



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

<p>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.</p>
<p>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.</p>
<p>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.</p> <p>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</p> <p>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.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>

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.

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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.