

**MINUTES
SILVER LINE TASK FORCE
WEDNESDAY, JULY 1, 2020
7:00 PM
ZOOM REMOTE MEETING**

PRESENT: Chairman Bill Stevens; Members Lou Abernathy, David Blackley, Natasha Edwards, Chris Hough, Bo Hulsey, Jim Johnson, Kerry Lamson, Lynn Lewis, Scott Phillips, Jana Reeve, Jennifer Saunders, and Walter Wright; Planning Director Jay Camp; Town Engineer Susan Habina-Woolard; Transportation Planner Dana Stoogenke; Senior Administrative Specialist/Deputy Town Clerk Shana Robertson

ABSENT: Members Fred Baylor, and Wyatt Dixon

CALL TO ORDER

Chairman Bill Stevens called the meeting was called to order at 7:08 PM

WELCOME

Transportation Planner Dana Stoogenke reviewed discussions at the June 17, 2020 meeting of the Silver Line Task Force.

Scott Phillips motioned to approve the minutes from the June 17th meeting with spelling correction. Jim Johnson seconded the motion and it was unanimously approved.

PRESENTATION BY CATS TEAM

Andy Mock, Senior Project Manager for the LYNX Silver Line, Charlotte Area Transit System (CATS) introduced himself to the members of the Silver Line Task Force. He took the members on a virtual tour of the LYNX Blue line using the Google Earth application. Mr. Mock said that the station in South End, the East West station, was the closest comparison that could be made for a potential Downtown Matthews light rail station. The South End station featured a walk-up style platform, no parking, and a rail trail behind the platform. During the tour, Mr. Mock reviewed each station and focused on the artistic styles of each.

Lou Abernathy asked if CATS had made a decision on the power option for the catenary system, 750 volts DC or the 25,000 AC option. Mr. Mock said that the Lynx Blue Line used 750 DC and the Silver Line would use the same. He added that 25,000 AC powered catenary system was more for heavier rail systems.

Chris Hough asked if the stations would be at grade or below grade. Mr. Mock said that stations that were aerial and below grade did not seem to perform as well and CATS preferred at grade stations.

Kerry Lamson requested information on the length and width of the station platforms. Mr. Mock said that the length for the platforms was usually between 286.5 feet to 300 feet and the side platforms could be anywhere from 15 feet wide to 28 depending on if there was an elevator or it was a large station stop.

Mr. Lamson asked if there was flexibility in the design and paint effects used on the poles. Mr. Mock said that they were open to different paint schemes but they did get minor damages during construction. Mr. Mock added that custom paintings were harder to maintain.

Walter Wright asked how CATS determined station locations and if bus service would be integrated with the light rail system. Mr. Mock said that CATS used land use pattern and added that Downtown Matthews was where people want to be. Mr. Mock said that they are looking at the current land use and what that might be in the future to make a determination

on where people want to go. There could be bus shuttle services to the Silver Line from other locations as the route takes its form and that was something that CATS would need to take a hard look at for the best value to community.

Mr. Stevens asked if shuttle buses would be smaller than regular buses. Mr. Mock said that the bus size would depend on ridership of the neighboring community. Mr. Mock showed images of existing park and ride stations that also have bus service.

Lynn Lewis asked how much land area would be required for the rails and rail trail. Mr. Mock used the South End station as an example and said that it was a 70 foot corridor that included a planting strip, two sidewalks, and the rail. The width of the track was about 32 feet and needed to include a 12 foot buffer and about 12 feet for bicycle movements. This would be about 50 feet in all but he added that it was not a design standard but a good practice.

Ms. Lewis asked if there were planned stops for vehicle traffic. Mr. Mock said that there were going to be roads that the Silver Line would need to cross. The timing would be calculated through the track circuit-timer and that would create a sequence that would time when the gate would lower, the lights flash, and bells would ring. This would make it possible for train to not have the need to stop. Mr. Mock said this would cause a 30 to 45 second delay in vehicle traffic to ensure that the trains provided reliable fast service.

Mr. Stevens asked if there was a process or design standard to allow for retail style businesses. Mr. Mock said that those decisions would be made on what was best for the community and the vision that community wished to obtain. Town code requirements would need to be examined for parking, bus bays, pedestrian and bicycle requirements.

Mr. Mock reviewed the art in transit designs at the current stations. He said that CATS has found that the important aspects to riders included operational vending machines, transit time reliability, and how the stations looked.

Natasha Edwards asked if CATS had looked into any LEED or site certification. Mr. Mock said that in the past they had not looked into seeking certification for the Blue Line because those were only for enclosed spaces. The facilities are not air conditioned. He said that horizontal sustainability certifications and project LEED were just recently discussed and are being evaluated and how those may apply to the Silver Line.

Mr. Lamson asked about CATS policies on advertising on trains. Mr. Mock spoke about fencing frames for advertising panels. Discussion ensued on advertising within the downtown area of Matthews and the need for future discussions on advertising and marketing with the Matthews Town Board.

Mr. Mock presented to the Task Force the CATS Transit 2006- 2030 Corridor Plan (Exhibit A attached and made part of these minutes). Information was provided about the process, schedule, benefits/risks, and the LPA of the LYNX Silver Line.

Mr. Lamson asked if the quarry property was being considered. Mr. Mock said that the quarry alignment was not being evaluated.

Mr. Hough asked if there was a more detailed map that could be provided for the LPA. Mr. Mock said that CATS was working on those maps and they may be made available after their August 5, 2020 Steering Committee meeting.

Mr. Phillips asked that future development be taken into account as Matthews continues to grow.

Mr. Johnson asked if the CSX was something that should be considered. Mr. Mock said that CATS had worked with the railroads in the past and there were three options that included a bridge over the CSX tracks, shared occupancy, or to work to relocate the CSX tracks. Mr. Mock said that relocation of the tracks would be very difficult.

NEXT MEETING: Proposed Topics and Frequency

Transportation Planner Dana Stoogenke reviewed the list of future meeting dates and topics that would be discussed

(Exhibit B attached and made part of these minutes). Ms. Stoogenke said she would send the date listing out to the members of the Task Force.

ADJOURNMENT

The meeting was adjourned 8:59 pm.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Shana Robertson', written over the typed name and title.

Shana Robertson
Senior Administrative Specialist/Deputy Town Clerk

APPROVED
7/15/2020

Meetings- Wednesdays @ 7pm:

- June 17, 2020 (Introduction) ✓
- July 1, 2020 (Blue Line and LPA) ✓
- July 15, 2020 (Follow Up Questions)
- August 5, 2020 (CATS-Alignment Review)
- August 19, 2020 (Discussion)
- September 2, 2020 (Discussion)
- October 7, 2020 (Review Public Input)
- November 4, 2020 (Final Recommendation)
- November 9, 2020 (Board of Commissioners Meeting)