

# Welcome

to the **Meck Connect** Gallery Walk.

As you navigate through this information, you'll learn about our Transit System Plan, Strategic Investment Areas and how a one-cent sales tax referendum on this year's ballot could impact projects for roads, rail, and bus.

# Bienvenidos

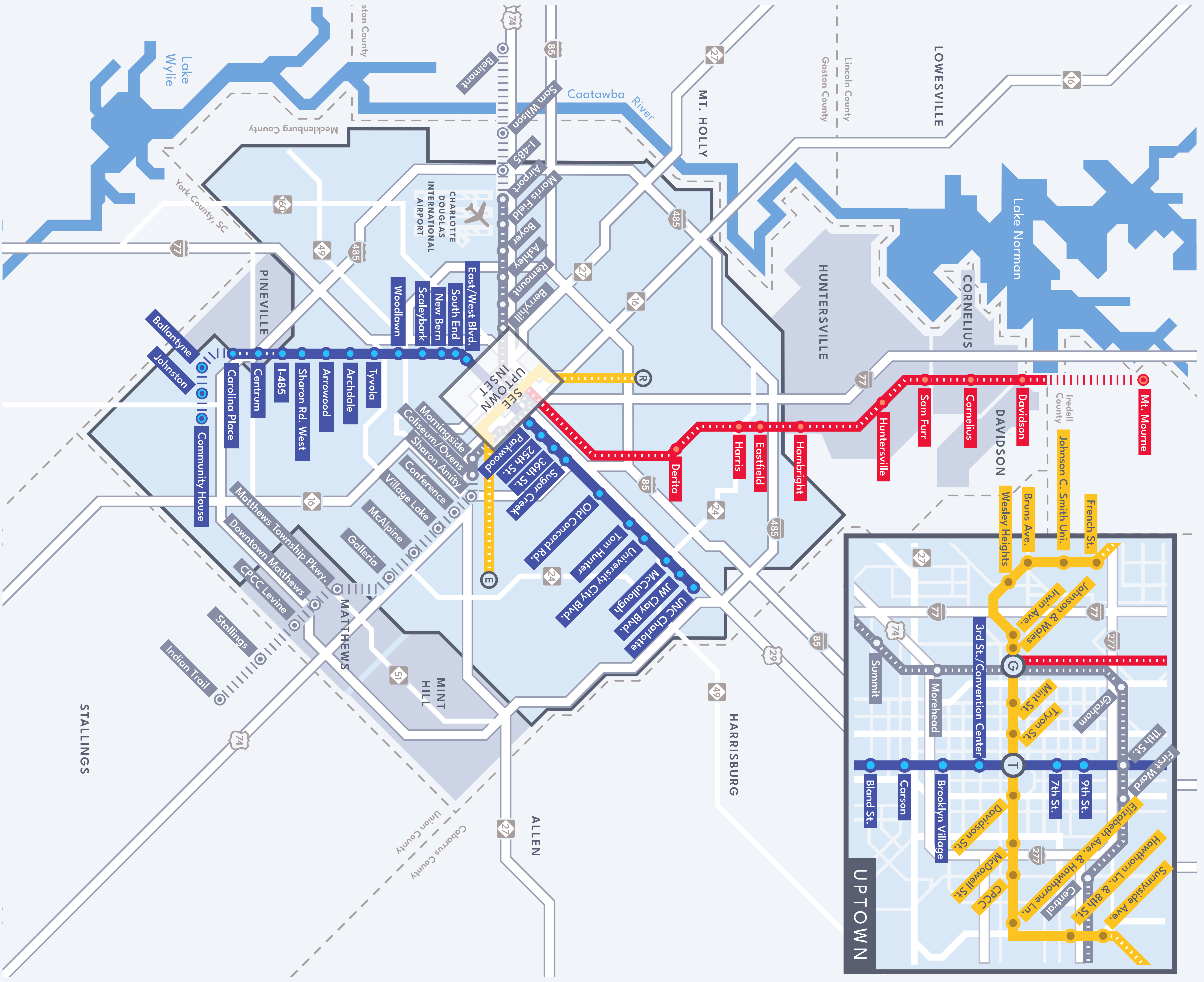
al Paseo de la Galería **Meck Connect.**



**Para más información, escanee aquí.**

Escanee el código QR a continuación para conocer nuestro Plan de Sistema de Tránsito, las Áreas Estratégicas de Inversión y cómo un referéndum acerca del aumento de un centavo en el impuesto de ventas en la boleta electoral de este año podría impactar proyectos para carreteras, trenes, y autobuses.

# Rapid Transit Corridor System

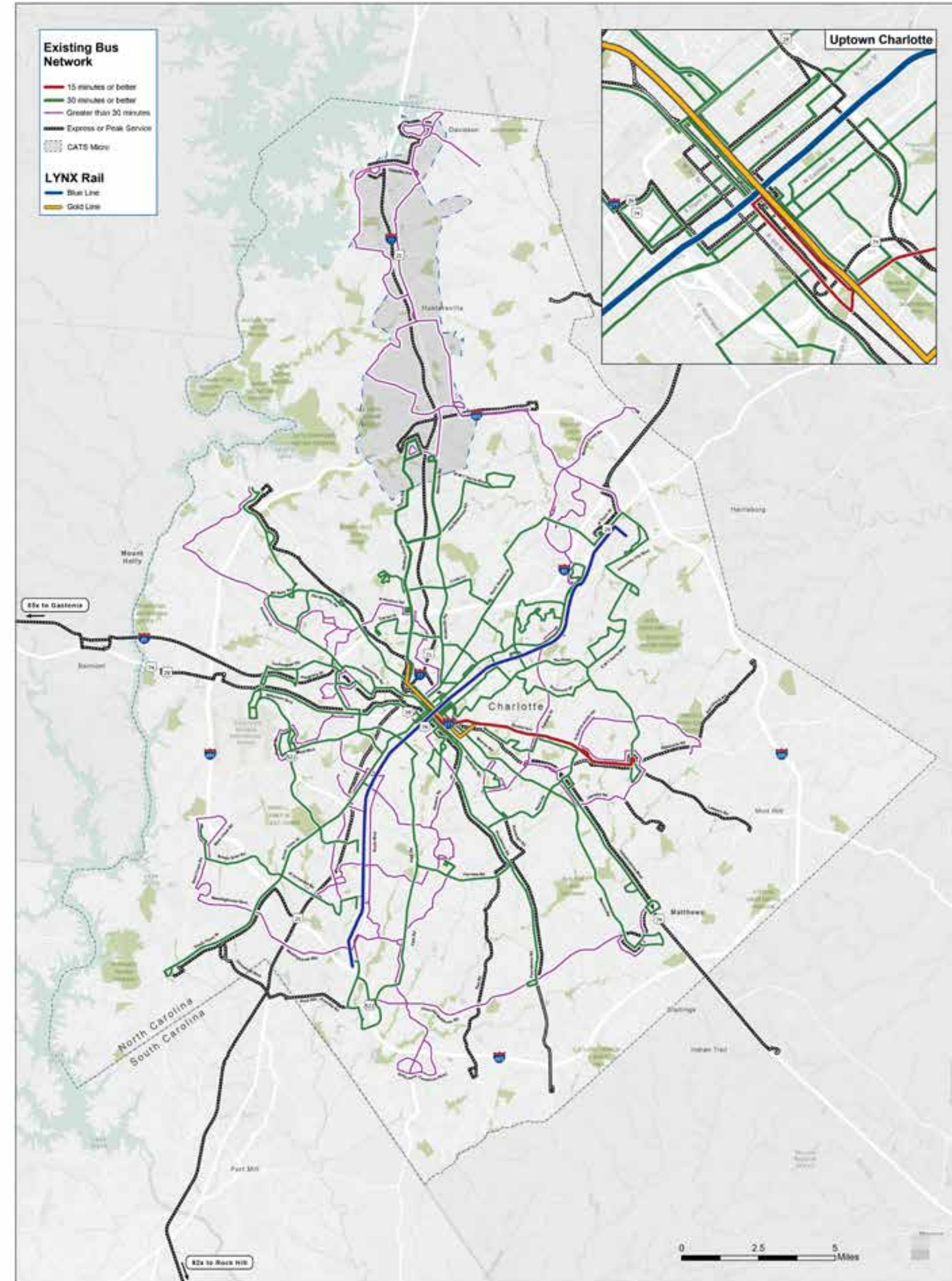


# Existing CATS System/Better Bus System

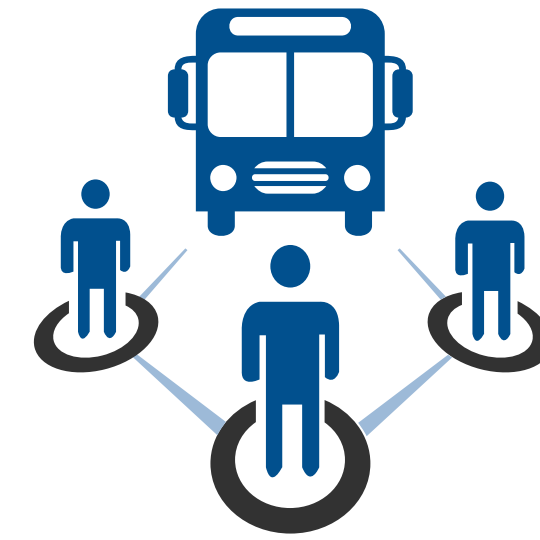
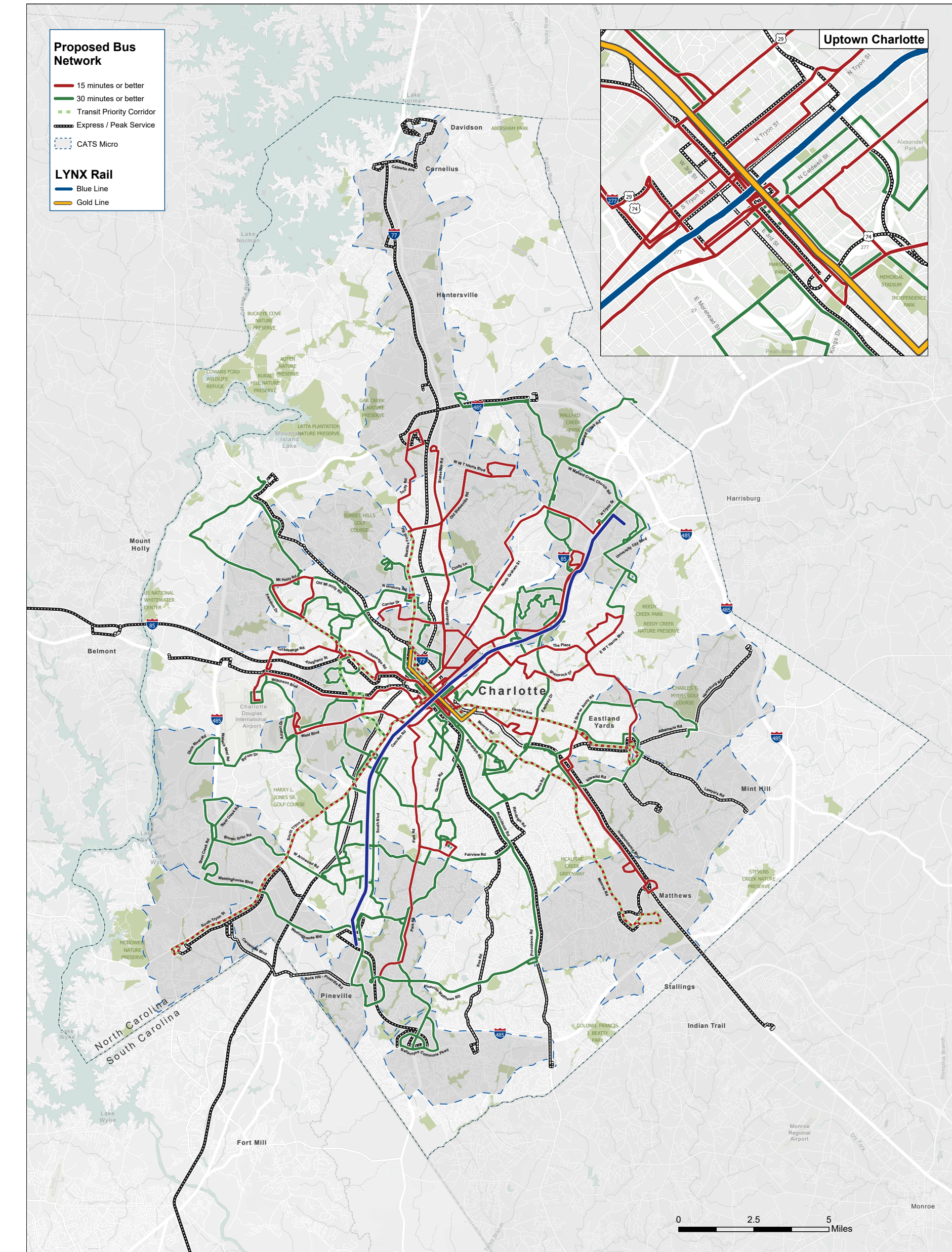
## BETTER BUS + MICROTRANSIT



### Existing CATS System (Current)



### Better Bus System (Proposed)



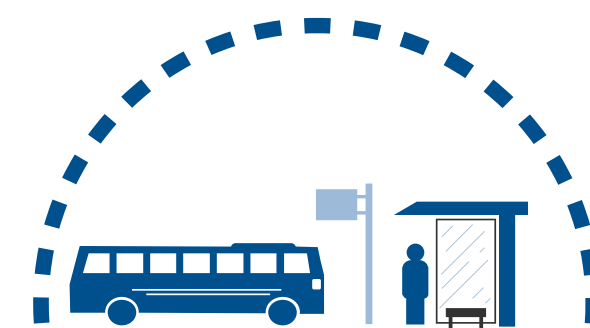
By fully implementing the Better Bus plan, **450,000** more people will be within ½ mile of high frequency transit service.



**450,000** in the Better Bus network, **over 90%** of Mecklenburg County will have access to at least 30-minute service.



With the implementation of the Better Bus plan, **61%** of jobs in Mecklenburg County will be accessible by high frequency transit service, an increase from **17%** today.



In the Better Bus network, CATS would cover **over 100 sq. miles** more of Mecklenburg County.

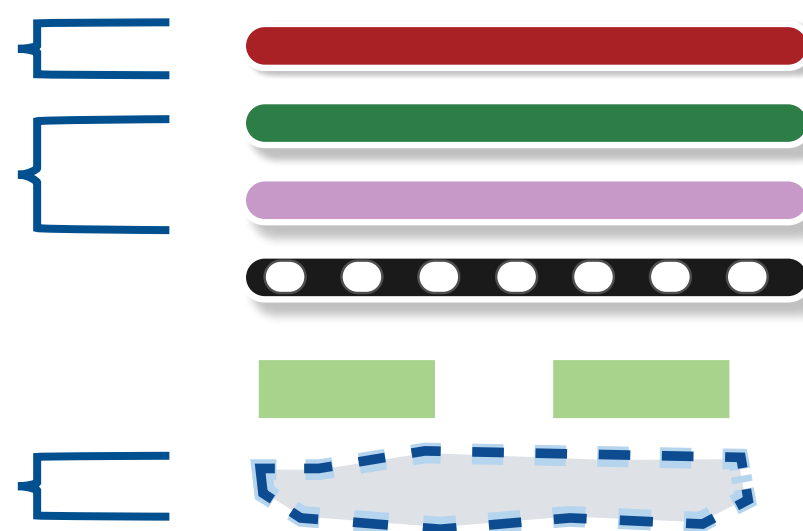


With the Better Bus plan, **111k low-income people** and **295k people of color** have access to high-frequency service, increase from **19k** and **41k** today.

Currently only Route 9 operates at high frequency (15 minutes)

Most routes are at 30 minute or greater service frequency

Only one CATS Microtransit is operational as of Feb 20th, 2025



Fifteen routes would run at high frequency, 15 minutes or better, all day

Increased all day service system-wide to 30 minutes or better

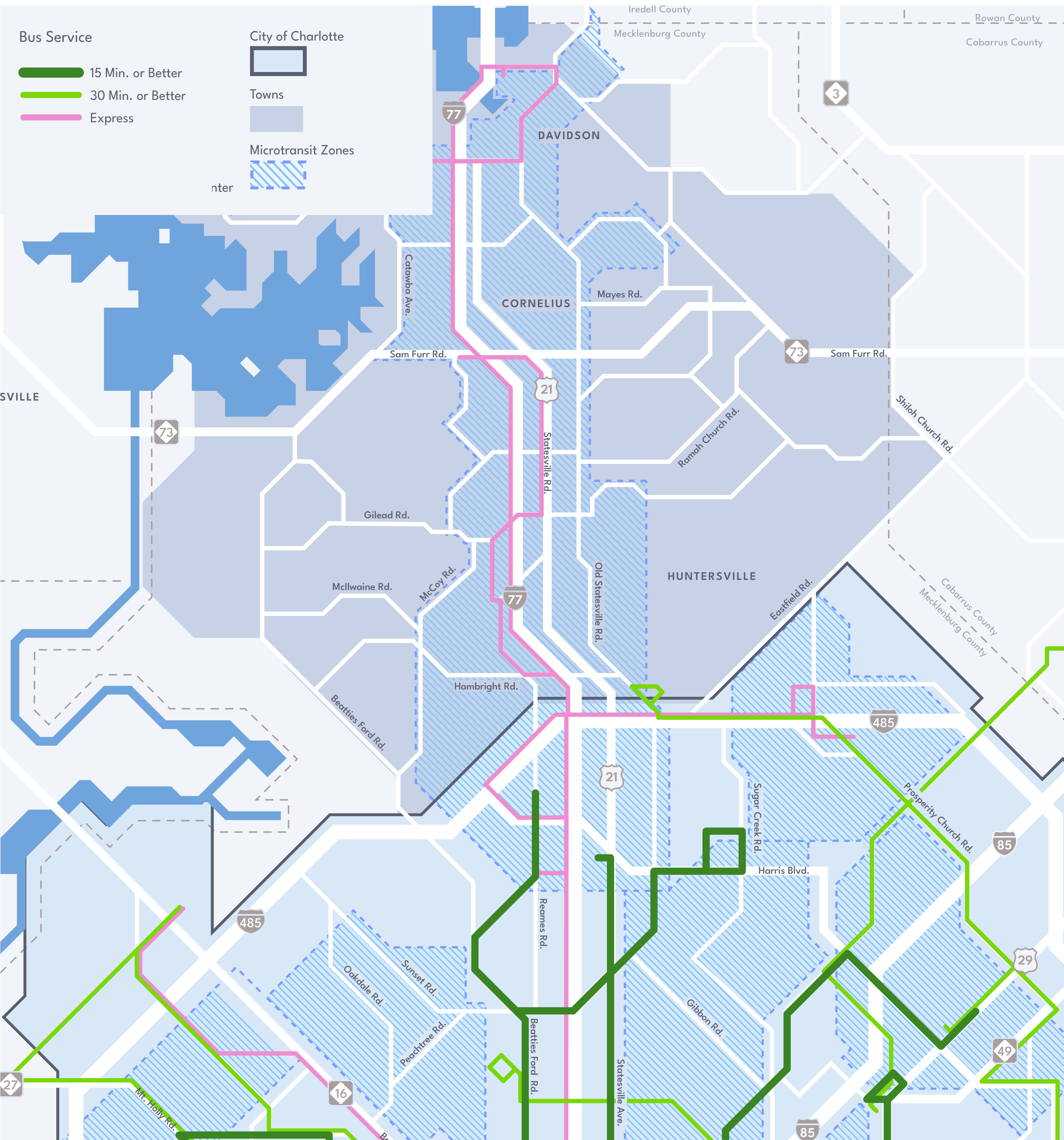
Expanded hours and increased service on express and peak service

Significant investment in service reliability through transit signal priority with a focus on Central Ave, Beatties Ford Rd, Monroe Rd, Freedom Dr, and South Tryon St

Fully implement Microtransit, increasing CATS service area by over 100 square miles

# North Charlotte/Mecklenburg

## BETTER BUS + MICROTRANSIT



### North Charlotte Improvements

- **Priority bus corridors with signal priority and enhanced stops**
  - Beatties Ford Rd corridor
- **Five routes improved to 15-minute or better frequency**
  - LaSalle St / Norris Ave (3)
  - Beatties Ford Rd (7)
  - N Tryon St (11)
  - Statesville Rd (21)
  - Graham St (22)
- **Improved express frequency with midday service**
  - Northlake / Prosperity Creek (53X)
- **CATS Microtransit serving:**
  - Beatties Ford Rd Communities
  - Derita / Nevin
  - Hidden Valley
  - Prosperity Village
  - University Area
  - Camp North End Area
- **CATS Microtransit currently serving:**
  - Northlake

### Davidson, Cornelius, and Huntersville

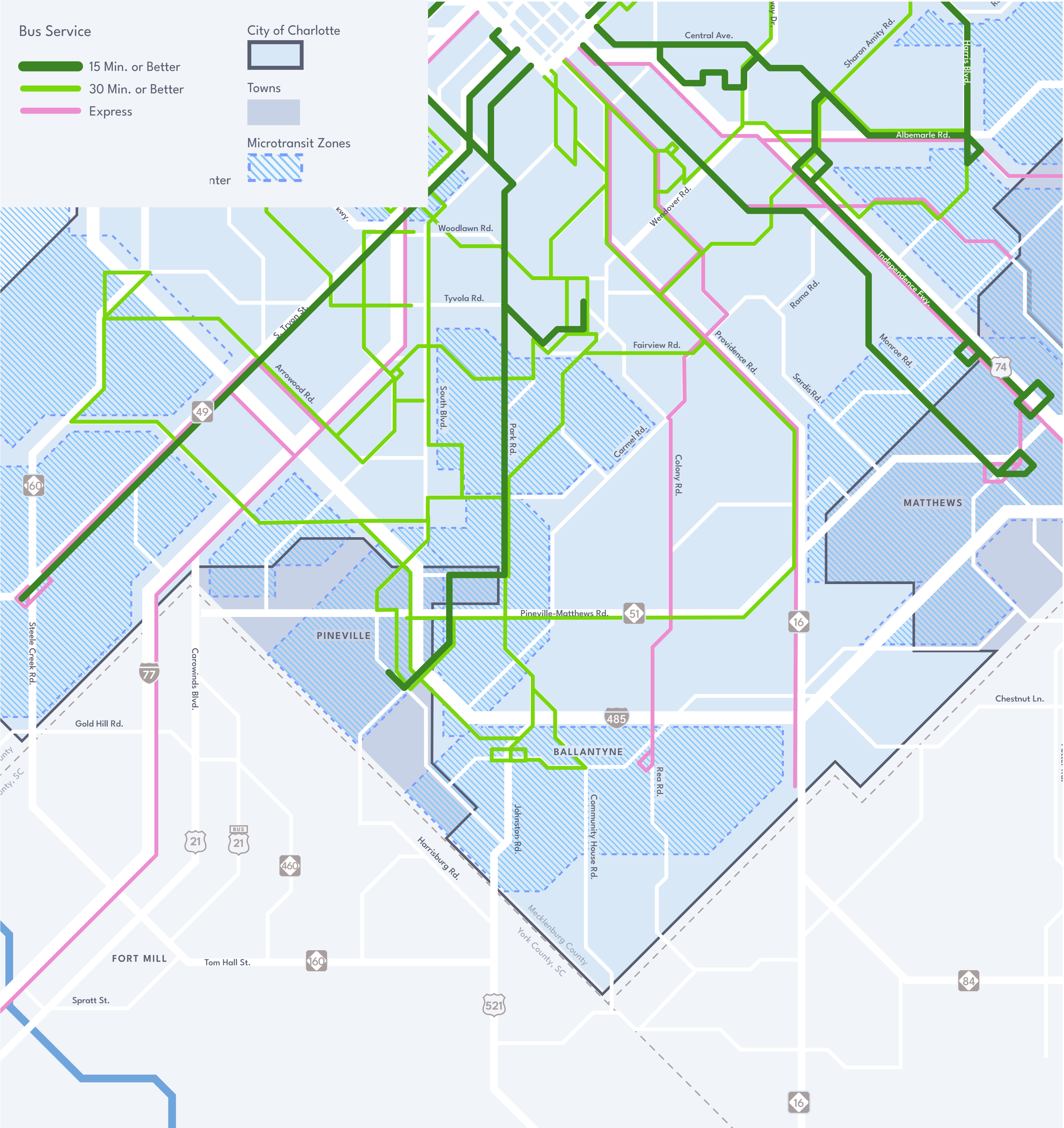
- **Improved express frequency with midday service**
  - Huntersville (48X, 63X)
  - Cornelius / Davidson (77X)
  - New Hambright Park and Ride
- **CATS Microtransit currently serving:**
  - All downtowns, Davidson College, Circles 30, Catawba Ave, Birkdale Village, Northcross, Bryton Town Center, CATS Park and Rides

### North Mecklenburg

- **All routes improved to 30-minute or better frequency**
- **Major expansion of bus stop amenities**

# South Charlotte/Mecklenburg

## BETTER BUS + MICROTRANSIT



### South Charlotte Improvements

- **Priority bus corridors with signal priority and enhanced stops**
  - S Tryon St
- **Two routes improved to 15-minute or better frequency**
  - S Tryon St (16)
  - Park Rd (19)
- **Improved express frequency with midday service**
  - Steele Creek (41X)
  - Providence Rd (61X)
  - Rea Rd (62X)
  - New Ballantyne Express
- **CATS Microtransit serving communities:**
  - Ballantyne
  - Berewick / Charlotte Premium Outlets
  - Park Crossing
  - Starmount / Quail Hollow
  - Steele Creek

### Pineville

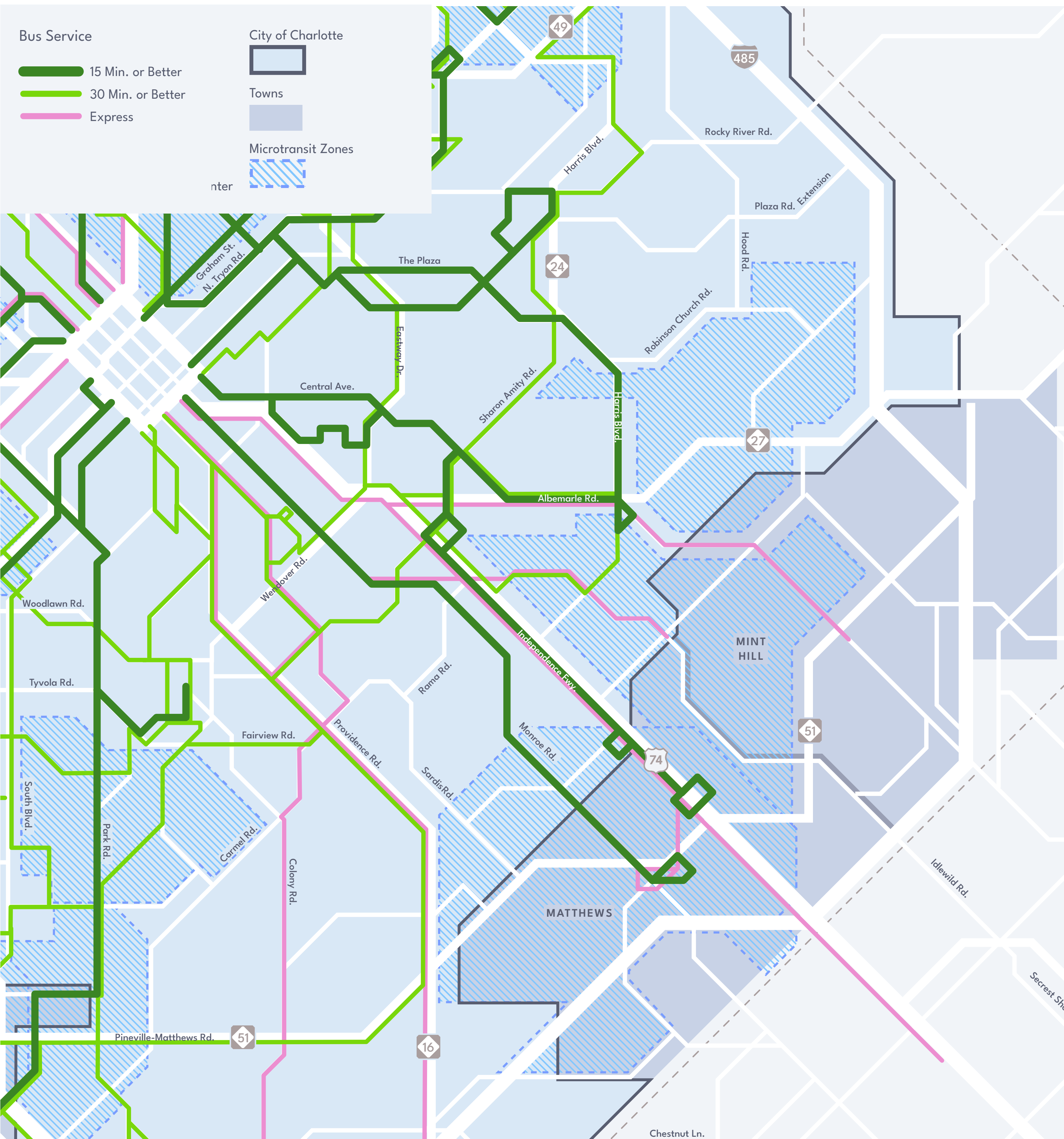
- **One route improved to 15-minute or better frequency**
  - Park Rd (19)
- **CATS Microtransit serving:**
  - Downtown Pineville, Carolina Place Mall, Highway 51, Park Rd

### South Mecklenburg

- **All routes improved to 30-minute or better frequency**
- **Major expansion of bus stop amenities**

# East Charlotte/Mecklenburg

## BETTER BUS + MICROTRANSIT



### East Charlotte Improvements

- **Priority bus corridors with signal priority and enhanced stops**
  - Central Ave
  - Monroe Rd
- **Five routes improved to 15-minute or better frequency**
  - The Plaza / WT Harris (3)
  - Central Ave (9)
  - Commonwealth / Independence (17)
  - Shamrock (23)
  - Monroe Rd (27)
- **Improved express frequency with midday service**
  - Lawyers Rd (40X)
  - Harrisburg Rd (46X)
  - Idlewild Rd (52X)
- **CATS Microtransit serving communities along:**
  - Albemarle Rd, Harrisburg Rd, Independence Blvd, Lawyers Rd

### Matthews

- **Priority bus corridor with signal priority and enhanced stops**
  - Monroe Rd / John St
- **Two routes improved to 15-minute or better frequency**
  - Independence Blvd (17), Monroe Rd / John St (27)
- **Improved express frequency with midday service**
  - Matthews (64X)
- **CATS Microtransit serving communities along:**
  - CPCC Levine, Brace YMCA, Downtown Matthews, Windsor Square

### Mint Hill

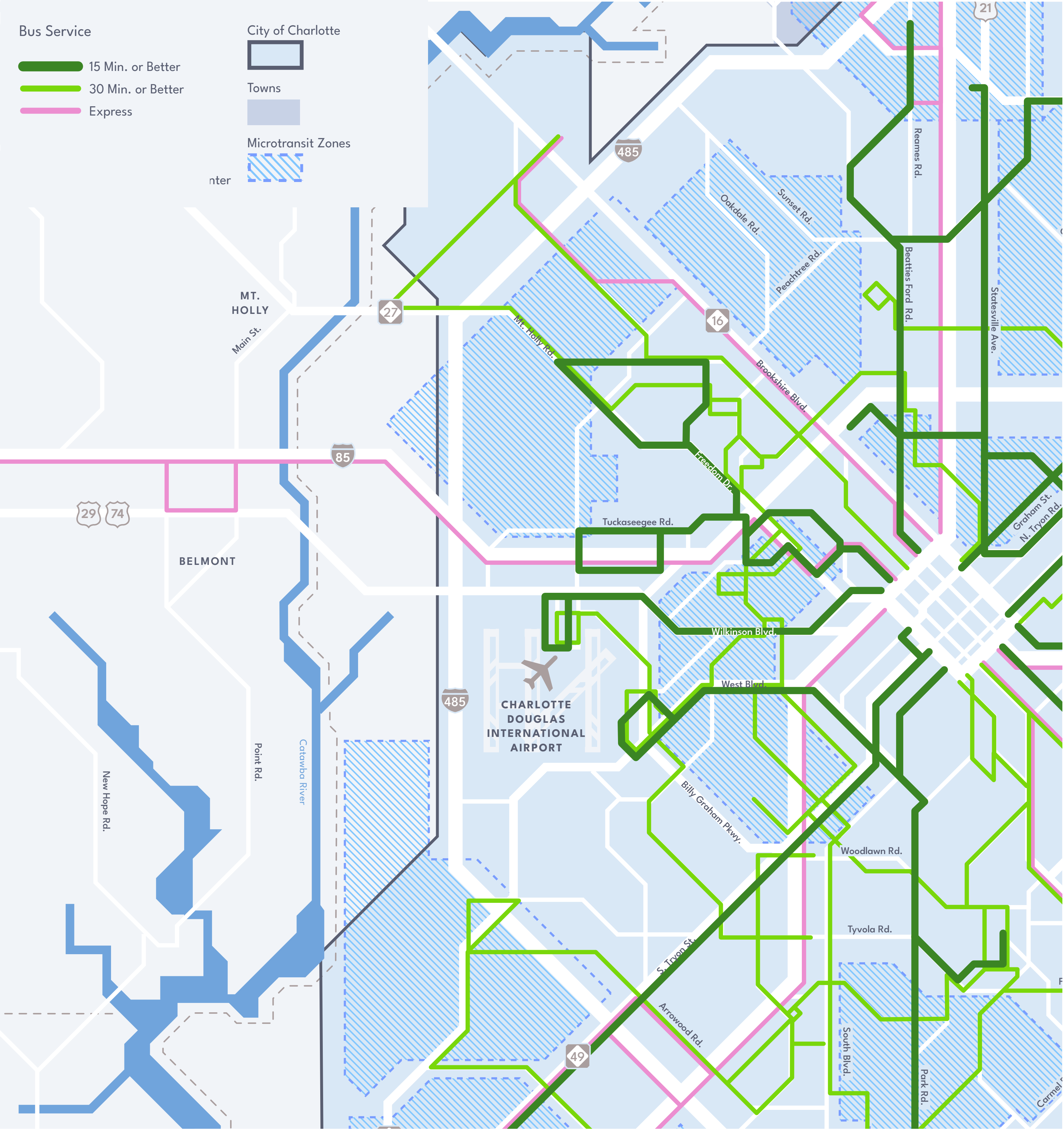
- **Improved express frequency with midday service**
  - Lawyers Rd (40X)
- **Matthews-Mint Hill Rd, Lawyers Rd**

### East Mecklenburg

- **All routes improved to 30-minute or better frequency**
- **Major expansion of bus stop amenities**

# West Charlotte/Mecklenburg

## BETTER BUS + MICROTRANSIT



### West Charlotte

- Major expansion of bus stop amenities as well as development of a mobility hub at Freedom Dr and Ashley Rd
- **Priority bus corridors with signal priority and enhanced stops**
  - Ashley Rd
  - Beatties Ford Rd
  - Freedom Dr
  - Remount Rd
  - S Tryon St
- **Six routes improved to 15-minute or better frequency**
  - Wilkinson Blvd / Morehead St (Sprinter Airport)
  - Beatties Ford Rd (7)
  - Tuckaseegee Rd (8)
  - West Blvd (10)
  - S Tryon St (16)
  - Freedom Dr (34)
- **Improved express frequency with midday service**
  - Steele Creek (41X)
  - Mountain Island (88X)
- **CATS Microtransit serving communities:**
  - Ashley Park
  - Beatties Ford Rd Communities
  - Coulwood
  - Paw Creek
  - Peachtree/Sunset Communities
  - Steele Creek
  - Wilkinson Blvd
  - West Blvd

### West Mecklenburg

- **All routes improved to 30-minute or better frequency**
- **Major expansion of bus stop amenities**
- **Extension of service to the River District**



# Improvements to Travel Experience

## BETTER BUS + MICROTRANSIT



### Future Forward Innovation

#### On-demand:

Fully implement CATS Microtransit zones across the county, unconstrained by fixed routes or schedules.



#### In place in 5:

50% increase in service in the first five years

- 15 routes improved to 15 minutes or better frequency
- All routes improved to 30 minutes or better

#### One trip connected in more ways:

The proposed network will use mobility hubs to connect people between trip choices and trip types.



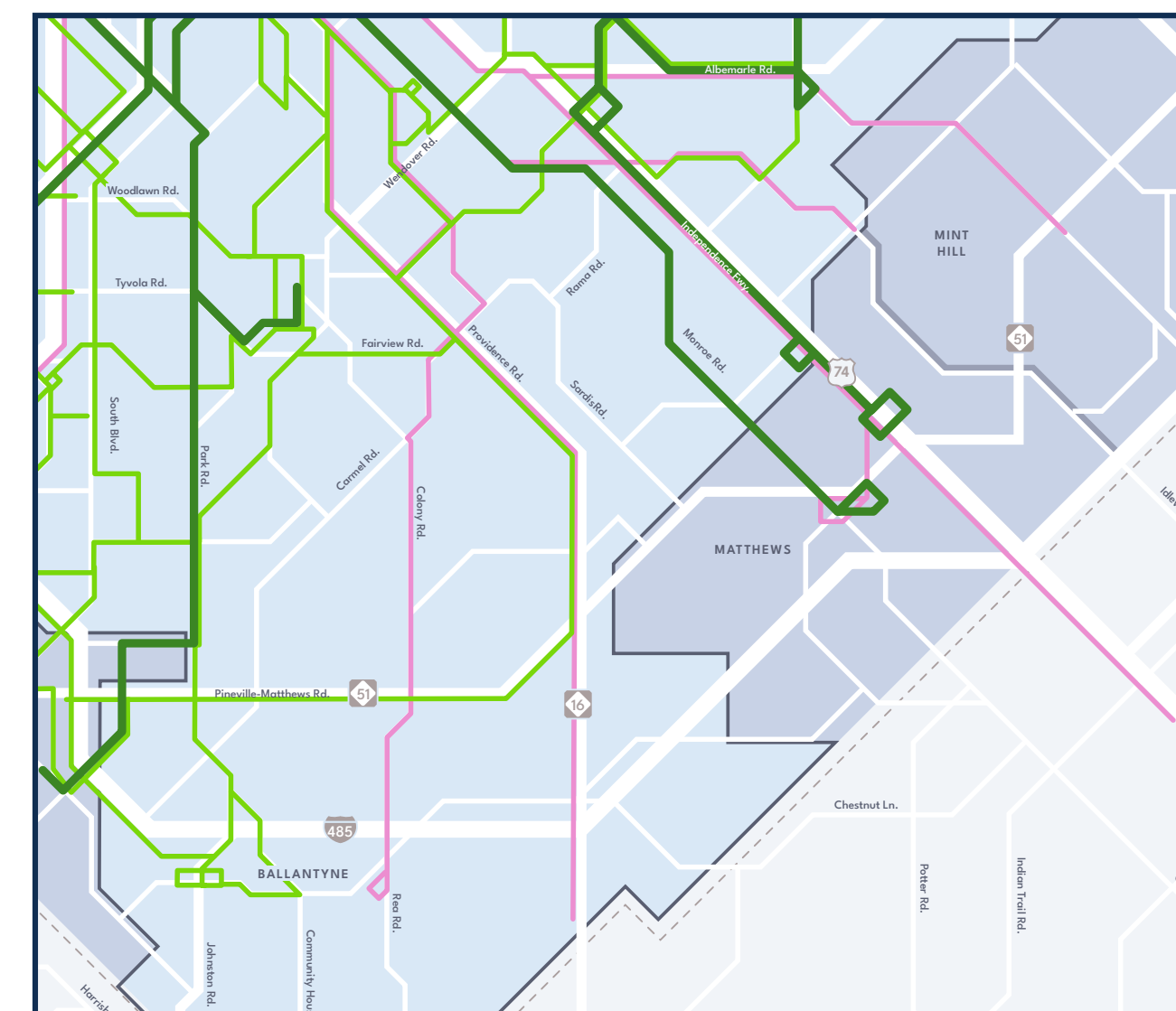
#### Up to 50 miles of transit priority:

- Service will be optimized on our most popular bus routes by concentrating on passenger amenities and bus stop locations.
- Significant investment in service reliability through transit signal priority with a focus on Central Ave, Beatties Ford Rd, Monroe Rd, Freedom Dr, and South Tryon St.



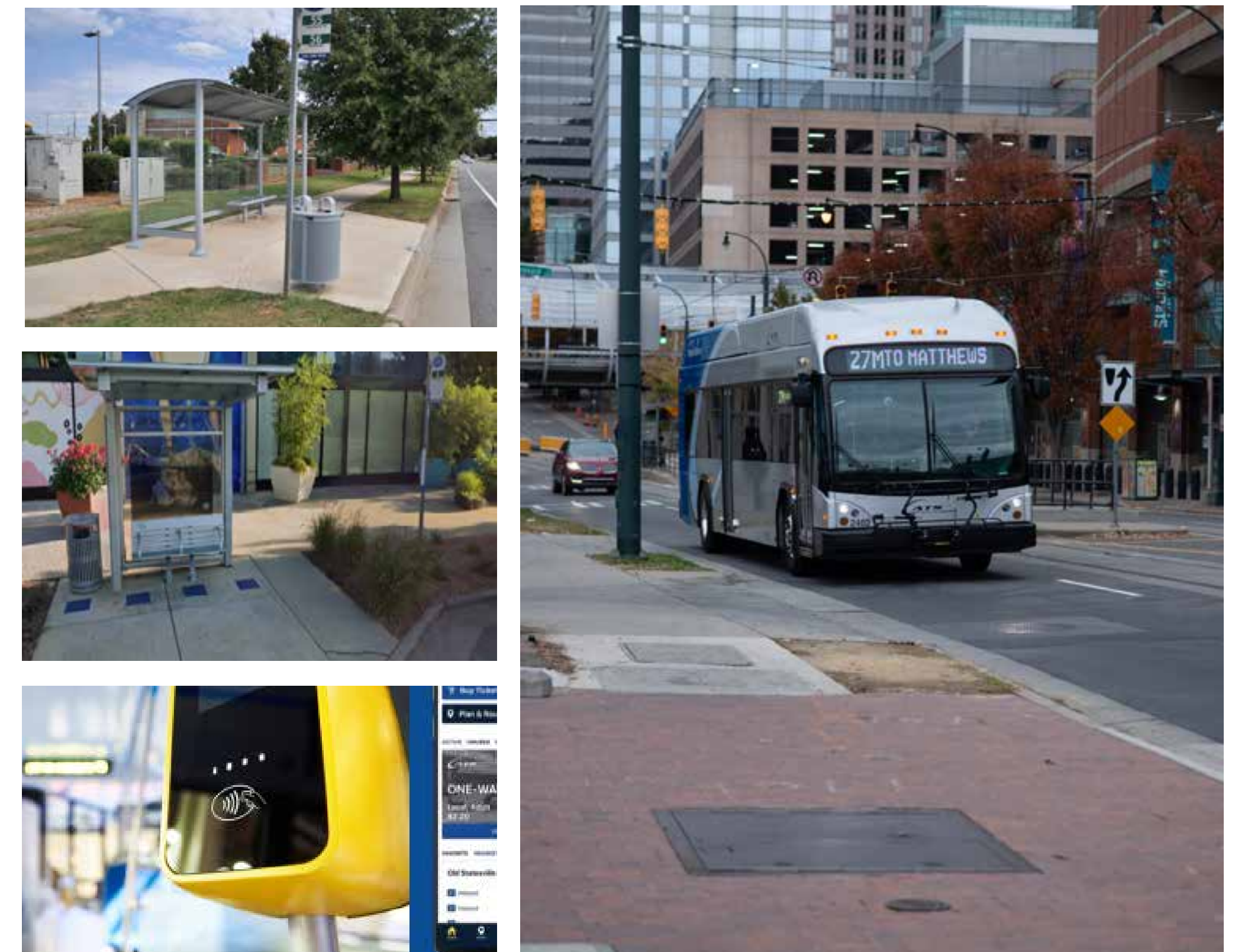
#### Leverage express lanes

to deliver increased **express service** to Ballantyne, as well as communities along Albemarle Rd and Independence Blvd.



#### From stop to seat:

Improvements at bus stops will include 2,000 additional shelters, benches, and waiting pads across the system in 10 years.



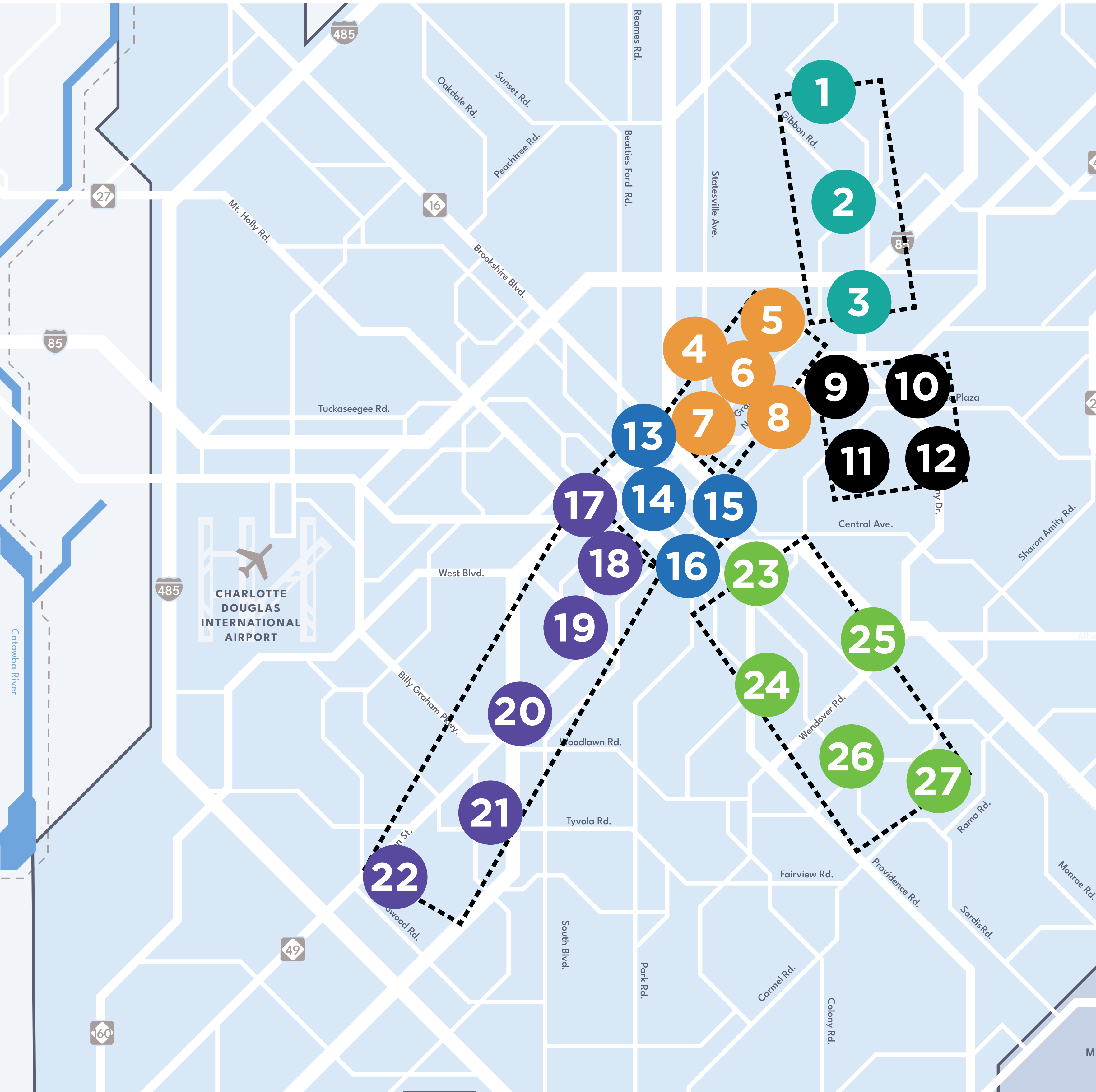
#### Comfort and reliability:

Comprehensive bus fleet expansion and replacement, including 89 new buses.



# District 1

## STRATEGIC INVESTMENT AREAS



### Strategic Investment Area Mobility Focus

#### West Sugar Creek (1-3)

- Providing safer crossings and better multimodal connections along a High Injury Network corridor
- Improving multimodal access to and within existing commercial areas and emerging activity centers
- Supporting transportation-disadvantaged communities by providing access to transit, including the existing Blue Line and future Red Line
- Providing mobility options to better connect neighborhoods to commercial areas/greenspaces
- Improving multimodal access along/across N Tryon St

#### North Graham / North Tryon (4-8)

- Improving multimodal access between Uptown, neighborhoods, and emerging activity centers
- Providing more and safer crossings and multimodal access along higher-volume arterials
- Creating better multimodal connections along key arterials in support of existing neighborhoods and employment concentrations
- Improving multimodal access from neighborhoods to greenways, greenspaces, and transit
- Providing key connections in the Bike Priority Network

#### Plaza / Shamrock (9-12)

- Expanding multimodal facilities and connections to and within the growing activity centers
- Expanding the bike network for easier multimodal access between neighborhoods and key destinations
- Providing safe and convenient crossings of high-volume arterial streets particularly near commercial areas, schools, and recreational opportunities.
- Expanding network connections to greenways, including the XCLT
- Supporting transportation-disadvantaged communities by providing access to transit, including the existing Blue Line

#### Center City (13-16)

- Continuing to expand bicycle and pedestrian access to and within Uptown
- Expanding the multimodal network to provide better access to greenspaces, including the XCLT and Irwin Creek Greenways
- Increasing vehicular capacity only through network connections/operational improvements, and ensuring improvements support travel by other modes
- Focusing on providing for safer and more convenient access by transit, bike, and pedestrian facilities and safe/convenient crossings of higher volume streets

#### South Tryon (17-22)

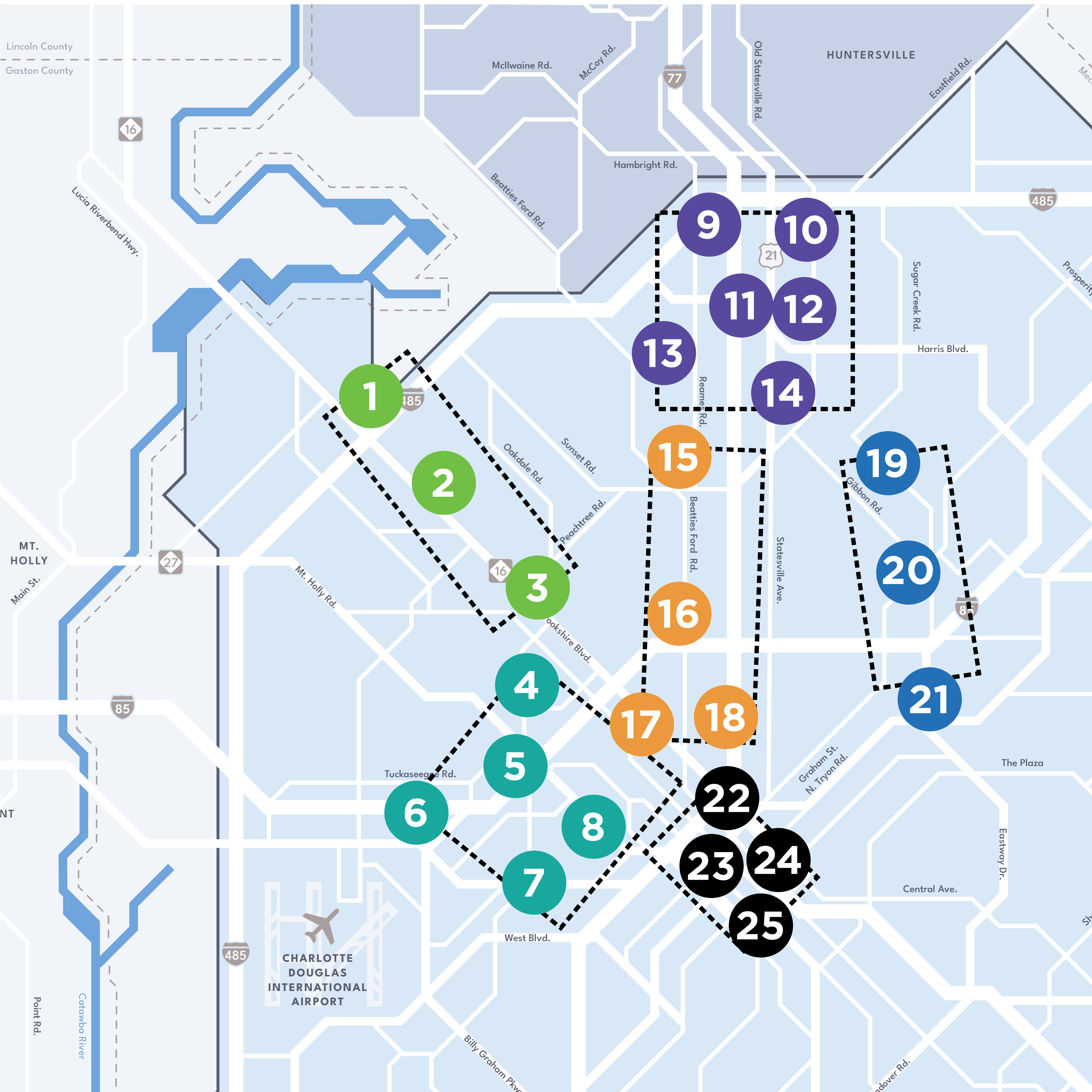
- Supporting the growing concentrations of housing, jobs, and entertainment in the corridor by continuing to improve first/last mile connections to the Blue Line
- Providing safe and comfortable pedestrian, bicycle, and transit facilities from nearby neighborhoods to (and between) station areas
- Providing safe and convenient crossings of high-volume arterial streets
- Increasing multimodal capacity through network connections/operational improvements and providing better access to greenspaces

#### Randolph / Monroe (23-27)

- Providing safe and convenient multimodal access within the Cotswold core and to surrounding neighborhoods, including safe crossings of high-volume arterial streets
- Providing safe and convenient multimodal access between commercial areas and surrounding neighborhoods
- Improving the multimodal network through ped/bike connections, bike facilities, and improving the network of neighborhood bicycle routes
- Increasing multimodal capacity through network connections/operational improvements

# District 2

## STRATEGIC INVESTMENT AREAS



### Strategic Investment Area Mobility Focus

#### Northwest (1-3)

- Providing safe and convenient crossings of high-volume arterial streets
- Expanding the multimodal network through bicycle and pedestrian access/connections to schools and greenways
- Improving access to transit, commercial areas, schools, greenspaces, and Activity Centers in support of 10-minute neighborhoods and to better serve transportation disadvantaged communities

#### Freedom / Wilkinson (4-8)

- Improving multimodal access to commercial areas, services, and activity centers along Freedom Dr
- Providing better multimodal connections between neighborhoods, activity centers, and greenspaces north and south of I-85
- Creating and improving key multimodal streets and Bike Priority Network connections
- Providing more and safer crossings on high-volume arterials
- Improving access to transit in support of transportation-disadvantaged communities and emerging high intensity places

#### Northlake (9-14)

- Improving multimodal connections to Northlake and other Activity Centers in support of 10-minute neighborhoods
- Providing for safe and convenient crossings of high-volume arterial streets for easier multimodal access to shopping, entertainment, jobs, transit, and greenways
- Improving multimodal access for transportation disadvantaged communities
- Providing bike and greenway network connections
- Increasing multimodal capacity through targeted widenings, network connections, and access to transit

#### Beatties Ford / Rozzelles Ferry (15-18)

- Improving multimodal access to transit, schools, parks, and services
- Supporting multimodal access to existing and emerging activity centers at Booker/Celia, LaSalle, and Sunset
- Supporting transportation-disadvantaged communities and growing commercial areas through safe and convenient access to transit and better multimodal connections throughout the SIA
- Coordinating multimodal access with future Gold Line

#### West Sugar Creek (19-21)

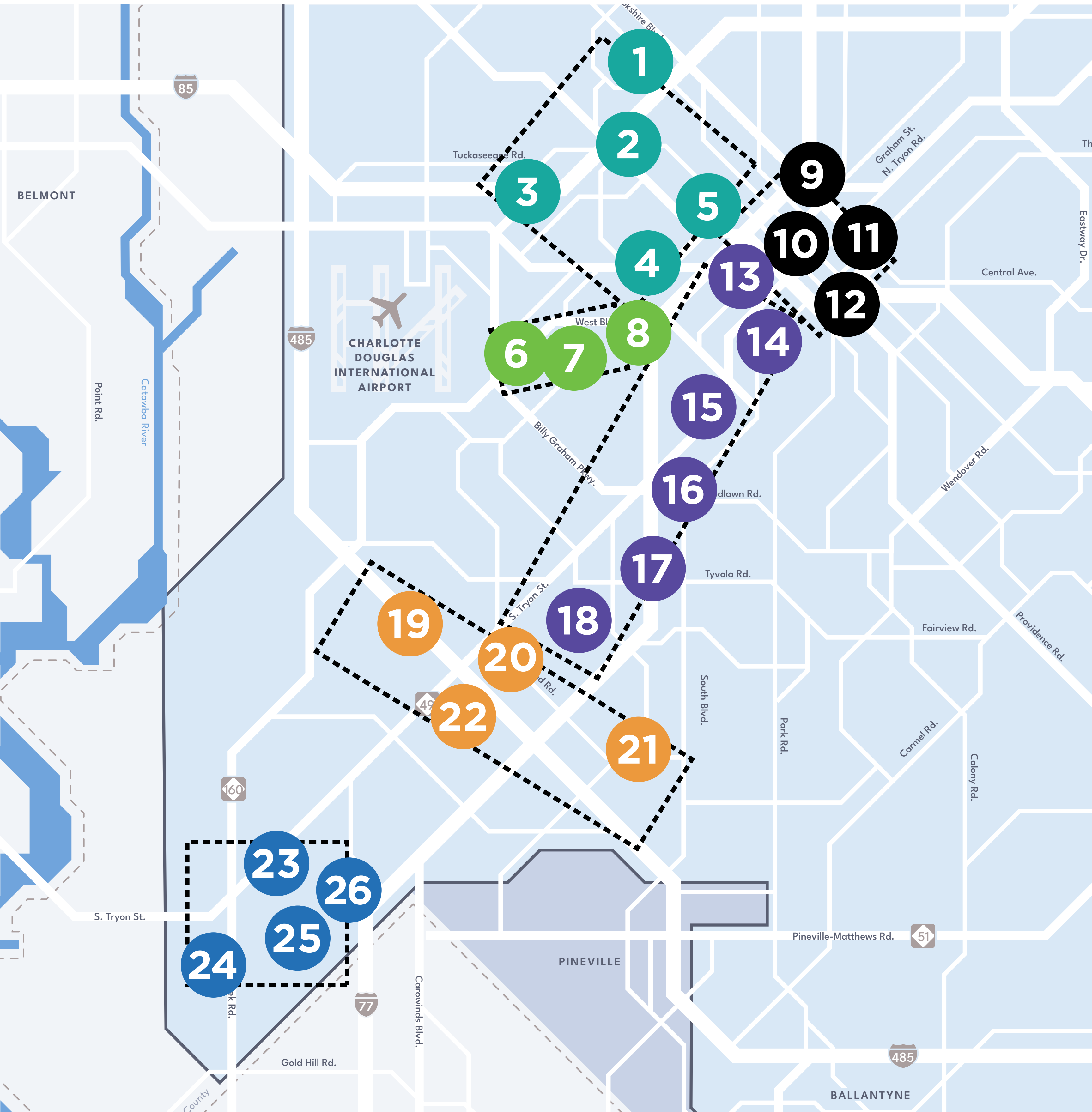
- Providing safer crossings and better multimodal connections along a High Injury Network corridor
- Improving multimodal access to and within existing commercial areas and emerging activity centers
- Supporting transportation-disadvantaged communities by providing access to transit, including the existing Blue Line and future Red Line
- Providing mobility options to better connect neighborhoods to commercial areas/greenspaces
- Improving multimodal access along/across N Tryon St

#### Center City (22-25)

- Continuing to expand bicycle and pedestrian access to and within Uptown
- Expanding the multimodal network to provide better access to greenspaces, including the XCLT and Irwin Creek Greenways
- Increasing vehicular capacity only through network connections/operational improvements, and ensuring improvements support travel by other modes
- Focusing on providing for safer and more convenient access by transit, bike, and pedestrian facilities and safe/convenient crossings of higher volume streets

# District 3

## STRATEGIC INVESTMENT AREAS



### Strategic Investment Area Mobility Focus

#### Freedom / Wilkinson (1-5)

- Improving multimodal access to commercial areas, services, and activity centers and more and safer crossings on high-volume arterials
- Providing better multimodal connections between neighborhoods, activity centers, and greenspaces north and south of I-85
- Creating and improving key multimodal streets and Bike Priority Network connections
- Improving access to transit in support of transportation-disadvantaged communities and emerging high intensity places

#### West Boulevard (6-8)

- Improving multimodal access to support emerging activity centers/future station areas along West Blvd and Wilkinson Blvd
- Providing more and safer crossing opportunities of high-volume arterials in support of 10-minute neighborhoods
- Supporting transportation-disadvantaged communities, by improving access to transit, including better connections between West Blvd, the Blue Line to the south, and the future Silver Line on Wilkinson Blvd
- Improving access between neighborhoods and greenspaces, educational, and institutional services

#### Center City (9-12)

- Continuing to expand bicycle and pedestrian access to and within Uptown
- Expanding the multimodal network to provide better access to greenspaces, including the XCLT and Irwin Creek Greenways
- Increasing vehicular capacity only through network connections/operational improvements, and ensuring improvements support travel by other modes
- Focusing on providing for safer and more convenient access by transit, bike, and pedestrian facilities and safe/convenient crossings of higher volume streets

#### South Tryon (13-18)

- Supporting the growing concentrations of housing, jobs, and entertainment in the corridor by continuing to improve first/last mile connections to the Blue Line
- Providing safe and comfortable pedestrian, bicycle, and transit facilities from nearby neighborhoods to (and between) station areas
- Providing safe and convenient crossings of high-volume arterial streets
- Increasing multimodal capacity through network connections/operational improvements and providing better access to greenspaces

#### Arrowood (19-22)

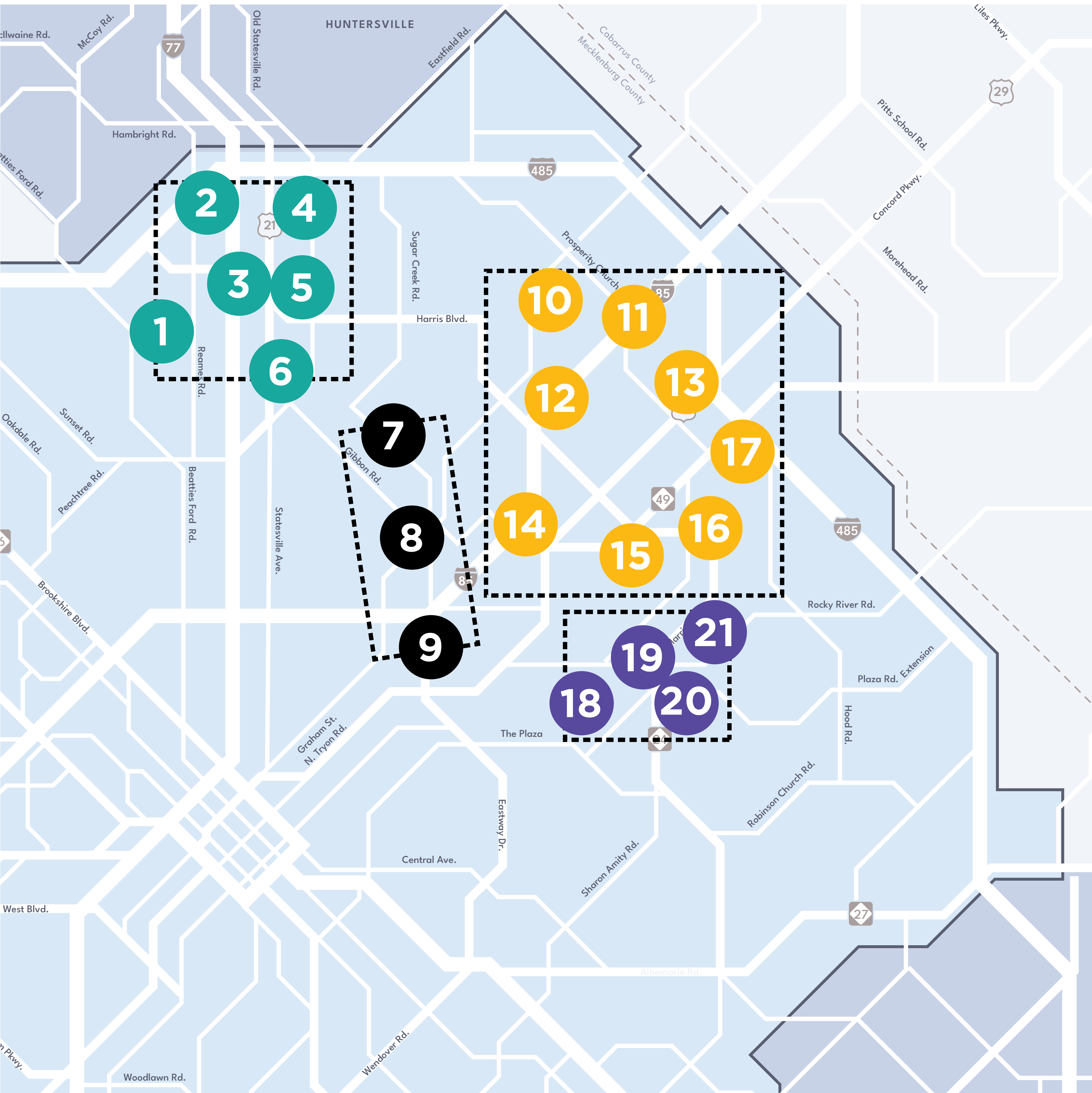
- Improving multimodal access to transit along this major corridor connecting High Frequency/Priority Bus transit with the Blue Line
- Improving multimodal access to the station area and activity centers
- Providing safe, multimodal access to jobs, greenspace, and educational facilities for transportation disadvantaged communities
- Increasing capacity with operational improvements, transit, and targeted widenings in the western portions of the area

#### Steele Creek (23-26)

- Increasing capacity through operational and physical improvements, including street network connections and targeted widenings
- Improving access to transit along S Tryon to better serve transportation disadvantaged communities
- Providing safe and convenient crossings along with comfortable ped/bike facilities along arterial streets
- Expanding ped/bike access to area activity centers and greenspaces/greenways

# District 4

## STRATEGIC INVESTMENT AREAS



### Strategic Investment Area Mobility Focus

#### Northlake (1-6)

- Improving multimodal connections to activity centers in support of 10-minute neighborhoods
- Providing for safe and convenient crossings of high-volume arterial streets for easier multimodal access to shopping, entertainment, jobs, transit, and greenways
- Improving multimodal access for transportation disadvantaged communities
- Providing bike and greenway network connections
- Increasing multimodal capacity through targeted widenings, network connections, and access to transit

#### West Sugar Creek (7-9)

- Providing safer crossings and better multimodal connections along a High Injury Network corridor
- Improving multimodal access to and within existing commercial areas and emerging activity centers
- Supporting transportation-disadvantaged communities by providing access to transit, including the existing Blue Line and future Red Line
- Providing mobility options to better connect neighborhoods to commercial areas/greenspaces
- Improving multimodal access along/across N Tryon St

#### University City (10-17)

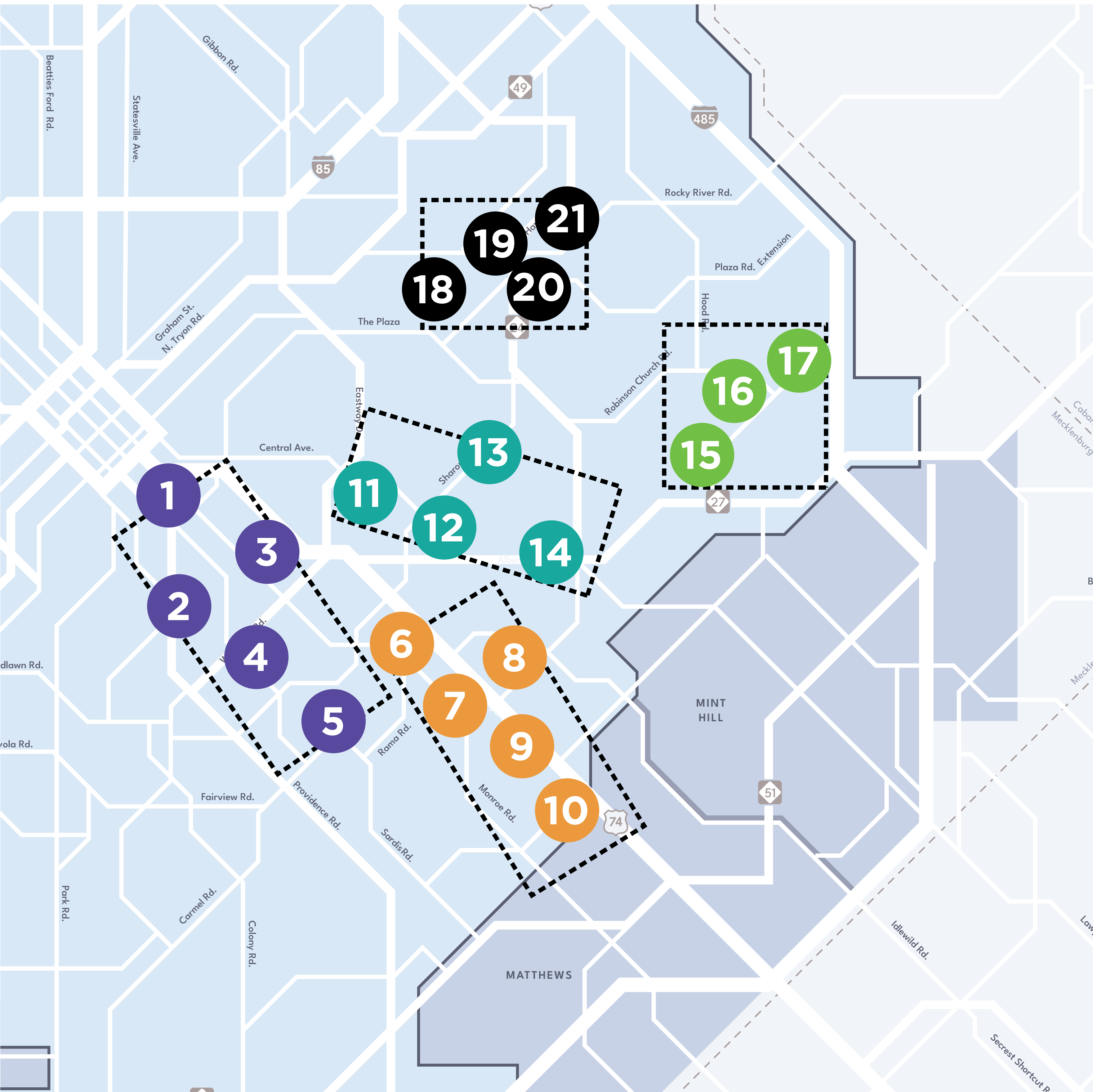
- Improving multimodal access within and to University City, University Research Park, and UNC Charlotte
- Improving access to the Blue Line and bus transit
- Providing safe and convenient crossings of high-volume arterial streets for easier multimodal access to shopping, entertainment, transit, jobs, educational opportunities, and greenways
- Increasing bike and greenway network connections
- Increasing capacity through network connections, targeted widenings, and operational improvements
- Improving overall mobility options for equitable access to jobs, shopping, entertainment, and medical care

#### Old Concord / Grier (18-21)

- Expanding multimodal network through new and improved connections
- Providing better multimodal access to transit in support of mode-shift goals and to better serve transportation disadvantaged communities
- Providing multimodal capacity through operational improvements and network connections
- Improving multimodal connections to commercial areas and to greenspace, including the XCLT
- Supporting access to jobs and 10-minute neighborhoods
- Providing safe multimodal connections to Central Piedmont and school campus areas, parks, and high frequency transit

# District 5

## STRATEGIC INVESTMENT AREAS



### Strategic Investment Area Mobility Focus

#### Randolph / Monroe (1-5)

- Providing safe and convenient multimodal access within the Cotswold core and to surrounding neighborhoods, including safe crossings of high-volume arterial streets
- Providing safe and convenient multimodal access between commercial areas and surrounding neighborhoods
- Improving the multimodal network through ped/bike connections, bike facilities, and improving the network of neighborhood bicycle routes
- Increasing multimodal capacity through network connections/operational improvements

#### Independence (6-10)

- Partnering with NCDOT for improved multimodal crossings of Independence Blvd
- Improving crossing opportunities along high-volume arterial streets
- Improving multimodal access to transit services, including bus and future Silver Line, in support of mode shift goals
- Supporting 10-minute neighborhoods by creating better multimodal connections to commercial areas, Activity Centers, and greenspaces

#### Albemarle / Central (11-14)

- Improving multimodal access to commercial, recreational, and institutional uses, including the redeveloping Eastland Mall site
- Providing more and safer crossing opportunities on high-volume arterials
- Supporting transportation-disadvantaged communities and growing commercial areas through safe and convenient access to transit and better multimodal connections
- Improving access to greenways and other greenspaces
- Coordinating multimodal access with future Gold Line

#### Far East / Harrisburg (15-17)

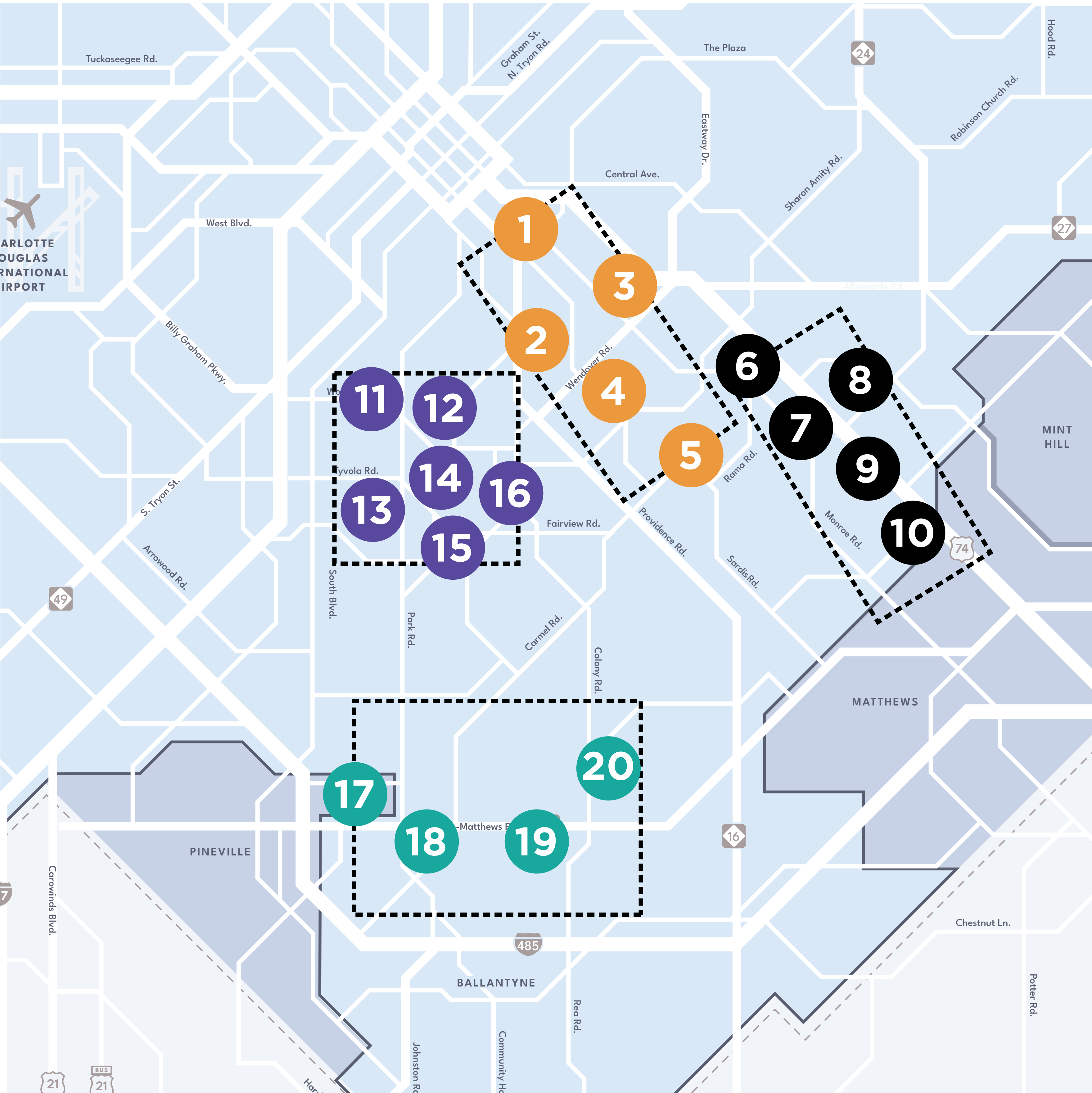
- Increasing multimodal capacity through network connections, operational improvements, and targeted widenings.
- Providing safe crossings and lighting on arterial streets for better multimodal access to parks, transit, and neighborhood amenities
- Creating better multimodal access and network connections to Cambridge Commons Activity Center to support a 10-minute neighborhood and broader transit access

#### Old Concord / Grier (18-21)

- Expanding multimodal network through new and improved connections
- Providing better multimodal access to transit in support of mode-shift goals and to better serve transportation disadvantaged communities
- Providing multimodal capacity through operational improvements and network connections
- Improving multimodal connections to commercial areas and to greenspace, including the XCLT
- Supporting access to jobs and 10-minute neighborhoods
- Providing safe multimodal connections to Central Piedmont and school campus areas, parks, and high frequency transit

# District 6

## STRATEGIC INVESTMENT AREAS



### Strategic Investment Area Mobility Focus

#### Randolph / Monroe (1-5)

- Providing safe and convenient multimodal access within the Cotswold core and to surrounding neighborhoods, including safe crossings of high-volume arterial streets
- Providing safe and convenient multimodal access between commercial areas and surrounding neighborhoods
- Improving the multimodal network through ped/ bike connections, bike facilities, and improving the network of neighborhood bicycle routes
- Increasing multimodal capacity through network connections/operational improvements

#### Independence (6-10)

- Partnering with NCDOT for improved multimodal crossings of Independence Blvd
- Improving crossing opportunities along high-volume arterial streets
- Improving multimodal access to transit services, including bus and future Silver Line, in support of mode shift goals
- Supporting 10-minute neighborhoods by creating better multimodal connections to commercial areas, Activity Centers, and greenspaces

#### SouthPark / Woodlawn (11-16)

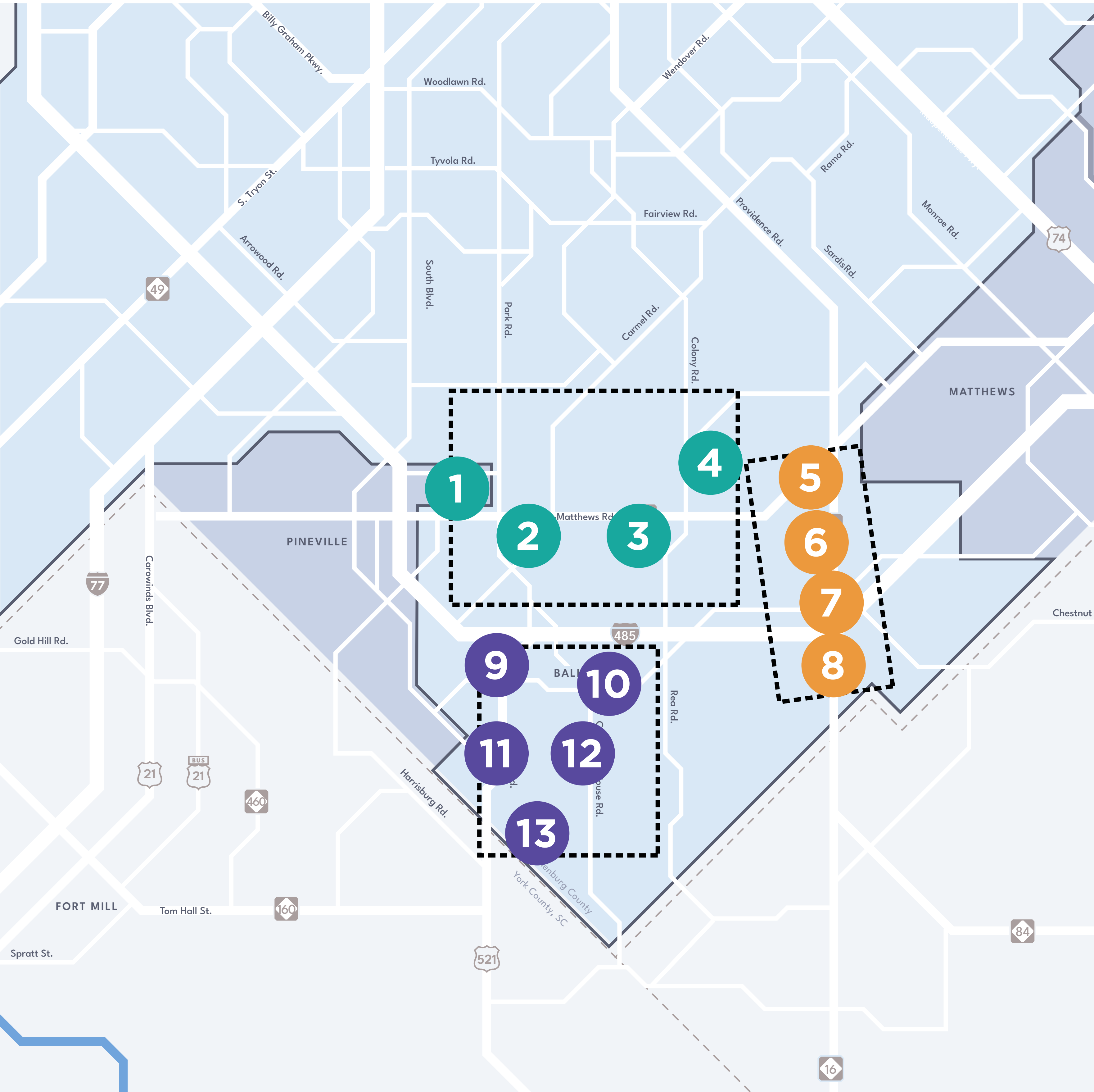
- Improving multimodal mobility within and to the SouthPark, Park-Woodlawn, and Selwyn-Colony Activity Centers in support of 10-minute neighborhoods and mode shift goals
- Improving multimodal access between the Activity Centers and surrounding neighborhoods, transit, and the XCLT
- Providing for safe and convenient crossings of high-volume arterial streets for easier multimodal access to shopping, entertainment, transit, jobs, and the XCLT
- Improving the network of pedestrian and bicycle connections
- Increasing multimodal capacity through network connections, operational improvements, and targeted widenings

#### Carmel / Johnston (17-20)

- Providing safe and convenient connections between the Activity Center and commercial activities along Pineville-Matthews Rd and surrounding neighborhoods in support of 10-minute neighborhoods
- Expanding the multimodal network by improving pedestrian and bike connections between existing and planned greenways and destinations along Pineville-Matthews Rd
- Using targeted partnerships for physical capacity improvements and safe pedestrian and bicycle facilities

# District 7

## STRATEGIC INVESTMENT AREAS



### Strategic Investment Area Mobility Focus

#### Carmel / Johnston (1-4)

- Providing safe and convenient connections between the Activity Center and commercial activities along Pineville-Matthews Rd and surrounding neighborhoods in support of 10-minute neighborhoods
- Expanding the multimodal network by improving pedestrian and bike connections between existing and planned greenways and destinations along Pineville-Matthews Rd
- Using targeted partnerships for physical capacity improvements and safe pedestrian and bicycle facilities

#### South Providence (5-8)

- Increasing capacity with widenings, operational improvements, and transit
- Improving network connections for more capacity and better multimodal route choices
- Supporting 10-minute neighborhoods and mode shift by creating better multimodal access from surrounding neighborhoods to the Activity Centers (Waverly, Arboretum) and to the transit corridor
- Providing for safe crossings, pedestrian, bike, and transit facilities along the corridor






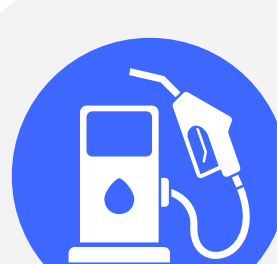
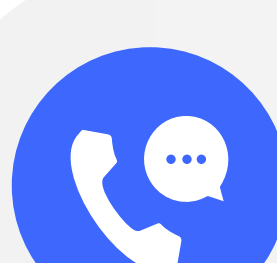
#### South Charlotte (9-13)

- Increasing capacity through operational and physical improvements, including important street network connections and targeted widenings
- Supporting the development of the Activity Center and planned light rail corridor into a multimodal place that helps meet mode shift goals, employment and recreational opportunities to surrounding communities
- Improving safe and comfortable access for pedestrians and cyclists to and within the Activity Center in support of 10-minute neighborhoods



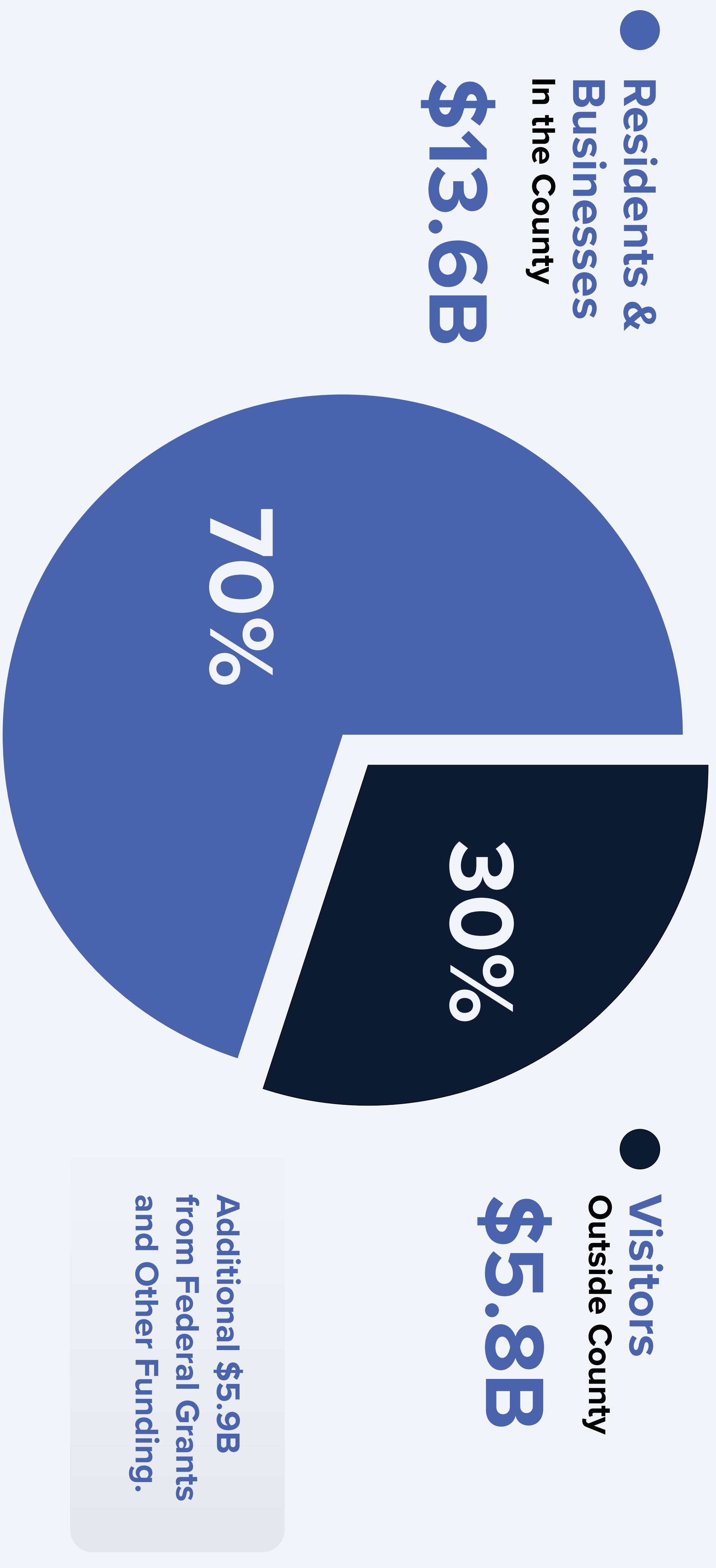
# The Proposed **One-Cent** **Sales Tax** **Excludes:**



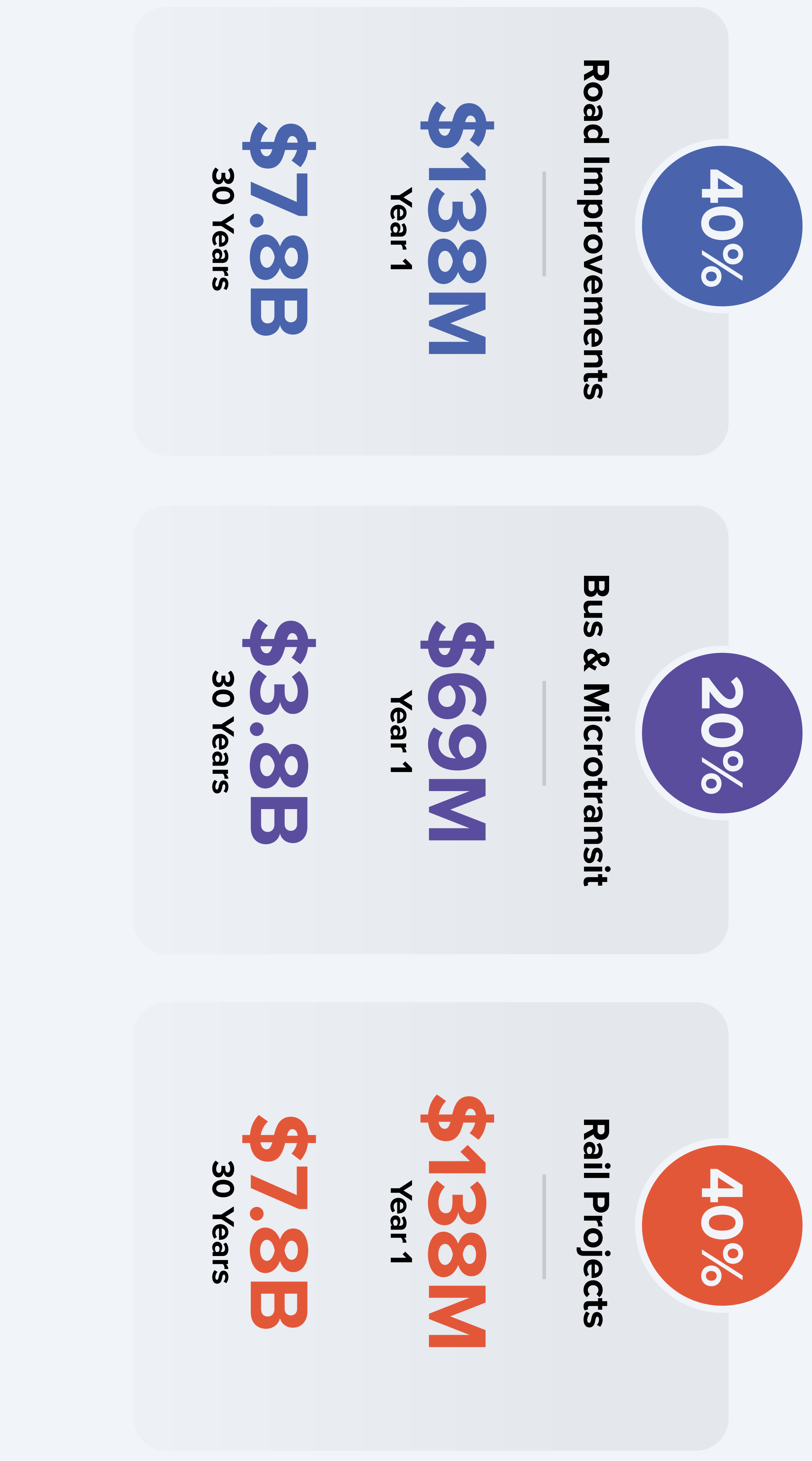
-  Most foods/grocery
-  Housing
-  Medicine
-  Medical Services
-  Electricity
-  Gas
-  Telephone

# Why a Sales Tax?

Everyone who uses transit/transportation helps pay for it.



## How Would the Money Be Spent?



# Meck Connect is Better Bus and Microtransit



All Routes Improved in **5** Years

**15 for 60**  
60% of riders get 15-min service



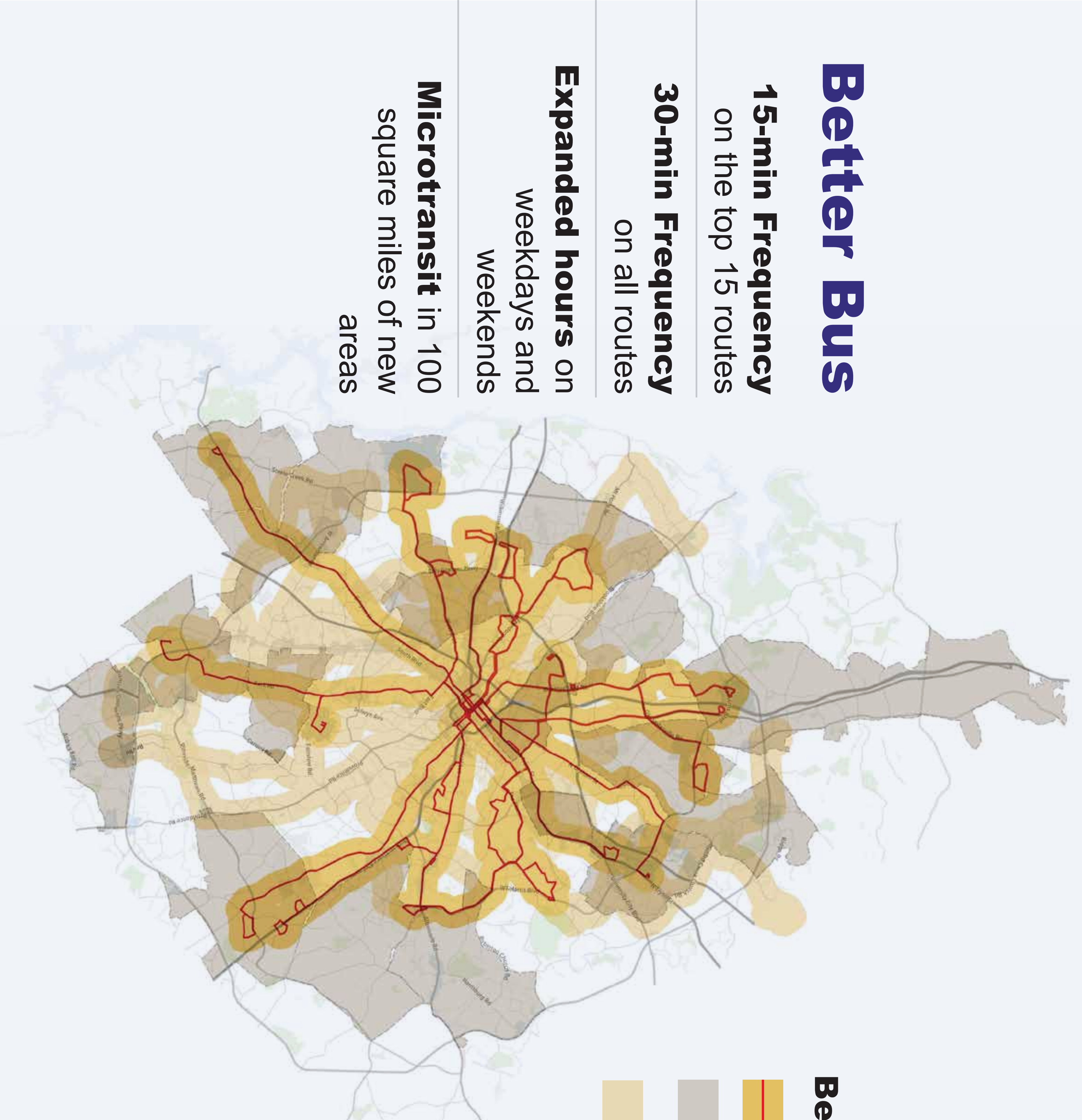
Start Now, Complete all in **10** Years

**2,000+**  
Enhanced Bus Stops



All Zones Operational in **5** Years

**Microtransit**  
Curb-to-curb & on-demand




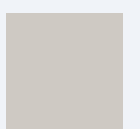
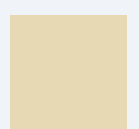
## Better Bus

**15-min Frequency**  
on the top 15 routes

**30-min Frequency**  
on all routes

**Expanded hours** on  
weekdays and  
weekends

**Microtransit** in 100  
square miles of new  
areas

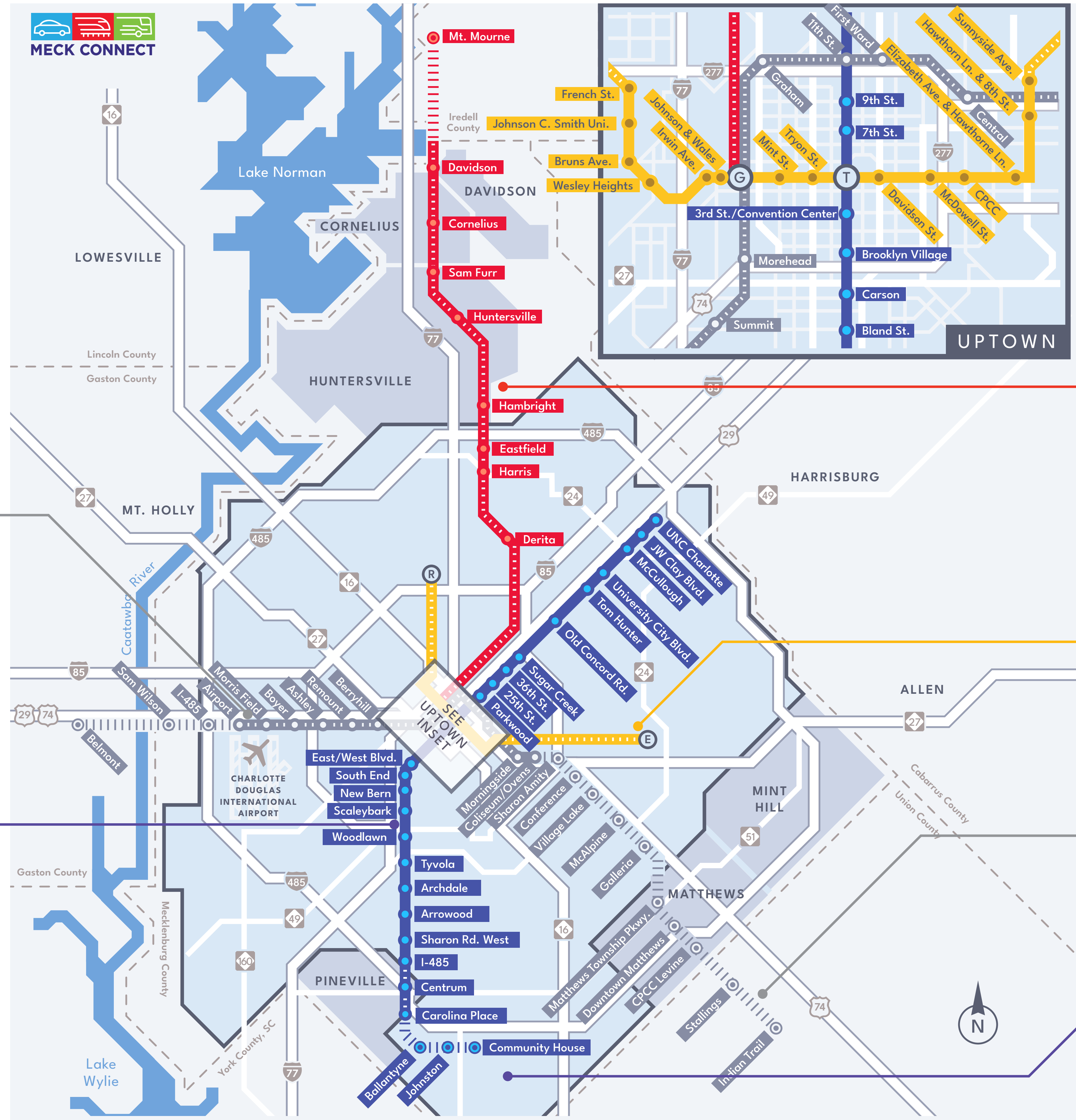
- Better Bus**
-  **15 Minute Frequency Bus Corridors**  
(10-minute walk)
  -  **Microtransit Zones**  
(on-demand, curb to curb service)
  -  **30 Minute Frequency Bus Corridors**  
(10-minute walk)

Connecting **450K** people  
to **450K** jobs  
Within a walk of 15-minute service  
(10 min. 1/2-mile walk)



# Transit System Plan

Adopted by: The Metropolitan Transit Commission (MTC) May 28, 2025



**Silver Line**  
Airport to Coliseum/Ovens

**Blue Line**  
Extension  
I-485 to Carolina Place/Pineville

**Red Line**  
Charlotte Gateway Station to  
 Mooresville/Iredell County

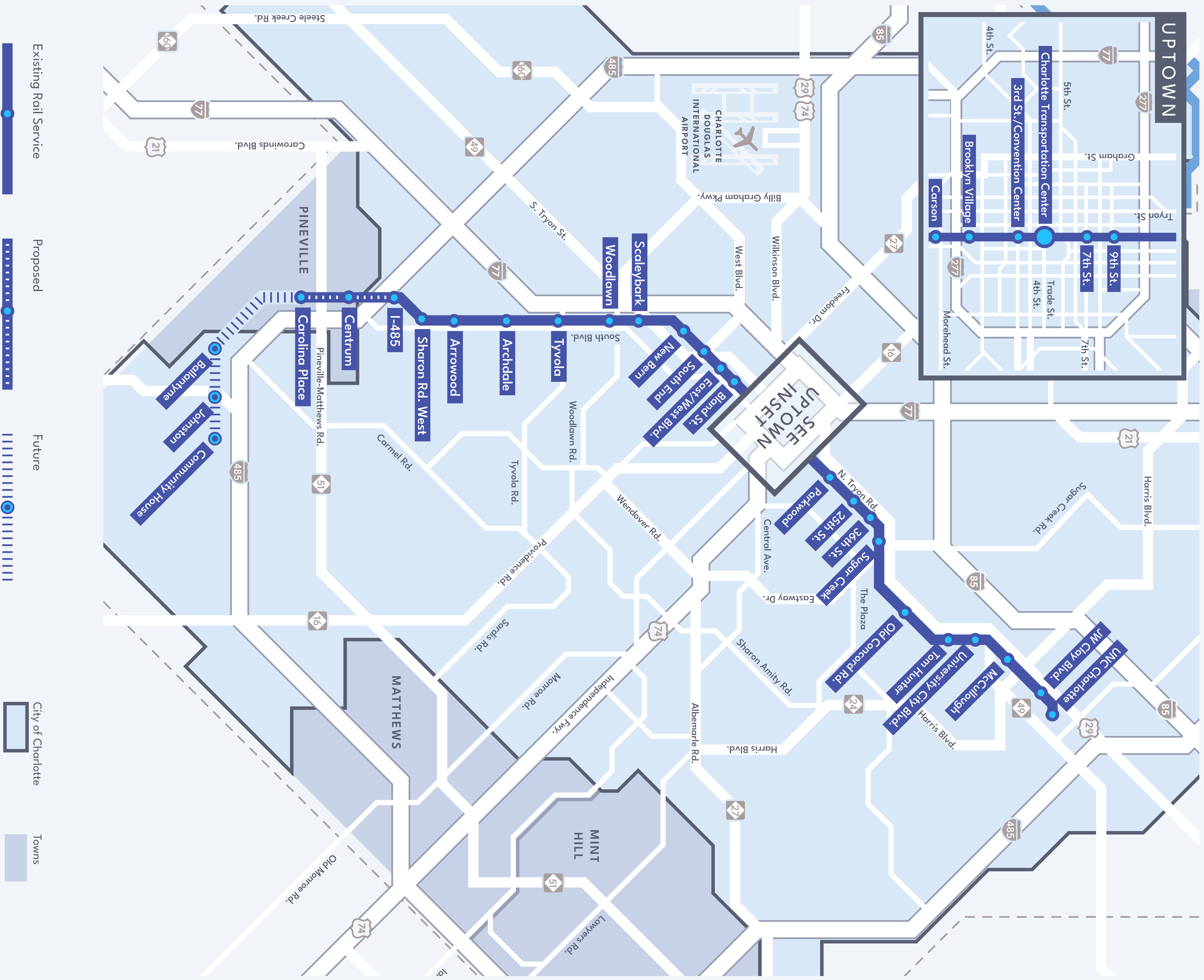
For the portion of the Red Line in Iredell County, the financial analysis assumes a future local funding match; source(s) to be determined.

**Gold Line**  
Extension  
Rosa Parks Place to Eastland

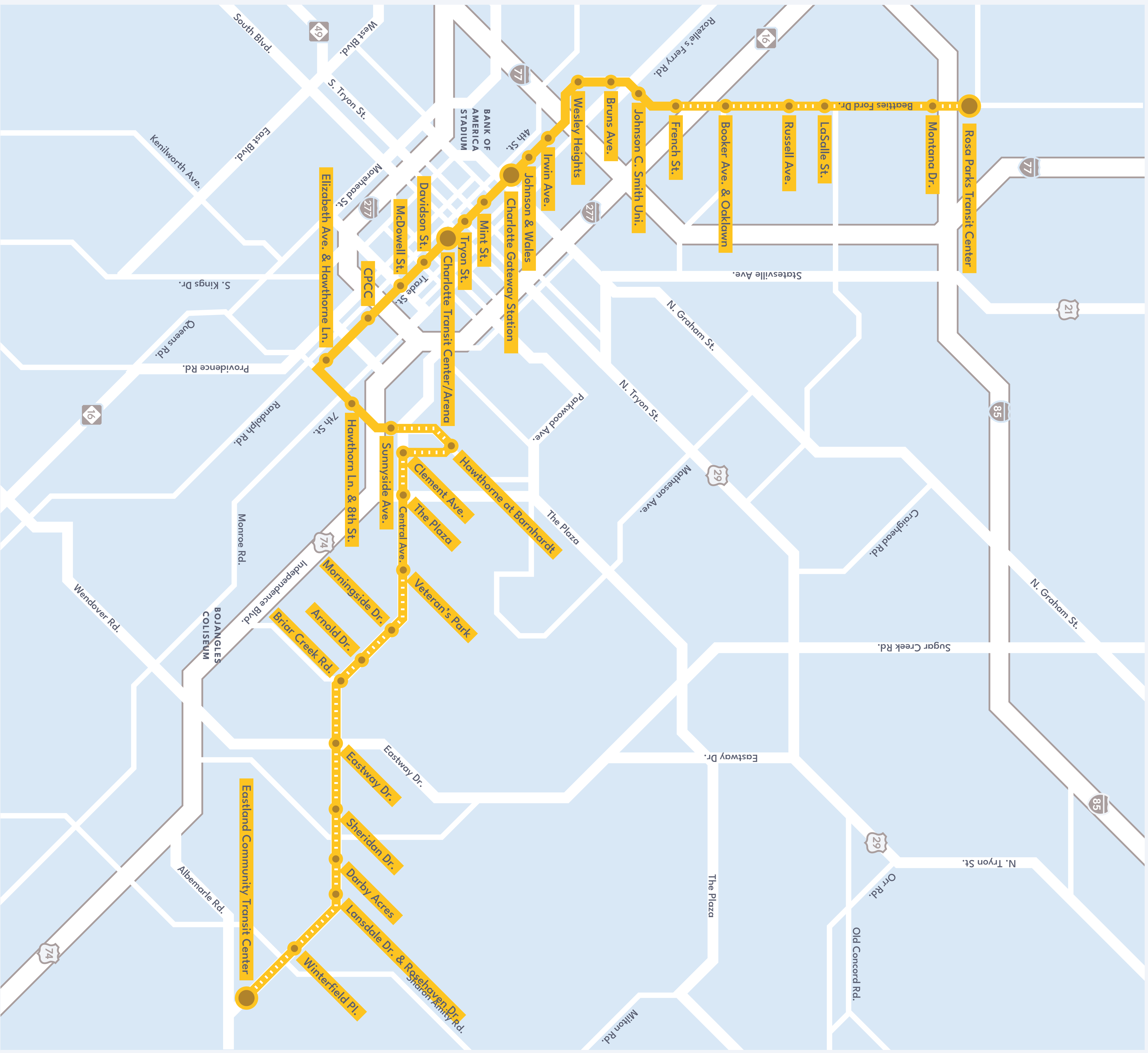
Future Silver Line extension  
to Indian Trail

Future Blue Line extension  
to Community House

# Blue Line - Light Rail Extension



# Gold Line - Streetcar Expansion



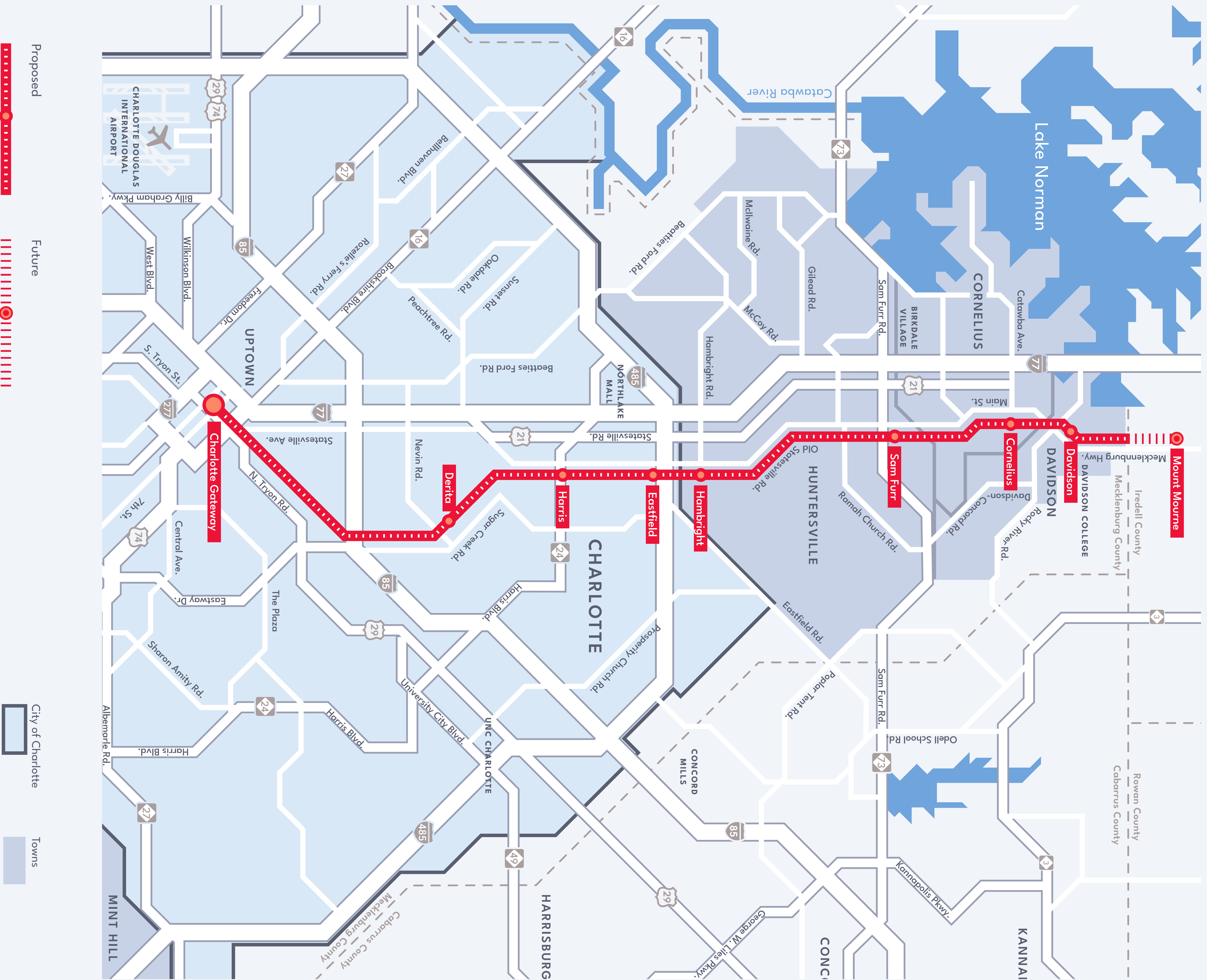
Existing Rail Service



Proposed



# New Red Line - Commuter Rail



Proposed



Future



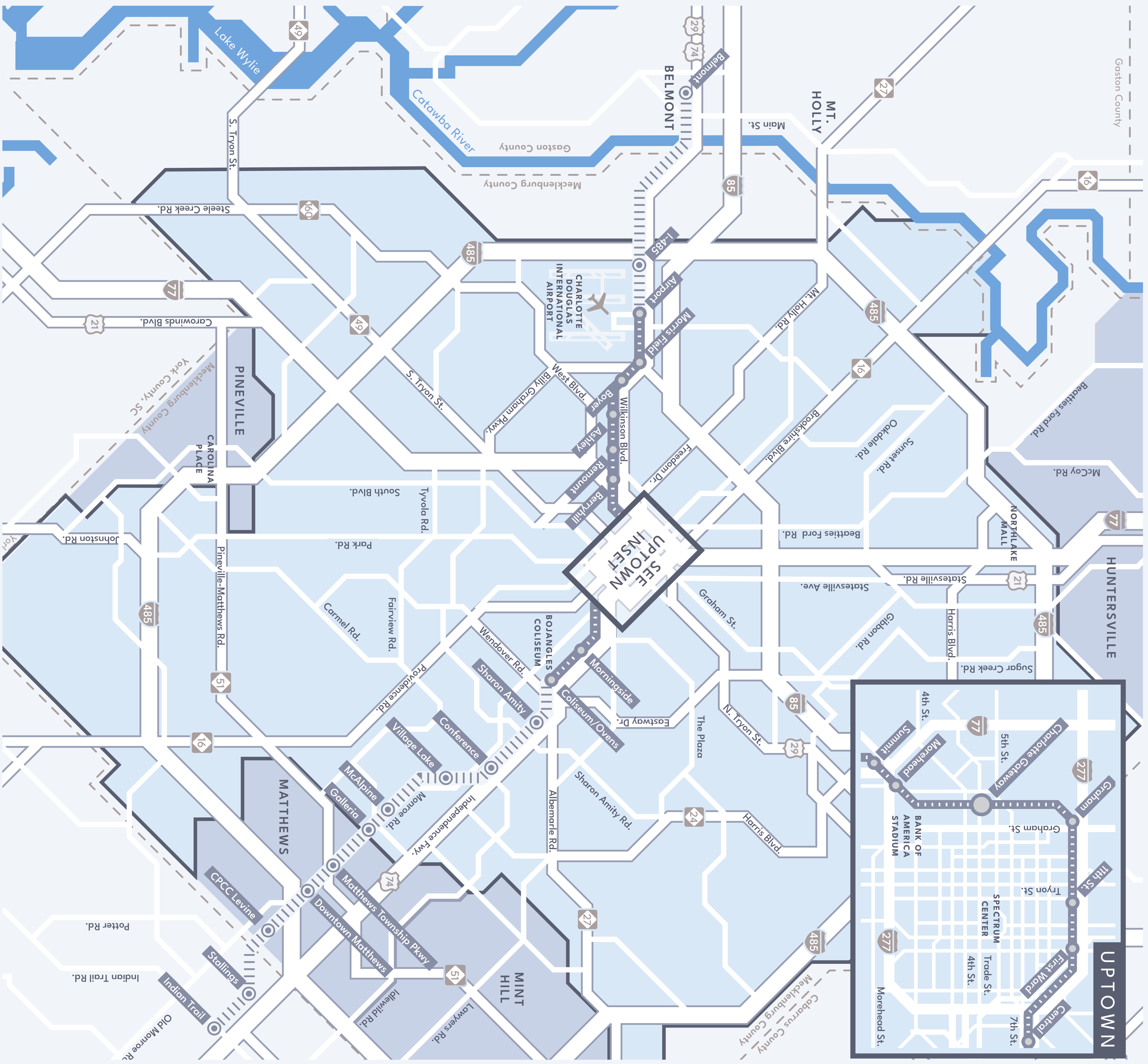
City of Charlotte



Towns



# New Silver Line - Light Rail



Proposed

Future

City of Charlotte

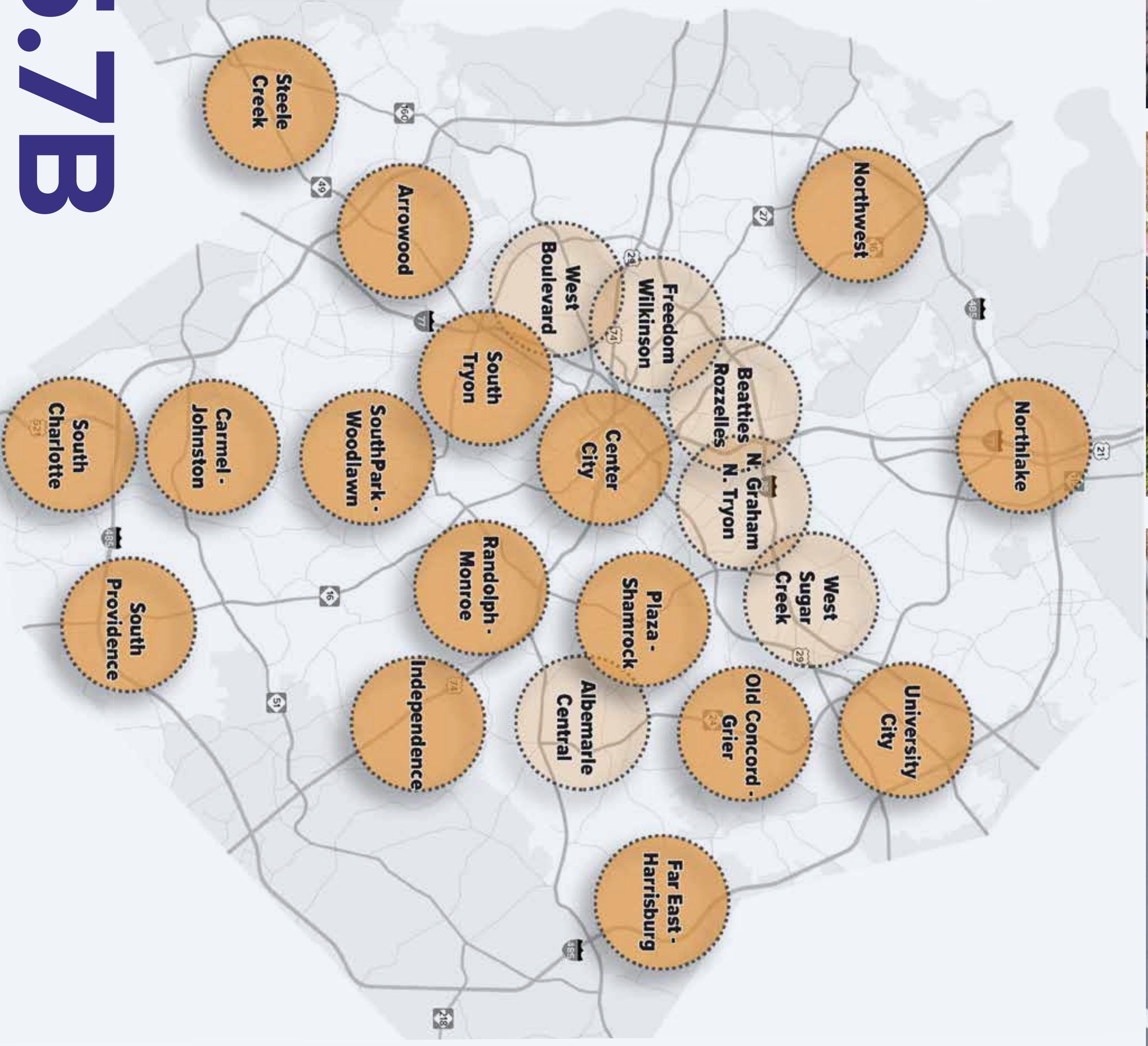
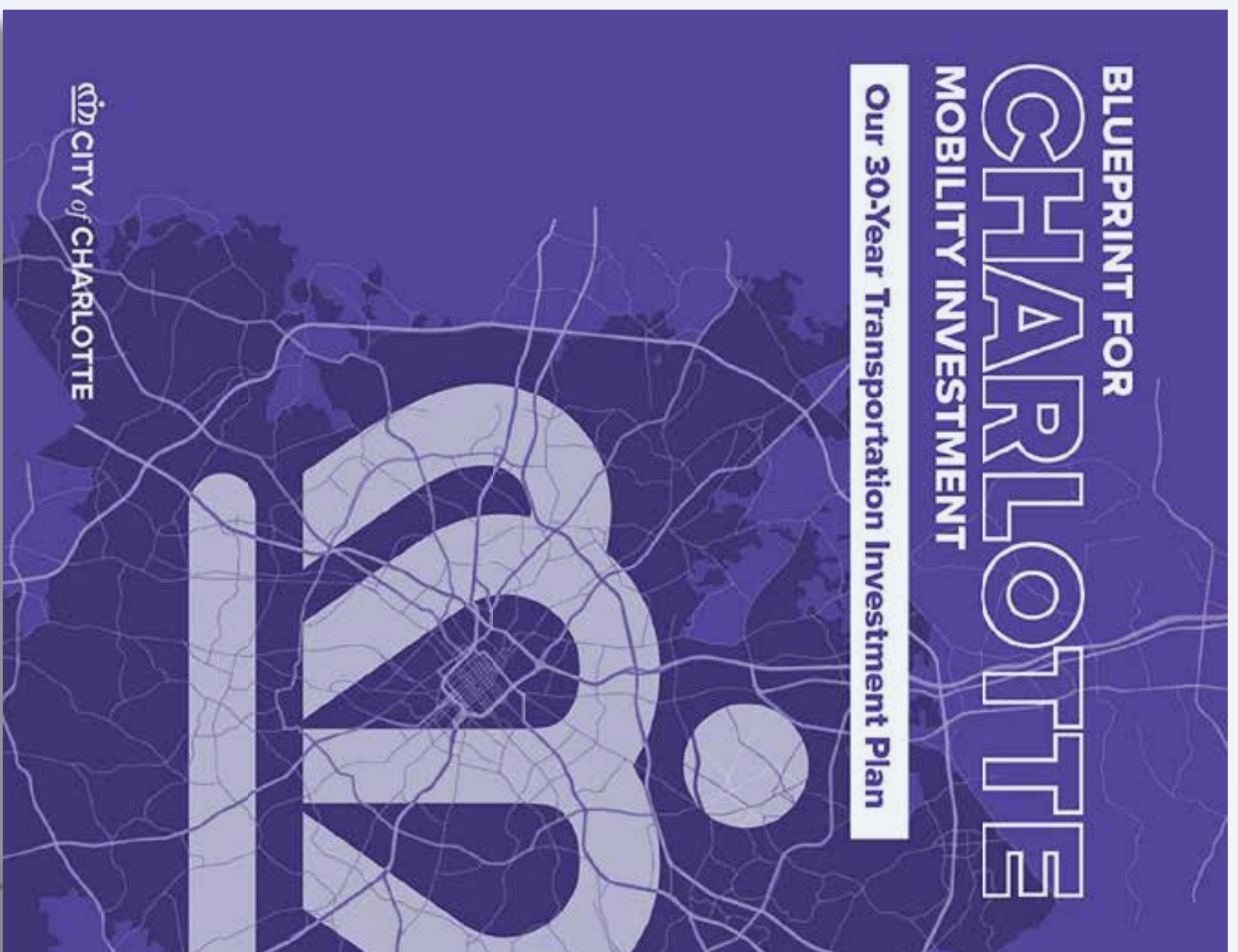
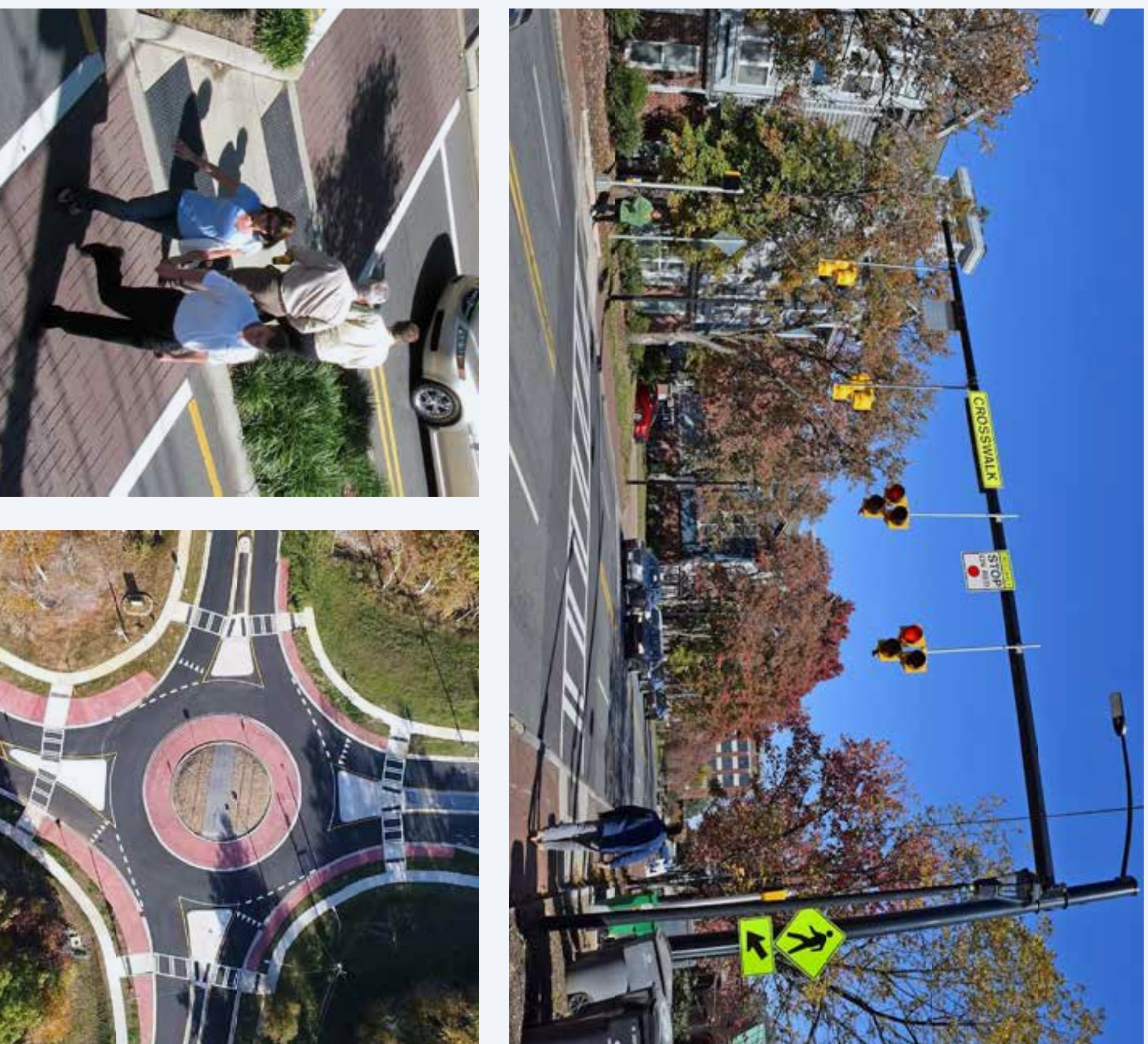
Towns





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- PEDESTRIAN CROSSINGS
- STREETSCAPES
- INTERSECTION IMPROVEMENTS
- ROAD CAPACITY
- NEW STREETS
- STREET LIGHTING



City of Charlotte  
**\$102M**  
YEAR 1

**\$5.7B**  
30 YEARS



Download the  
Mobility Blueprint

# See the **Transportation and Transit Investment Plan** for your District



# Thank you

For taking time to learn about **Meck Connect.**



**The exploring  
doesn't stop here.**

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