Mourne
- Silver Line (East)**  
Charlotte Gateway Station to Indian Trail
- Silver Line (West)**  
Charlotte Gateway Station to Belmont
- Gold Line Extension (East)**  
Sunnyside Avenue to Eastland Community Transit Center (CTC)
- Gold Line Extension (West)**  
French Street to Rosa Parks Place Community Transit Center (CTC)
- Blue Line Extension (Pineville/Ballantyne)**  
I-485/South Boulevard to Community House Road

### Existing Fixed Guideway Transit Corridor

- Gold Line
- Blue Line

### Proposed Fixed Guideway Transit Corridor

- Gold Line
- Blue Line
- Silver Line
- Red Line
- Regional Coordination Required



### Map Legend

● Proposed Station

## Red Line

*Locally Preferred Alternative (LPA)*

Charlotte Gateway Station  
to Mt. Mourne

## Project Description

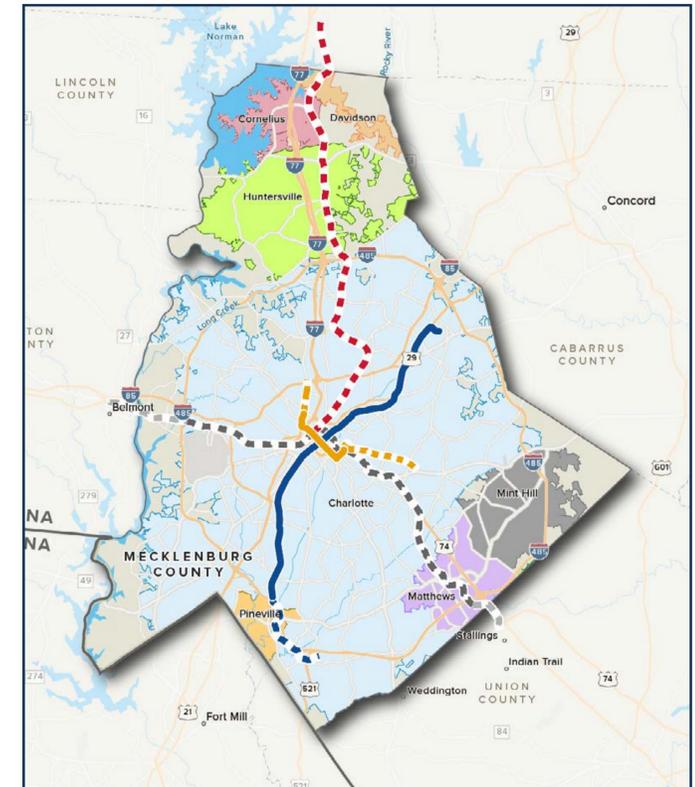


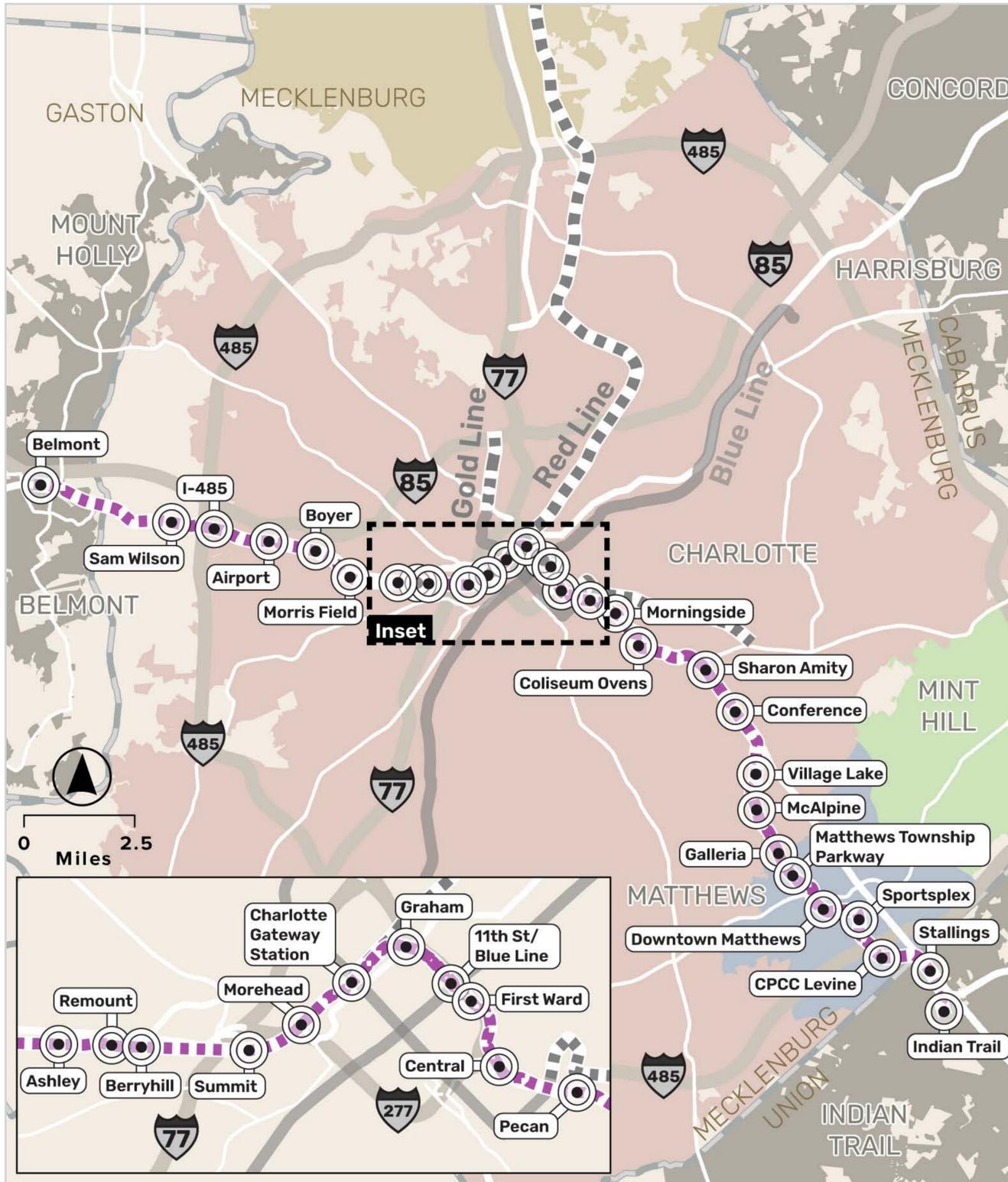
- Commuter Rail
- 25 miles with 10 stations

## Preliminary Service Plan



- 30-minute peak frequency; 1-hour frequency mid-day and weekends
- Up to 42 trips per day





**Map Legend**  
 Ⓞ Proposed Station

## Silver Line

Locally Preferred Alternative (LPA)

Belmont to Indian Trail

## Project Description

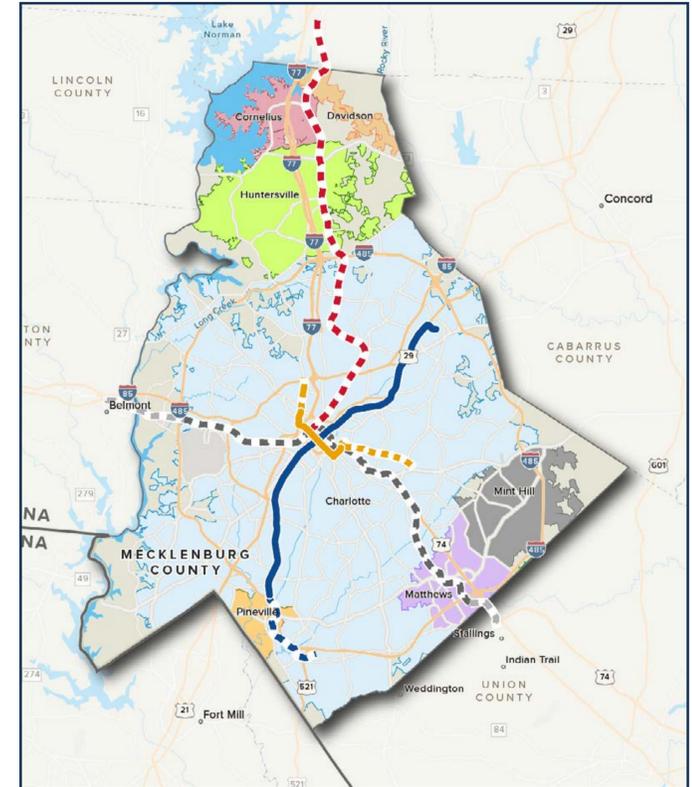


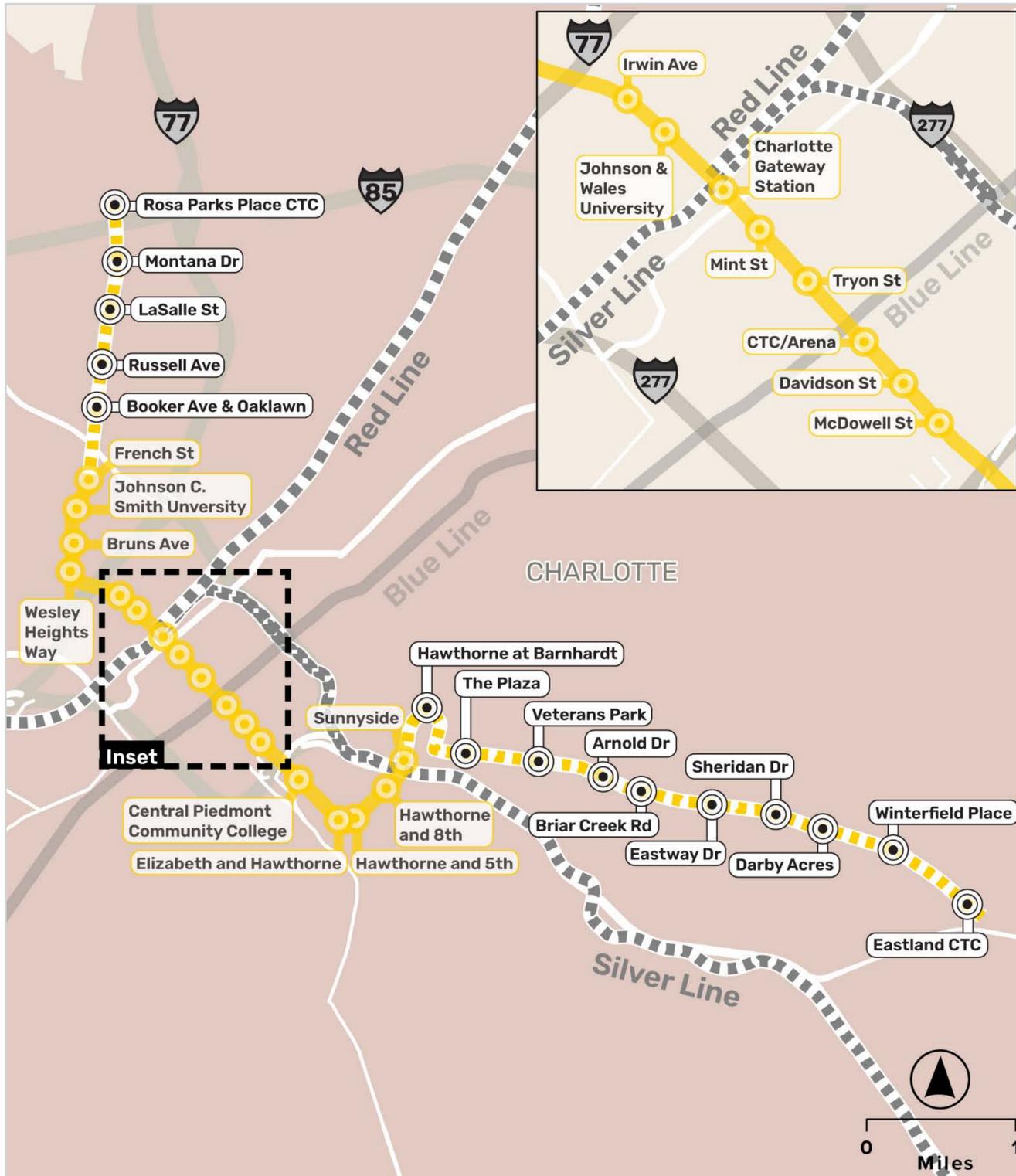
- Light Rail
- 29 miles and 30 stations

## Preliminary Service Plan



- Service from 5AM to 2AM
- 10-minute peak frequency, 15-20 minute frequency off peak and weekends





### Map Legend

- Existing Stop
- Proposed Stop\*

\* Proposed stop locations include changes to be recommended to MTC for approval.

## Gold Line Extension

*Locally Preferred Alternative (LPA)*

French Street to Rosa Parks Place Community Transit Center (CTC) (West); Sunnyside Avenue to Eastland Community Transit Center (CTC) (East)

### Project Description

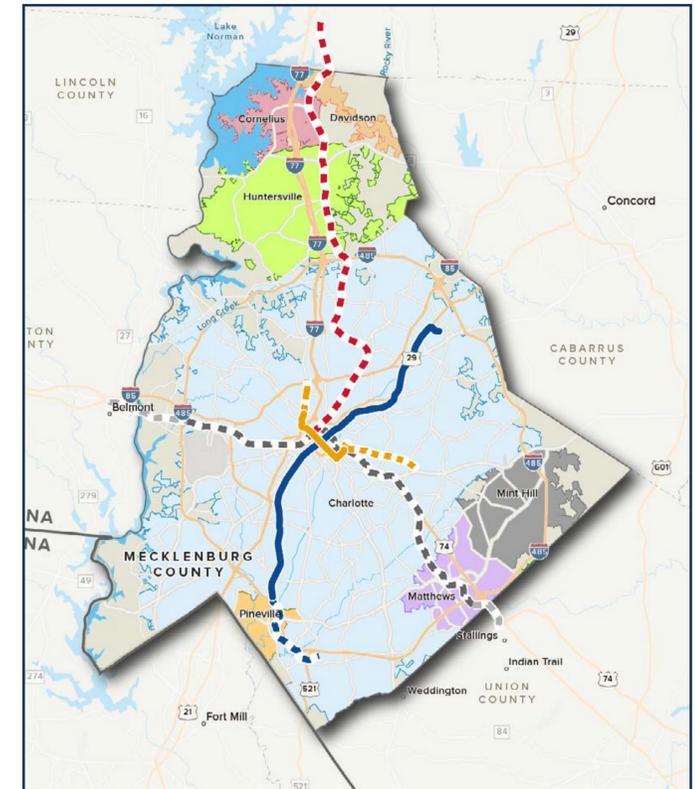


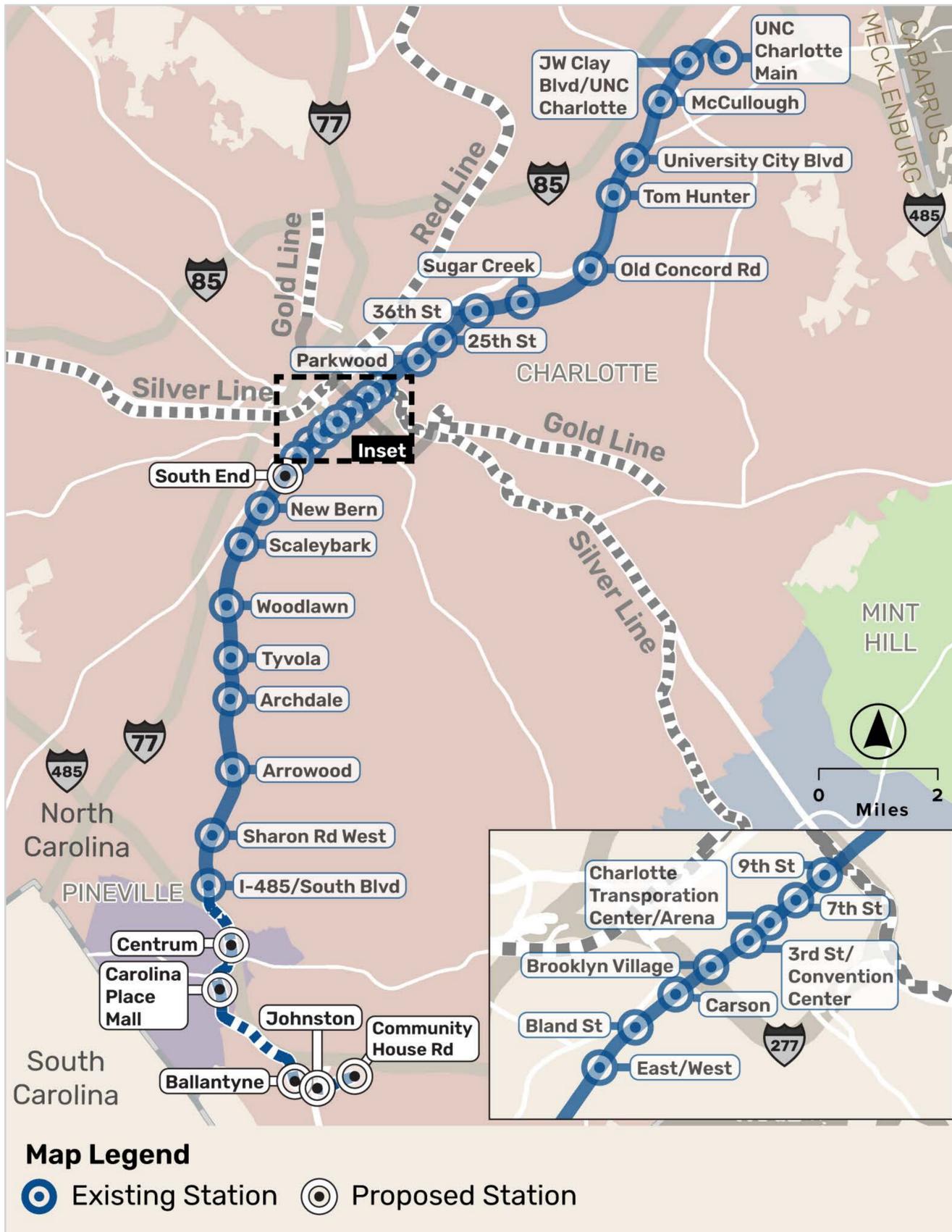
- Streetcar
- 2 miles (West); 4 miles (East)

### Preliminary Service Plan



- Service from 6AM to 12AM
- 15-minute frequency during the day; 30-minute frequency at night





## Blue Line Extension

Locally Preferred Alternative (LPA)

I-485/South Boulevard to  
Community House Road

## Project Description



- Light Rail
- 5 miles and 5 stations

## Preliminary Service Plan



- Service from 5AM to 2AM
- 10-minute peak frequency, 15-20 minute frequency off peak and weekends

