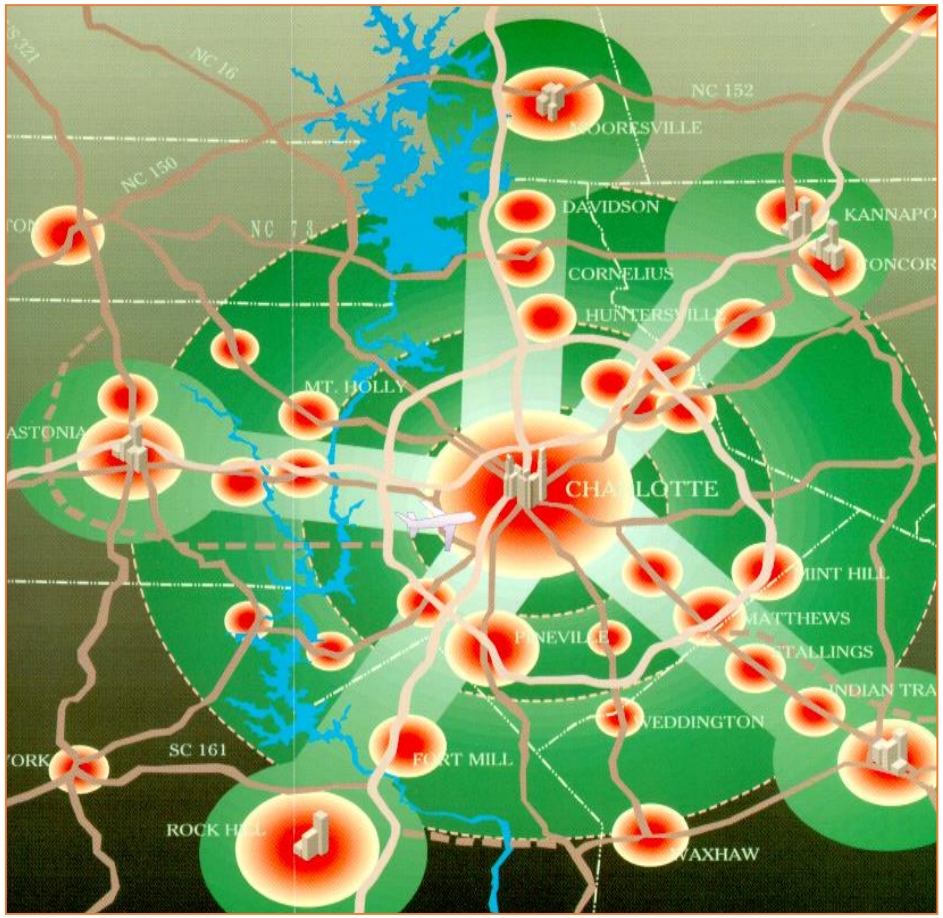
Transit Update - CATS CEO John Lewis

Centers and Corridors Strategy

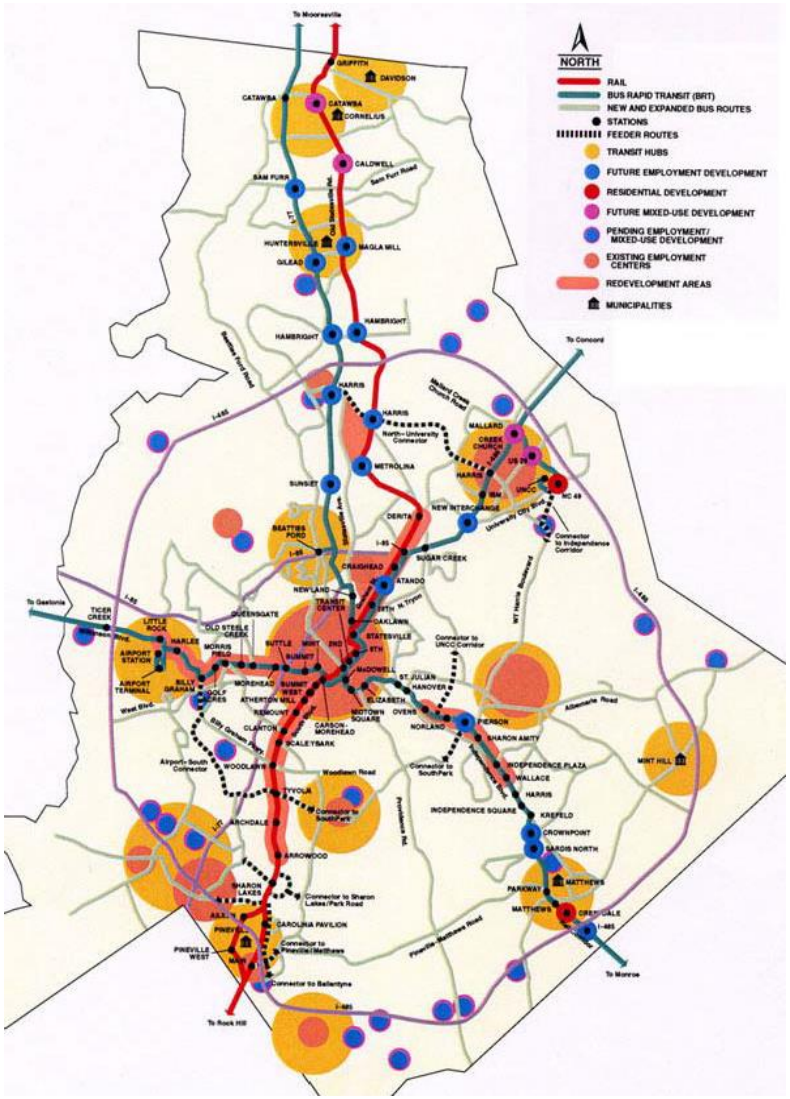
Centers and Corridors Strategy developed in the 1990's

- Long-term growth management strategies for Charlotte-Mecklenburg
- Five primary transportation and development corridors
- Transform unfocused development patterns in corridors and wedges to compact mixed-use development along corridors and in station areas

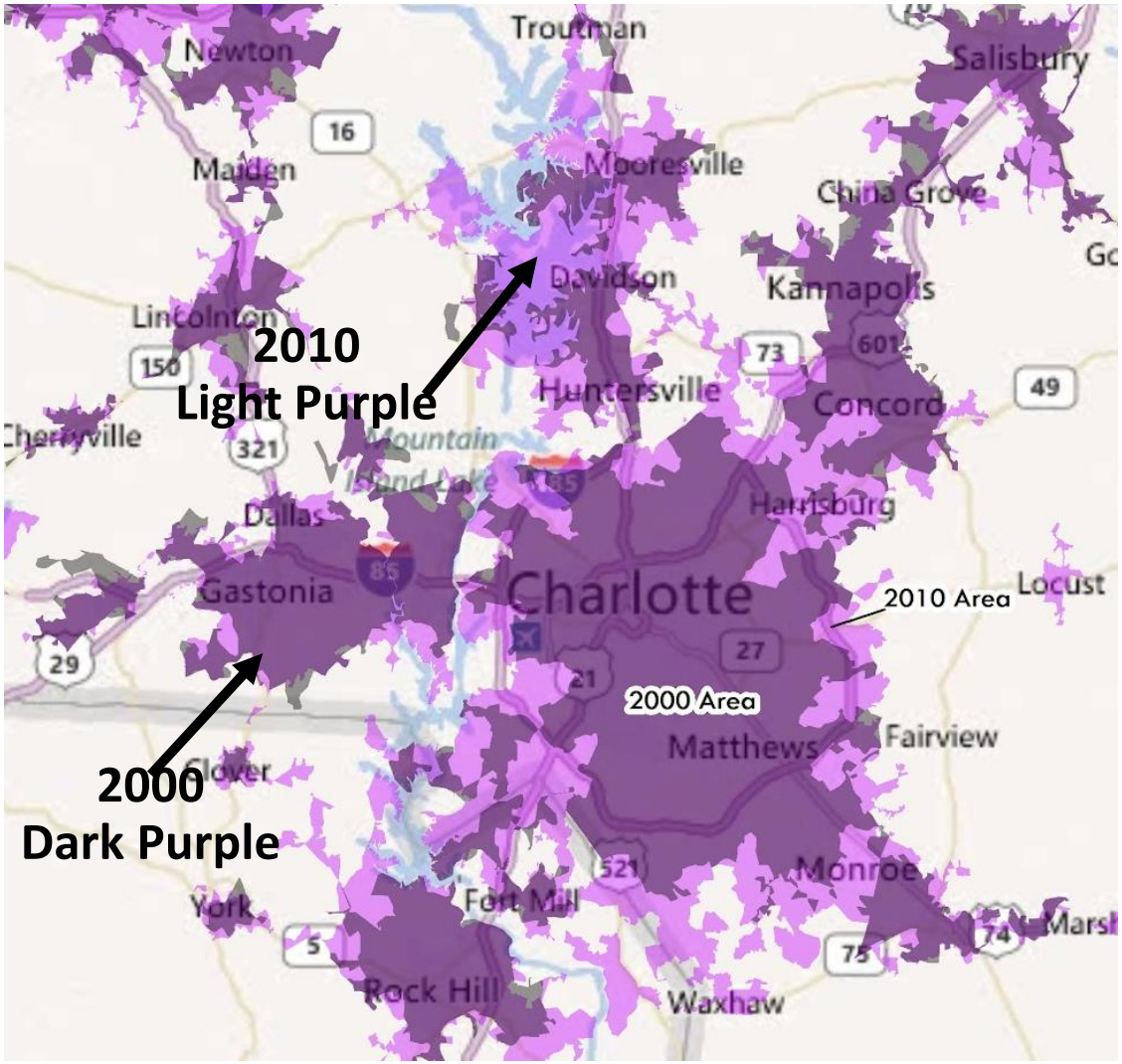


2025 Transit / Land Use Plan

- Adopted by Mecklenburg County voters in 1998
- Vision for a long-term growth management strategy
- Integrates rapid transit and mixed-used development along 5 transportation corridors
- Expands transit system to serve between the rapid transit corridors
- Provide more transportation choices to meet mobility needs
- Support sustainable growth for region

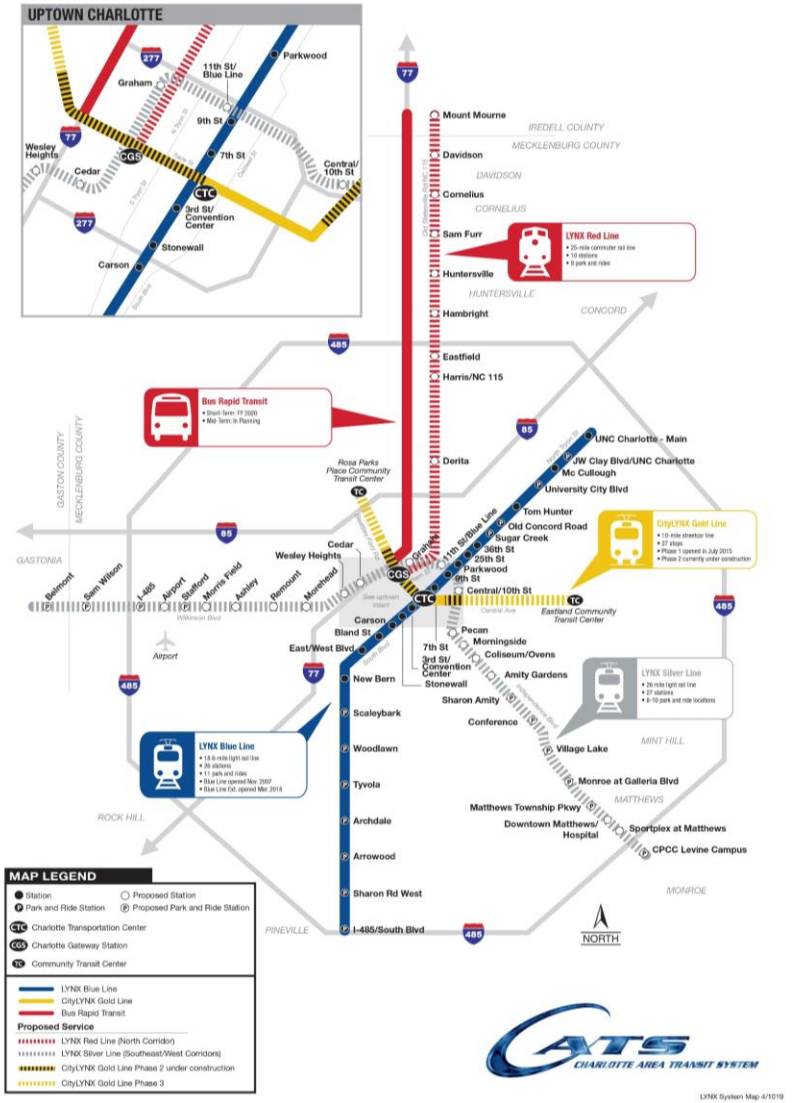


Rapid Growth



- In 1998, the Charlotte Mecklenburg population was projected to grow by about 385,000 people over the next 30 years, a 66% increase.
- In 2014, the US Census Bureau estimated Mecklenburg County's population is already 1,012,539. That's a 75% increase from 1995.
- We have reached our projections a full 10 years early.

2030 Transit System Plan Status



Operating

- LYNX Blue Line Light Rail
- Sprinter Airport Enhanced Bus
- CityLYNX Gold Line Phase 1

Under Construction

- CityLYNX Gold Line Phase 2

Under Development

- Charlotte Gateway Station

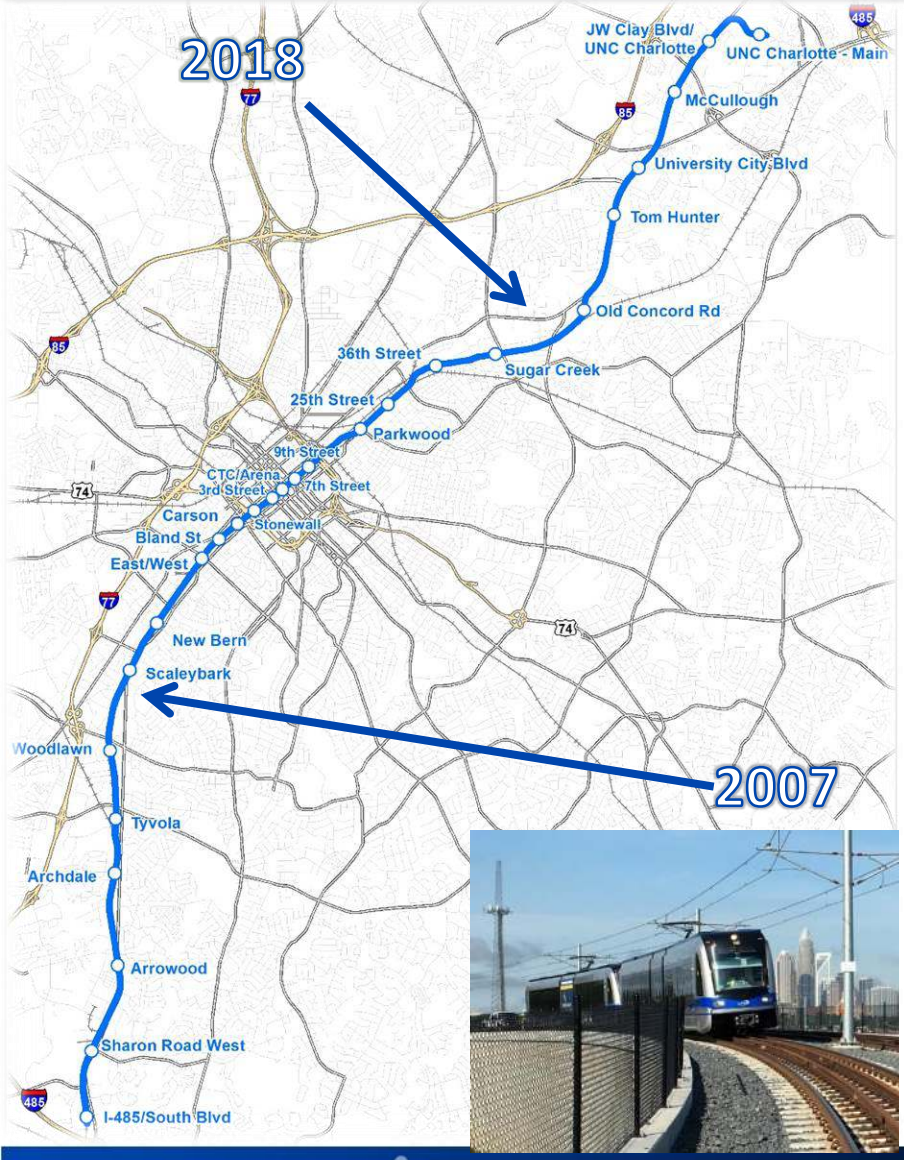
Recently Approved

- LYNX Silver Line Light Rail Project
- Pineville/Ballantyne Rapid Transit Extension

Upcoming/ Under Study

- LYNX Red Line/North Corridor BRT
- Envision My Ride Bus Corridor
- LYNX Silver Line Rail Trail
- CATS/CCOG Regional Transit Plan

LYNX Blue Line



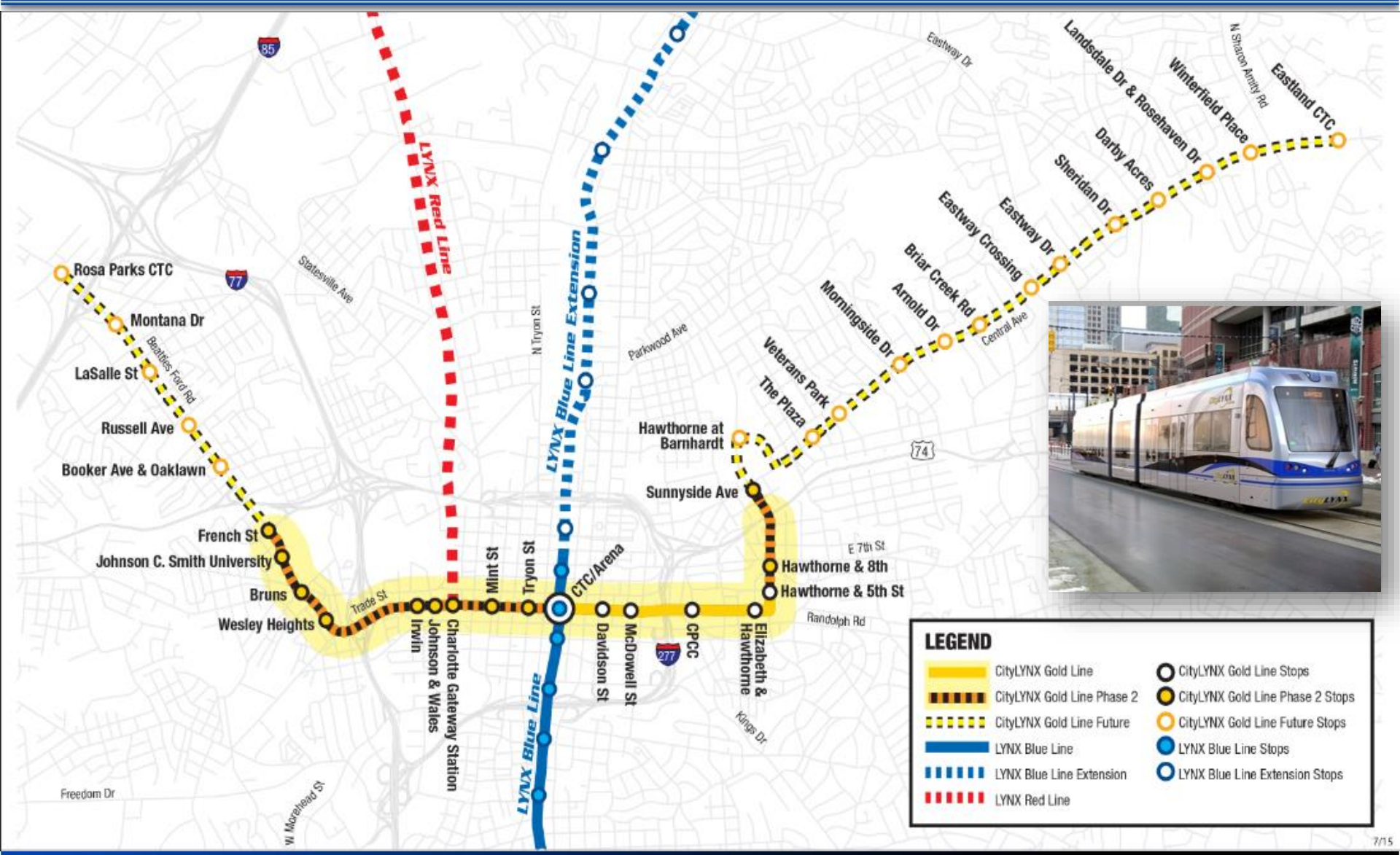
2007: Original south line

- 9.6 miles, 15 stations
- 7 park and ride facilities
- 3,191 parking spaces
- 4 stations extended to accommodate 3-car trains
- Originally terminus planned in Downtown Pineville

2018: Northeast Extension

- 9.3 miles, 11 stations
- 4 park and ride facilities
- 3,277 parking spaces
- Accommodates 3-car trains
- Improvements to North Tryon St.
- Connects UNCC campuses

CityLYNX Gold Line Streetcar

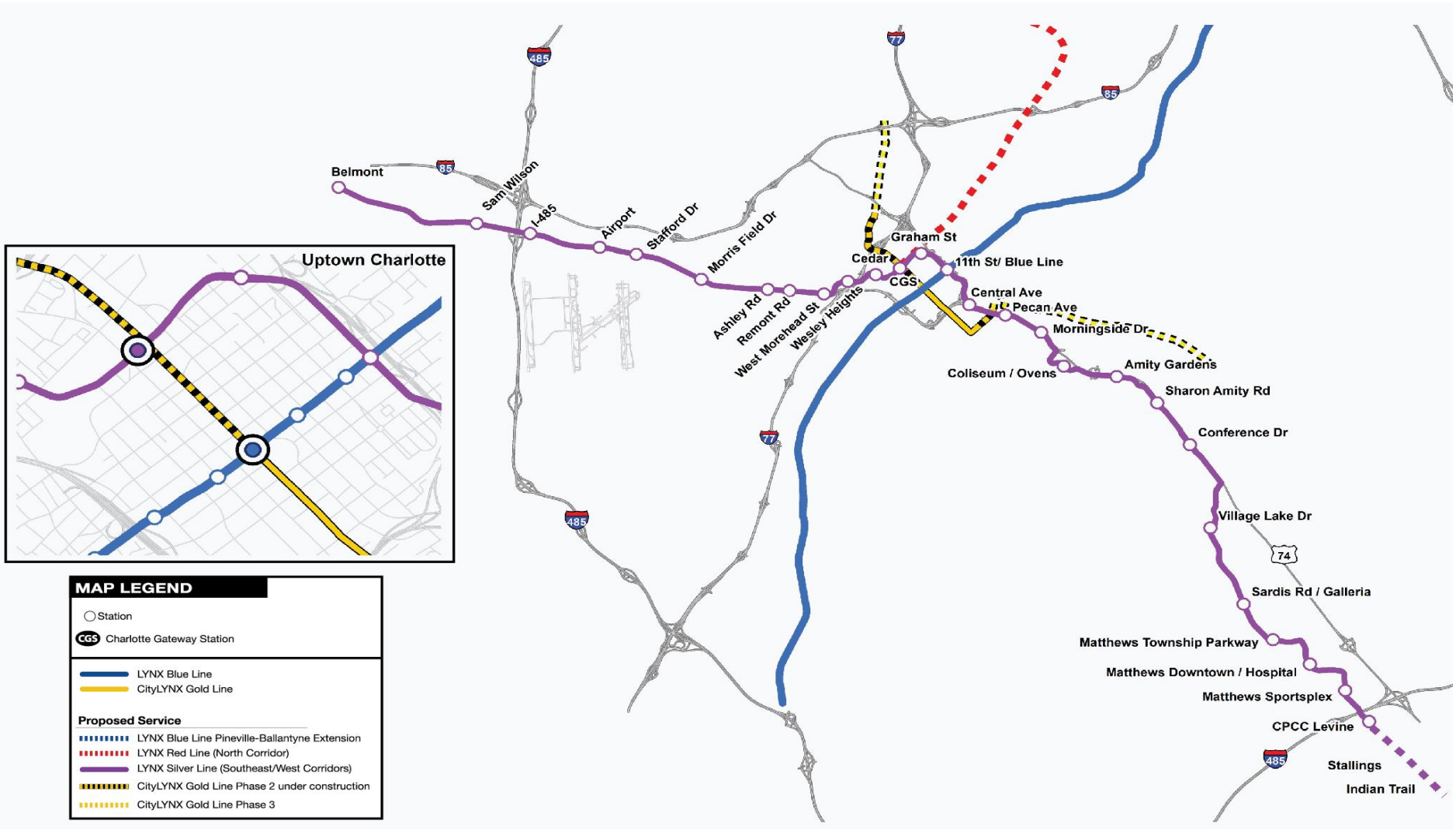


LEGEND

- CityLYNX Gold Line
- CityLYNX Gold Line Phase 2
- CityLYNX Gold Line Future
- LYNX Blue Line
- LYNX Blue Line Extension
- LYNX Red Line
- CityLYNX Gold Line Stops
- CityLYNX Gold Line Phase 2 Stops
- CityLYNX Gold Line Future Stops
- LYNX Blue Line Stops
- LYNX Blue Line Extension Stops

7/15

LYNX Silver Line



Transit Oriented Development (TOD) Planning

CATS in partnership with Charlotte Planning, Design + Development Department, City of Gastonia, City of Belmont, Town of Matthews, Town of Stallings, and Town of Indian Trail received a $920,000 planning grant for **Transit Oriented Development Planning** from the Federal Transit Administration.

Community Education and Engagement

- Transit Oriented Development basics
- Affordable housing
- Lessons Learned

TOD Readiness/Market Study

- Market analysis
- TOD opportunities
- Development strategies

Station Area Planning

- Analyze station location goals and options
- Future land use recommendations
- Illustrative plans

Implementation Strategy

- Action steps and TOD strategies
- Infrastructure needs
- Corridor preservation

Charlotte Gateway District

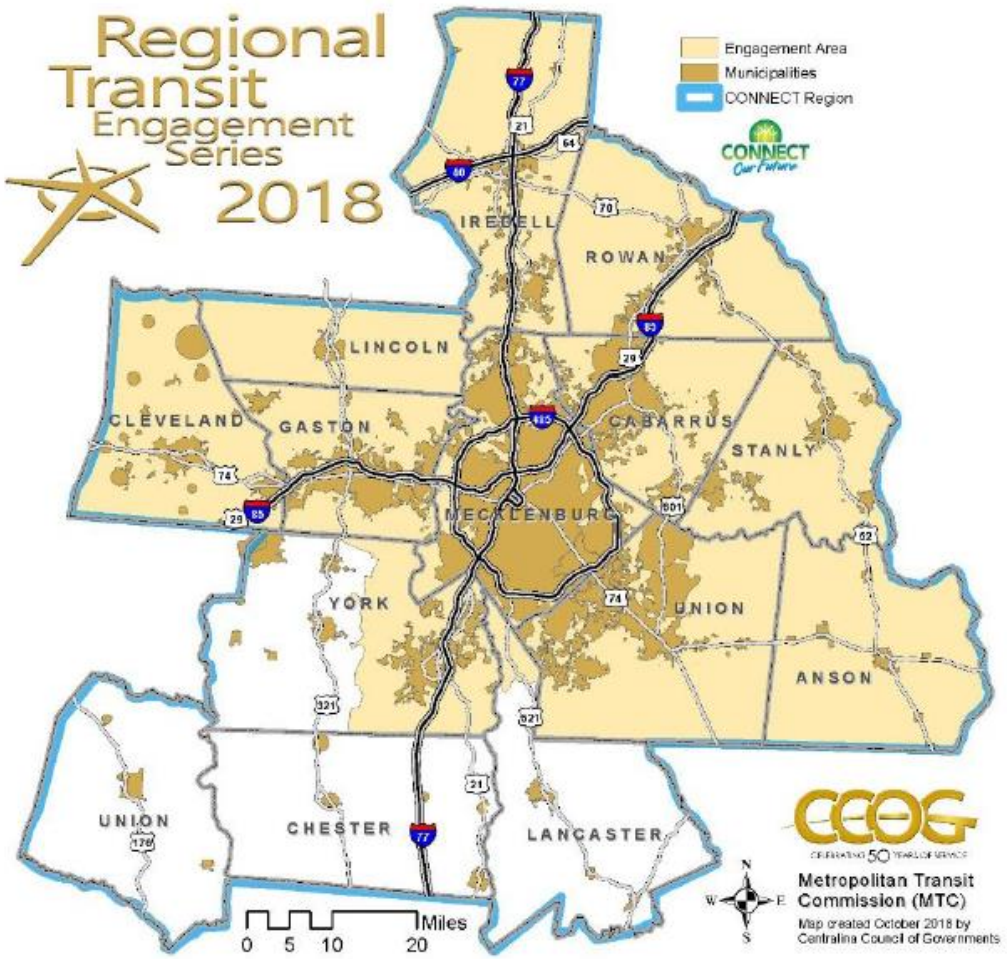
- Multimodal transit hub and destination center
- Connections: Amtrak, Greyhound, CATS bus service, LYNX Silver Line light rail and CityLYNX Gold Line streetcar
- Broke ground July 2018; Completion scheduled for September 2022
- Phase 1: Rail Infrastructure
  -Currently under constriction
- Phase 2: Private Development Partnership
  - In RFQ/RFP phase

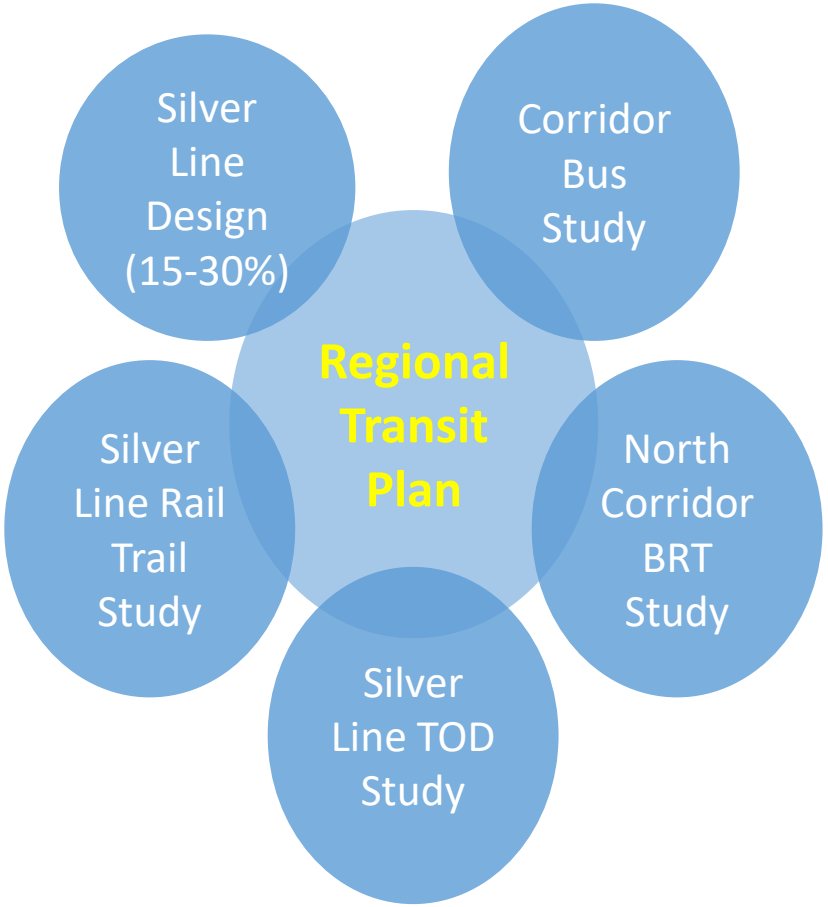
Policies and Plans

Before Transit Oriented Development could occur, policies and plans were developed

1990's:	Centers, Corridors, and Wedges Growth Framework
1998:	2025 Integrated Transit & Land Use Plan
2001:	Transit Station Area Principles
2002:	Transit Station Area Joint Development Principles and Policies
2003-2007:	General Development Policy updated to include Environmental and Infrastructure Chapters
2006:	Transportation Action Plan
2007:	Urban Street Design Guidelines
2008-2013:	Transit Station Area Plans
2019:	Transit Oriented Development Ordinance

Regional Transit Plan





Envision My Ride

Envision My Ride *is a planning initiative to redesign the current bus system.*

Launched in 2016

Key Considerations:

- Cross-town and suburb-to-suburb bus service
- Connections between different bus routes and between bus and light rail
- More frequent service
- More direct service

Envision My Ride

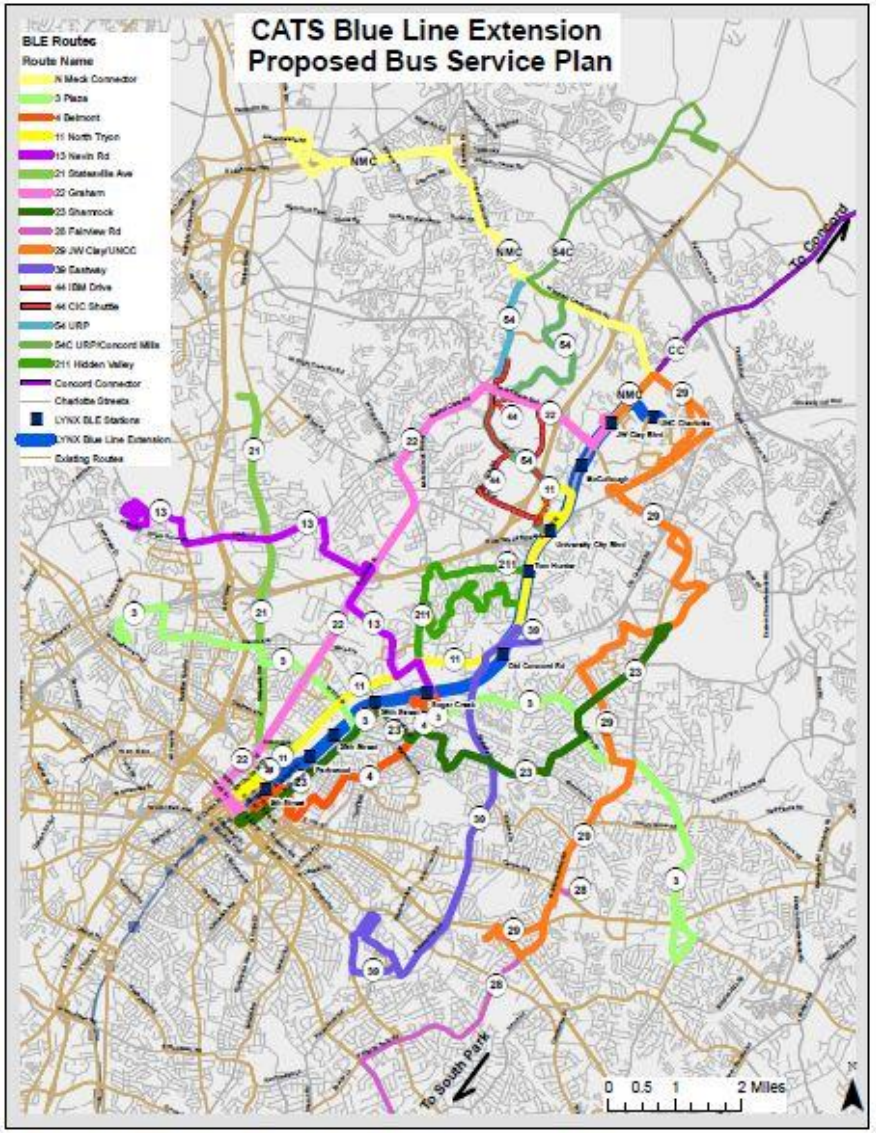
Greater access to the public, increased by **22%**

Phase 1: March 18, 2018 - *Opening of LYNX BLE*

- 22 existing routes adjusted
- 9 new routes established
- 4 new cross-town routes

Phase 2: October 2, 2019 - *Service Change*

- 24 additional routes adjusted
- Over 600 bus stops altered/discontinued service



Envision My Ride

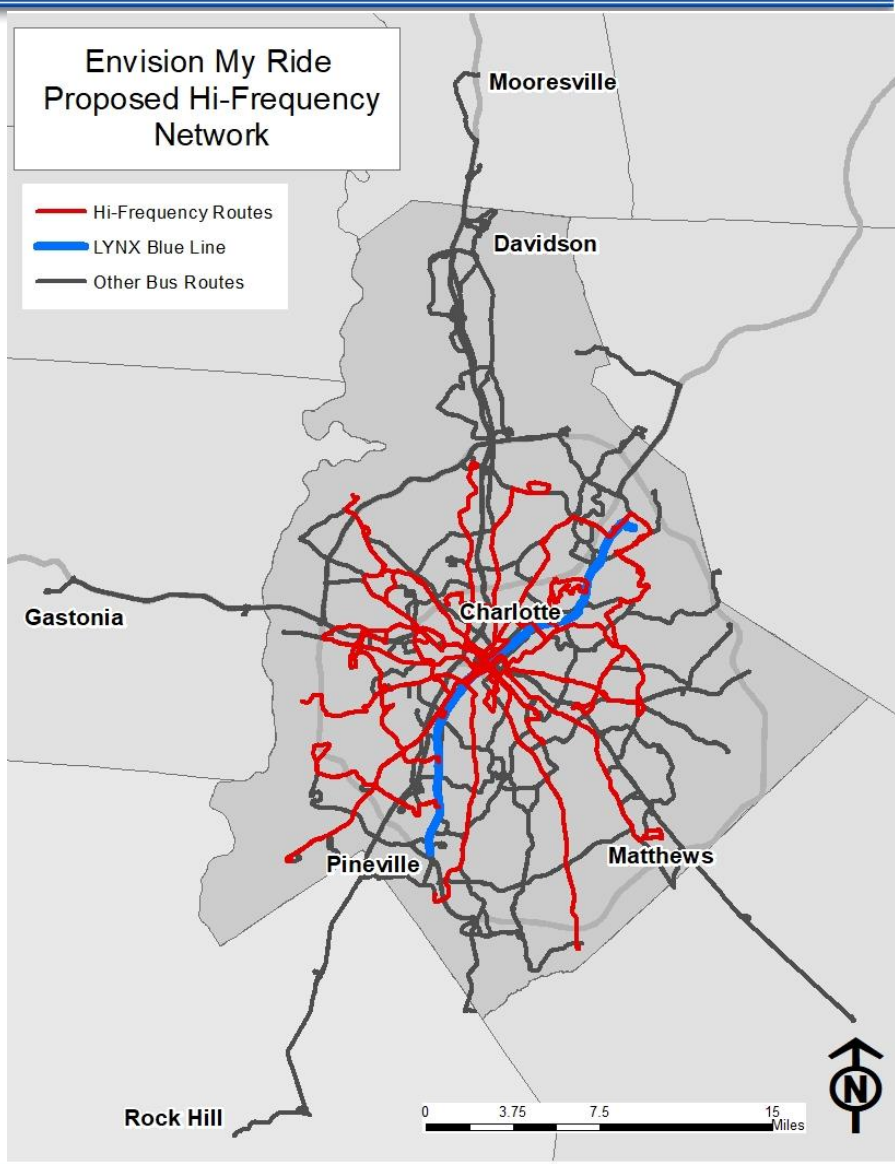
February 2020: Service Change

Increase all day 15-min service
- Sprinter Route
- Route 27 Monroe Road

Increase to peak hour 15-min service
- Route 8 Tuckaseegee Road
- Route 16 South Tryon

Early 2020: Bus Priority Study
- Will identify additional bus enhancements on major corridors
- Bus treatments recommended may include: Bus only lanes, queue jumper, transit signal priority, adjustments to bus stop amenities and spacing.

Long-term: Increase high frequency bus network
- Increase the number of high frequency bus routes to 15



MetroRAPID BRT

Bus Rapid Transit Service: February 2020

4 Bus Rapid Transit Routes in North Mecklenburg County

MetroRAPID 48X: Northcross Express
- Serving the Northcross Park and Ride

MetroRAPID 53X: Northlake Express
- Serving the Northlake Park and Ride via Lakeview Direct Connect, Ridge Road Park and Ride

MetroRapid 63X: Huntersville Express (new)
- Serving the Huntersville-Gateway Park and Ride via Hambright Direct Connect and Statesville Road

MetroRAPID 77X: North Mecklenburg Express
- Serving the Cornelius Park and Ride (replaces service on the 48X), Davidson-Gateway Park and Ride

- Utilize I-77 Express Lanes at no additional cost
  - Can save commuters up to $10 a day and more than $3,000 a year.

- Cost to ride: $3.00 one-way (same as Express)

Time Savings:
Before Managed Lanes Opened vs. After Lanes Opened
30% Time Savings

I-77 Expressway Time Savings - Inbound

Northcross to 4th/Cedar

	530a-559a	600a-629a	630a-659a	700a-729a	730a-759a	800a-829a	830a-859a	Composite
Before Lanes	17.9	20.1	24.2	29.3	30.9	29.6	26.4	26.4
After Lanes	17.3	19.3	20.9	22.6	22.6	22.1	20.5	21.2
Savings	0.6	0.8	3.3	6.7	8.3	7.5	5.9	5.2

Huntersville-Gateway to 4th/Cedar

	530a-559a	600a-629a	630a-659a	700a-729a	730a-759a	800a-829a	830a-859a	900a-932a	Composite
Before Lanes	NA	17.9	20.1	24.2	29.3	30.9	29.6	26.4	26.4
After Lanes	15.8	16.2	19.5	22.5	22.4	20.7	19.5	15.4	20.0
Savings	NA	1.7	0.6	1.7	6.9	10.2	10.1	11.0	6.4

Time Savings:
Before Managed Lanes Opened vs. After Lanes Opened

I-77 Expressway Time Savings - Outbound

4th/Cedar to Northcross

	300p-329p	330p-359p	400p-429p	430p-459p	500p-529p	530p-559p	600p-629p	630p-659p	Composite
Before Lanes	NA	NA	45.9	NA	40.3	33.1	26.4	NA	43.0
After Lanes	23.7	NA	23.0	25.6	30.2	25.9	23.9	21.3	25.4
Savings	NA	NA	22.9	NA	10.1	7.2	2.5	NA	17.6

4th/Cedar to Huntersville-Gateway

	300p-329p	330p-359p	400p-429p	430p-459p	500p-529p	530p-559p	600p-629p	630p-659p	Composite
Before Lanes	21.2	17.6	27.0	29.3	34.0	29.3	29.3	23.3	36.1
After Lanes	20.6	21.1	21.0	26.3	26.4	24.9	20.4	17.4	23.1
Savings	0.7	-3.5	6.1	3.0	7.6	4.4	8.9	5.9	13.0

4th Street Bus/Bike Lane Pilot

Corridors were analyzed to look at a variety of metrics including:

- Bus ridership
- Bus frequency
- Traffic volumes and potential impacts
- Capacity of roadway

Corridor Finalists:

- Central Avenue – from Eastland Transit Center to Eastway Drive
- 4th Street - McDowell Street to Charlotte Transportation Center

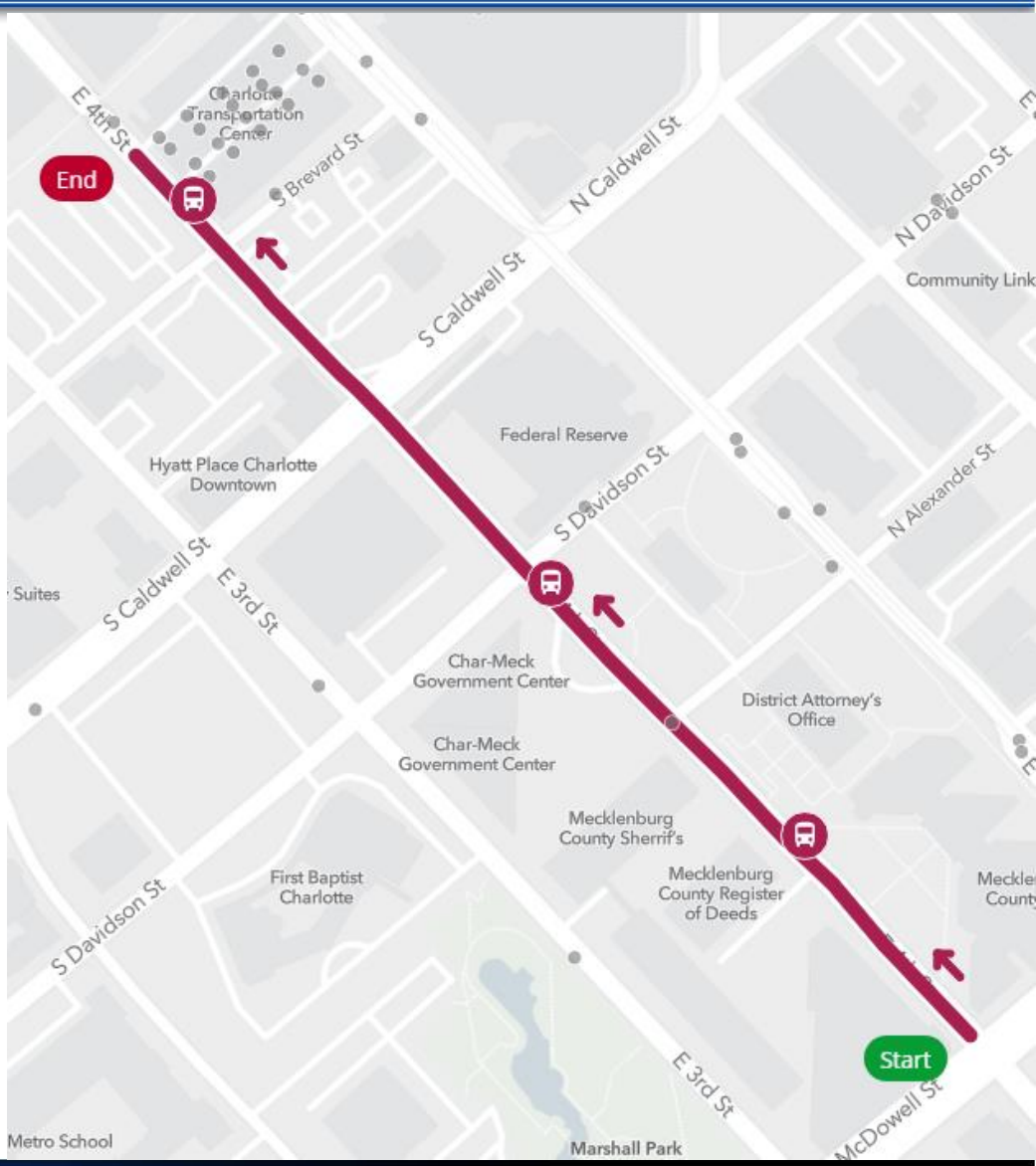
4th Street Bus/Bike Lane Pilot

4th Street between McDowell St. & Transit Center

- High bus frequency per hour/390 weekday trips
- Proximity to major destinations
- Capacity of roadway
- Lower impact to traffic volumes

Benefits & Purpose

- Mitigate traffic congestion
- Improve travel time/reliability for transit vehicles
- Emphasis on safety by separating bus, personal vehicle traffic
- Identify other opportunities in Charlotte



4th Street Bus/Bike Lane Pilot

Far right lane restricted to:

- CATS Buses | School Buses
- Bicyclists | Scooters
- Emergency Vehicles

Lane configuration:

- Far right lane will be striped with a solid white line
- Lane will be marked as “Bike Bus Only”
- Personal vehicles only permitted in the lane to turn right

Envision My Ride: Bus Priority Study

CATS Bus Priority Study will identify ways to increase *frequency* and *reliability* of the bus system by identifying additional bus enhancements on major corridors.

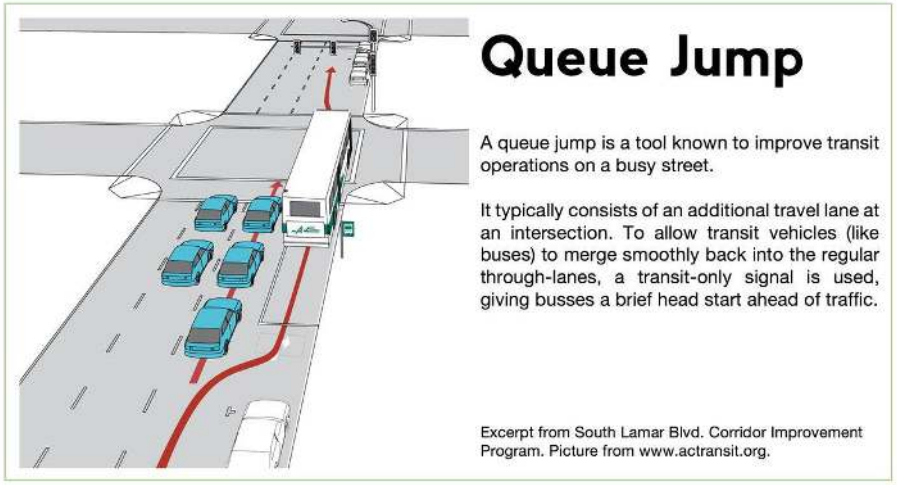
- To begin in 2020
- Recommendations may include: Bus only lanes, transit signal priority, adjustments to bus stop amenities and spacing.
- Develop Mobility Hub program

Envision My Ride: Bus Priority Study

Transit Signal Priority: a general term for traffic signal improvements that reduce dwell time a traffic signals for transit vehicles.

- Transit signals can identify if a bus is running behind or on schedule

- Signal Priority: extends green light timing allowing for buses to maintain a schedule
- Queue Jump: a transit-only signal allows for only buses to proceed ahead of traffic



Advancing the System Plan

- Provides additional transportation choice
- Provides access to economic opportunities
- Creates a framework for growth
- Increases regional economic competitiveness

82X EXPRESS
CATS

115
BLUE LINE
BEGIN ATP
TRACK 1
LYNX