

**MINUTES
SILVER LINE TASK FORCE
WEDNESDAY, SEPTEMBER 16, 2020
7:00 PM
ZOOM REMOTE MEETING**

PRESENT: Chairman Bill Stevens; Vice Chairman Kerry Lamson; Members Lou Abernathy, David Blackley, Wyatt Dixon, Natasha Edwards, Chris Hough, Jim Johnson, Lynn Lewis, Scott Phillips, Jana Reeve, and Jennifer Saunders; Planning Director Jay Camp; Transportation Planner Dana Stoogenke; Senior Administrative Specialist/Deputy Town Clerk Shana Robertson

ABSENT: Members Fred Baylor, Bo Hulseley, Walter Wright

CALL TO ORDER

Chairman Bill Stevens called the meeting to order at 7:01 PM

APPROVAL OF MINUTES

Scott Phillips motioned to approve the minutes from the September 2, 2020 meeting as submitted. Mr. Stevens seconded the motion and it was unanimously approved.

SURVEY RESULTS

Transportation Planner Dana Stoogenke reviewed the eleven ranking items that Silver Line Task Force members requested be prioritized in the survey matrix. Items included beautification, Transit Oriented Development (TOD), development along the corridor, minimize disruption for emergency responders, minimize long and short-term disruption for residence and commercial businesses, pedestrian/bicycle friendly, positive impacts to tax base, and reliable ridership time. Ms. Stoogenke presented members of the Silver Line Task Force the current survey results and area buffer map (Exhibit A attached and made part of these minutes).

Ms. Stoogenke explained the area buffer map. She said that the blue area represented the CSX alignment, the Monroe Road alignment was shown in green. The purple and red zones represented the three alignments that were through the Downtown area and the orange buffers represented the ENT district and the CPCC campus.

Ms. Stoogenke said that she would distribute the results and comments to the Task Force members.

Lou Abernathy asked how many responses were calculated. Ms. Stoogenke said that there are 15 members of the Silver Line Task Force and 9 members responded to the survey.

CSX and Monroe Road Alignment

Ms. Stoogenke said the responses showed that members felt the CSX alignment would minimize disruption for CSX and minimized both long-term commercial and residential impacts. The Monroe Road alignment was found to add beautification, add TOD, and increase development along the corridor. Members agreed that there would be short-term impacts to the Monroe Road area, and it would create a positive tax base.

Mr. Stevens asked for clarification on what beautification meant. Ms. Stoogenke explained that beautification was defined as improvements to the gateway or infrastructure around town.

Monroe Road and Industrial Drive

Ms. Stoogenke said that TOD and increased development scored highly for this alignment. Results also showed that members felt there would not be short-term disruptions along this corridor.

Downtown Alignments: Novant, W Matthews Street/Team Road, W Matthews Street/CSX

Ms. Stoogenke highlighted the results from the three Downtown alignment survey results and briefly reviewed each alignment path.

Novant: Ms. Stoogenke said that some members felt that the Novant alignment would create disruptions for emergency services and other members felt they did not have enough information. Members also felt strongly that the Novant alignment option would provide reliable ridership times. Ms. Stoogenke said that only 2 members felt that this alignment would be bikeable and walkable.

W Matthews/Team Road: Ms. Stoogenke said five members felt the W Matthews/Team Road would be pedestrian and bicycle friendly. Seven members found this corridor option would increase development compared to five votes for the Novant alignment. All members found this alignment would negatively impact short-term commercial.

W Matthews/CSX: Ms. Stoogenke said that this alignment option seemed to get the least amount of love from Task Force members. Results found this alignment would negatively impact short-term commercial without the benefits of increased development.

Mr. Abernathy said if CSX became an option, there would be no route to Andrew Caroline Drive. Mr. Abernathy said there was a simple adjustment that could be made so that the Andrew Caroline Station could be connected to the CSX alignment. Mr. Abernathy presented a design idea (Exhibit B attached and made part of these minutes). He said that this would be a way to keep Andrew Caroline and the Novant campus in the options. Mr. Abernathy said that the route would go underneath the Duke powerlines and there was a possible option of a station at Sam Newell if Novant refused the station option at Andrew Caroline Drive. Ms. Stoogenke clarified that this design would be from the two alignment options that branched off of Industrial Boulevard. The alternative that Mr. Abernathy was presenting would pull the route from the CSX corridor onto Sam Newell. Mr. Abernathy said that was the general idea and Andrew Caroline Drive would be an option if the CSX route was selected. Mr. Abernathy said if the Monroe Road option was selected, he had another design idea that could connect Andrew Caroline station to CSX.

Andy Mock, Senior Project Manager for the LYNX Silver Line, Charlotte Area Transit System (CATS) said that there was not much wrong with the premise. The curve probably could not be made as tight as it was drawn. Mr. Mock said that it may be an option on one of CATS deviation maps. Mr. Mock explained that they had options for slight design deviations on each route. Mr. Mock said that he would review the design and see if this option had been explored.

Jana Reeve asked for clarification on the term "reliable ridership". Ms. Stoogenke said that reliable ridership referred to the smooth and efficient travel time without travel interferences. Ms. Reeve said that she did not feel the Novant option would be reliable because it was off of the straight line. Ms. Reeve said that it was her understanding that the straighter the rail line the quicker the train could be. Mr. Mock said that was correct and the challenge was the more crossings a route had the slower the operations. W Matthews Street was straight and a shorter section of track would be faster but the Novant option would be more reliable because there were less crossings. Mr. Mock said that speed and reliability were different things.

Mr. Stevens asked Ms. Reeve if that information would change her decision on the reliable ridership time for the Novant alignment. Ms. Reeve said that on a lot of the questions she did not feel qualified and relied on information from Mr. Mock and CATS. She said that her answer may be inaccurate now and she was not sure how important speed was as it related to other things. Mr. Stevens said he was also torn on a lot of the questions with the same thought as not being qualified to make this kind of decision. Mr. Mock said that CATS was going through a similar evaluation process and those matrixes could be made available to the Task Force.

Mr. Stevens said that in the survey results, green lines signified that not enough information was available. Ms. Stoogenke said that was correct. Mr. Stevens said that if members had questions or needed information, further discussions needed to be had. Ms. Stoogenke said that she has asked Mr. Mock and Jenna Nichols to participate in all future meetings to provide clarification to group members.

Mr. Mock said that he wished to address emergency service disruption. He said that the LYNX Blue Line Extension did cross a fire station on Ken Hoffman Drive in Charlotte and that it was a similar layout to Sam Newell and Team Road. Mr. Mock said that CATS worked with the Fire Life Safety Committee and Chief Rob Kinnibrgh, who was then the Fire Chief for Charlotte. Mr. Mock said that he would seek the Fire Chief and the Police Chiefs input and added that the positive about the intersection at Sam Newell and Team Road was there were two points of entrance, one at Sam Newell and one at Crews Road.

Jennifer Saunders said that she had asked several times about the route using Teams Road and traveling to Sam Newell and 51. Ms. Saunders said that was the straightest line to Andrew Caroline Drive and avoided disrupting emergency services on Crews Road and the sharp curve onto Sam Newell. Ms. Saunders asked if this option had been evaluated. Mr. Mock said CATS had received the sketch design and had a couple of meetings about that option with their Track Engineers.

Jenna Nichols, Deputy Project Manager with the LYNX Silver Line presented the route option for Team Road and Sam Newell (Exhibit C Attached and made part of these minutes). Ms. Nichols said that meetings were held between CATS engineers and the Silver Line design team. She explained that the red line on the map came off of the CSX alignment and traveled adjacent to Highway 51, curving at Sam Newell and merging back in to the LPA. Ms. Nichols said that the map showed the route in plain view and did not give a vertical element of topographical issues. She explained that the area in question was geographically challenging because of the grade changes. There would be challenges being at a higher level, then having going below grade at team road, resurfacing to just go under again at Sam Newell. There were other options that could go through the Walgreens property. Ms. Nichols said that the Team Road at Sam Newell could be a complicated and expensive design. The route could possible require the taking of Team Road to travel over CSX and would take emergency services access completely from Team Road. Mr. Mock said that the tradeoff would be the taking of Team Road and that access point and possibly the Walgreens property. Ms. Saunders said that the route would have to go over CSX regardless and asked if it was just about the elevation grade change from Highway 51 to Team Road. Mr. Mock said that was a problem and that the train had to go under Highway 51.

Mr. Mock showed a video of the Carson Street station at South End so members could have a visual of the length of time the train would disrupt traffic flow. Mr. Mock said that the normal gate down time was 45 seconds if there was no station present. Mr. Mock said that if there was a station, the gates would lower for up to a minute and a half.

Mr. Stevens asked how many trains would be going through the Downtown area and if there was a way to minimize the disruptions that the crossing arms may cause. Mr. Mock said that the disruption would not be much different than the traffic signal that was current.

Mr. Lamson said that more discussions were needed for clarification on both CSX and Lynx trains running through Downtown Matthews and the daily cue time. Mr. Lamson said that he did not feel the disruption through the Town would warrant the benefits. Mr. Lamson suggested the Task Force further investigate the Monroe Road and CSX alignments.

Ms. Reeve agreed that a route needed to be decided on before getting antedated with too many details. Ms. Reeve said that she liked the Downtown Matthews alignment with the W Matthews Street station. She said that the train crossing could be a traffic calming measure that would send thru traffic away from the Downtown core.

Mr. Abernathy said that there would be gates at S Trade, Ames Street, Freemont Street, Matthews Station Street, Crestdale Road, and businesses along Matthews-Mint Hill Road and felt that was to many crossing arms. Mr. Mock said he agreed and said that they were hard to build and hard to maintain. Mr. Mock said gates would have to be at major cross streets. Driveways would not all be grated but those businesses could possibly be given alternate access to other streets.

Mr. Lamson asked if the survey could remain open. Ms. Stoogenke said that the survey could remain open for a few days so that the remaining members could complete. She would send any new results to Task Force members.

MEETING METHOD FOR OCTOBER

Members discussed options for in person meetings in October.

Mr. Stevens motioned to continue remote meetings for the October 7, 2020 and October 21, 2020 meetings of the Silver Line Task Force. Ms. Reeve seconded the motion and it passed unanimously.

UPCOMING MEETINGS

Silver Line Task Force:

- October 7, 2020 (Zoom or In-person TBD)
- October 21, 2020 (Zoom or In-person TBD)

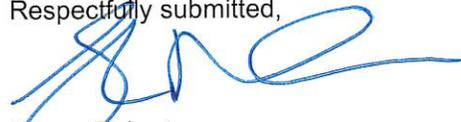
CATS Public Meetings:

- September 24, 2020 5:30pm (Matthews Portion)
- September 29, 2020 5:30 (Union County Portion) CPCC to Union County

ADJOURNMENT

The meeting was adjourned 9:07 pm.

Respectfully submitted,



Shana Robertson
Senior Administrative Specialist/Deputy Town Clerk

APPROVED
10/7/2020

Silver Line Task Force

WELCOME

Goal: Make recommendation to Town Board
for a Silver Line alignment

SILVER LINE TASK FORCE (9/16/20)

I. Introduction and Minutes (10 minutes)

Action RequestedChairperson Stevens

II. Survey Results (60 minutes)

Information Only..... Dana Stoogenke
Andy Mock, CATS

- Monroe Road
- CXS
- Industrial Drive
- Novant
- W. Matthews Road (near Team Road)
- W. Matthews Road (near CSX)
- Independence Pointe Parkway/CPCC

III. In-person or Zoom for October Meetings?

Action Requested.....Chairperson Stevens

IV. Upcoming Meetings.....Dana Stoogenke

CATS Blue Line Tour: 9/22 at 9am

Silver Line Task Force: 10/7 and 10/21 **(NEW)**

CATS Public Meetings: 9/24/20 at 5:30pm (Matthews Portion) and 9/29/5:30pm (Union County Portion)

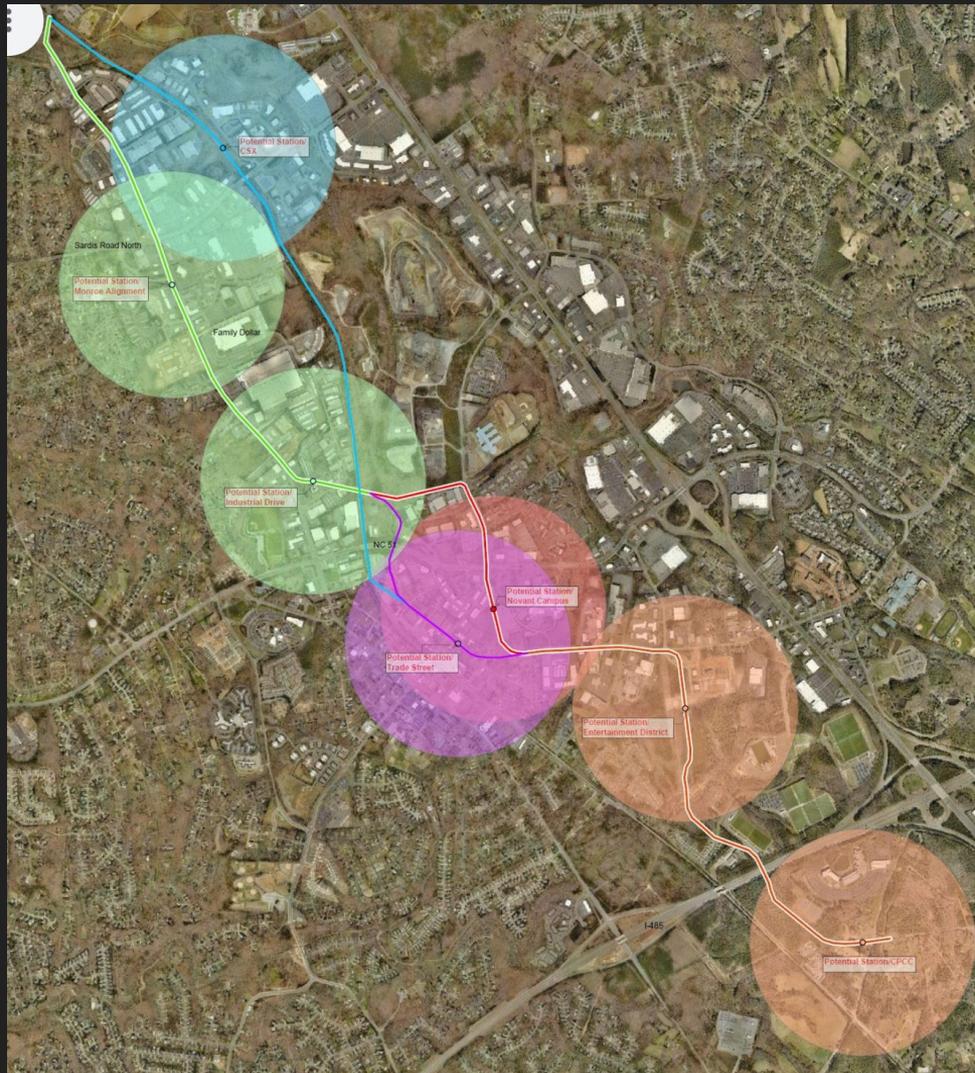
V. Adjournment

Meetings- Wednesdays @ 7pm:

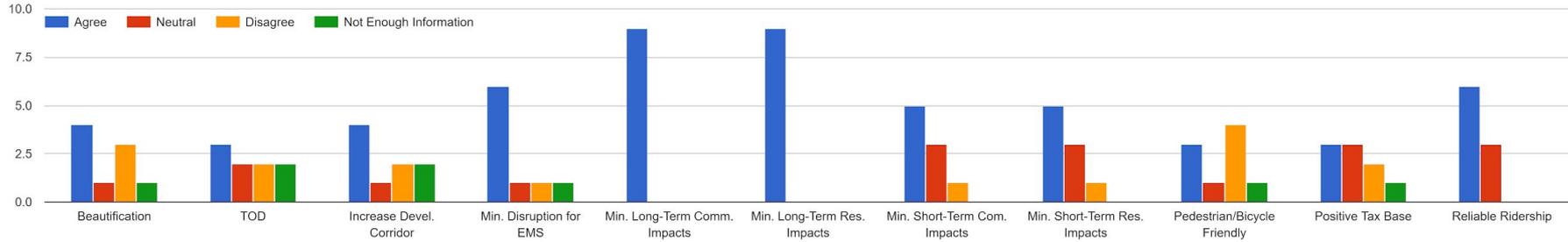
- June 17, 2020 (Introduction) ✓
- July 1, 2020 (Blue Line and LPA) ✓
- July 15, 2020 (Follow Up Questions) ✓
- August 5, 2020 (CATS-Alignment Review) ✓
- August 19, 2020 (Discussion) ✓
- September 2, 2020 (Discussion) ✓
- **September 16, 2020 (Discussion- Survey)**
- October 7, 2020 (Discussion-CATS)
- October 21, 2020 (Review CATS Score Card) **NEW!**
- November 4, 2020 (Final Recommendation)
- November 9, 2020 (Board of Commissioners Meeting)

Survey Definitions:

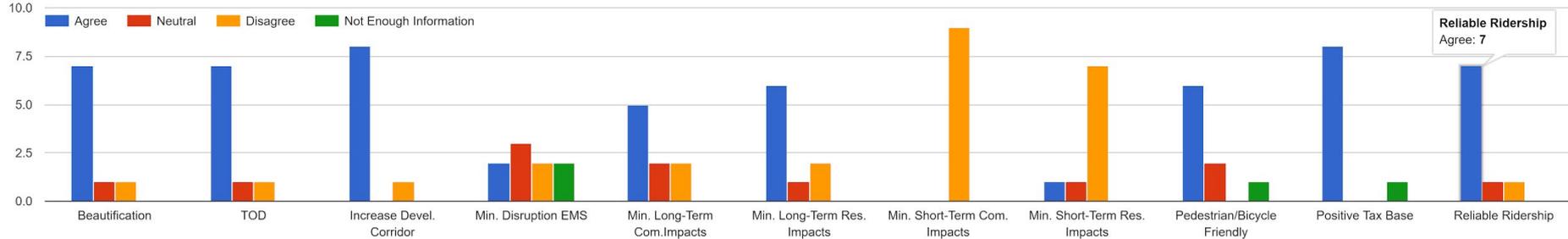
1. Beautification/Gateway/Infrastructure Improvements - Silver Line will help create new gateways into the town.
2. Create Transit Oriented Development - Create mixed use and walkable neighborhoods concentrated around the stations.
3. Increase Development Along Corridor - Provide development opportunities along the corridor, not just at the stations.
4. Minimize Disruption for Emergency Responder - Least amount of disruption for EMS, Police and Fire.
5. Minimize Long-Term Commercial Disruption - Least amount of long-term disruption to businesses.
6. Minimize Long-Term Residential Disruption - Least amount of long-term disruption to housing.
7. Minimize Short-Term Commercial Disruption - Least amount of short-term disruption to businesses.
8. Minimize Short-Term Residential Disruption - Least amount of short-term disruption to housing.
9. Pedestrian/Bicycle Friendly - Stations conveniently located for pedestrians/bicyclists.
10. Positive Impact to Tax Base - Provide additional residential and commercial development opportunities and support local businesses.
11. Reliable Ridership Time - Light Rail runs on schedule, with few interruptions from vehicles/pedestrians.



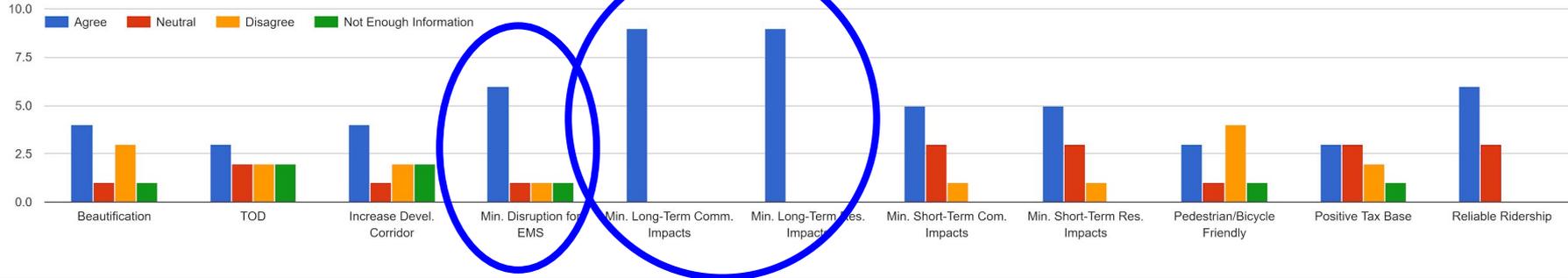
CSX



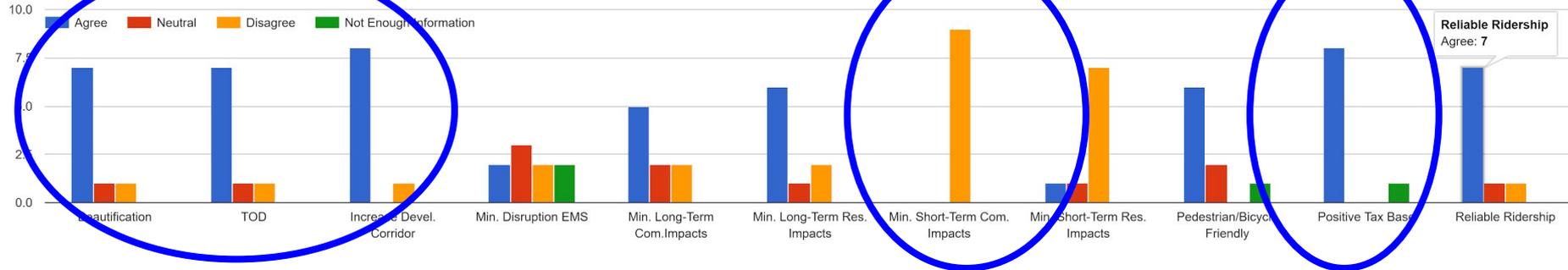
Monroe Road



CSX



Monroe Road



Comments (6) CSX:

“At this time, this appears to to be best alignment, although information is lacking.”

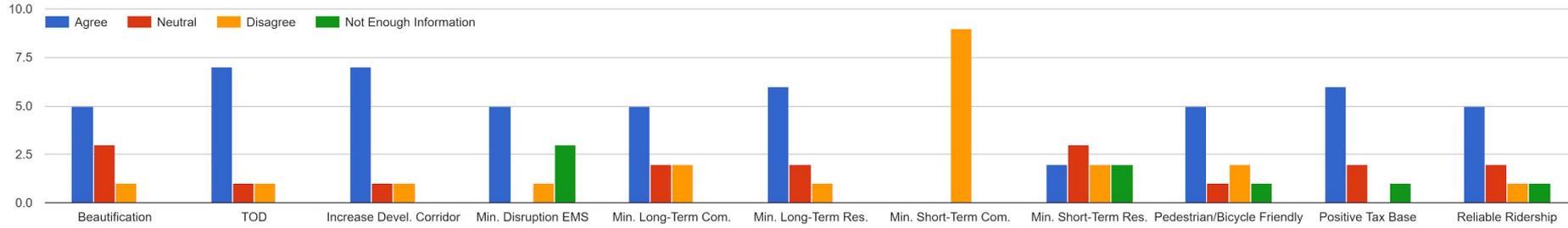
“While using a CSX alignment would appear to minimize disruption to current business both short term and long term vs Monroe Rd, this alignment does not achieve the primary goals set by the Town for development, beautification, usability and tax base growth compared to the Monroe corridor route.”

Comments (6) Monroe Road:

“NOT good for Matthews.”

“Disruption, but worth it in the long-term.”

Monroe/Industrial Drive



Comments (6) on Monroe/Industrial:

“This area is Industrial and doesn't have much residence. The light rail in this area could beautify with art work and create multi use paths. Beautification of this area would benefit Matthews and potentially new business.”

“This area is underutilized and underdeveloped and the Silver Line station would change the characteristics of this 1/2 mile area or more in the next 15 to 30 years. Caution should be taken on the impact of existing businesses and property both short term and longer term. In addition the engineering solution for a station and to bridge through this area should be an attractive and useful outcome and not an eye sore.”

Monroe/Industrial Drive

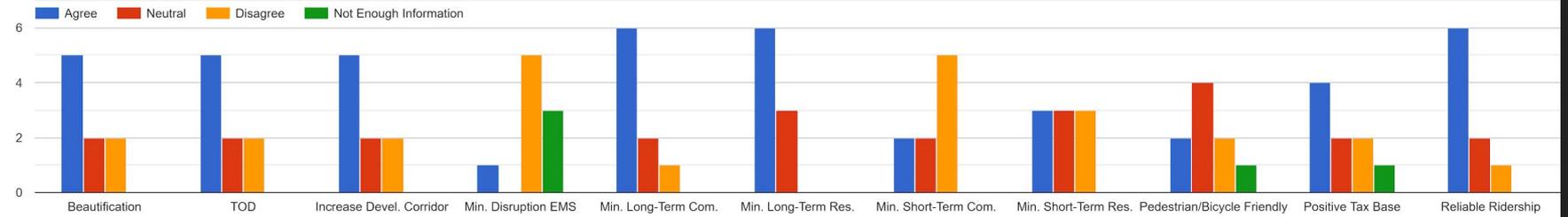


Comments (6) on Monroe/Industrial:

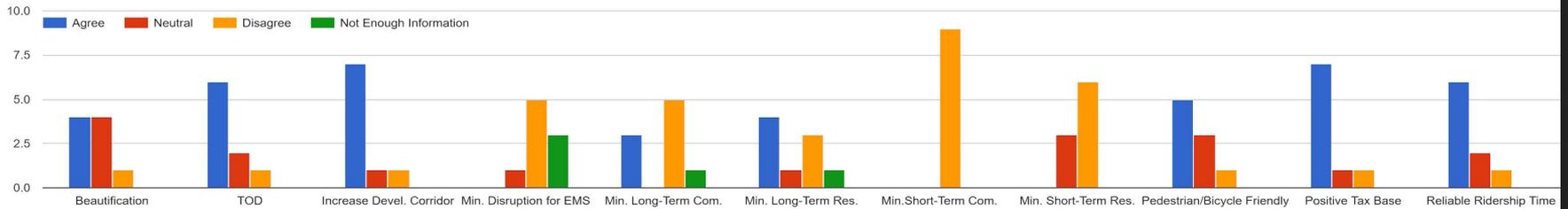
“This area is Industrial and doesn't have much residence. The light rail in this area could beautify with art work and create multi use paths. Beautification of this area would benefit Matthews and potentially new business.”

“This area is underutilized and underdeveloped and the Silver Line station would change the characteristics of this 1/2 mile area or more in the next 15 to 30 years. Caution should be taken on the impact of existing businesses and property both short term and longer term. In addition the engineering solution for a station and to bridge through this area should be an attractive and useful outcome and not an eye sore.”

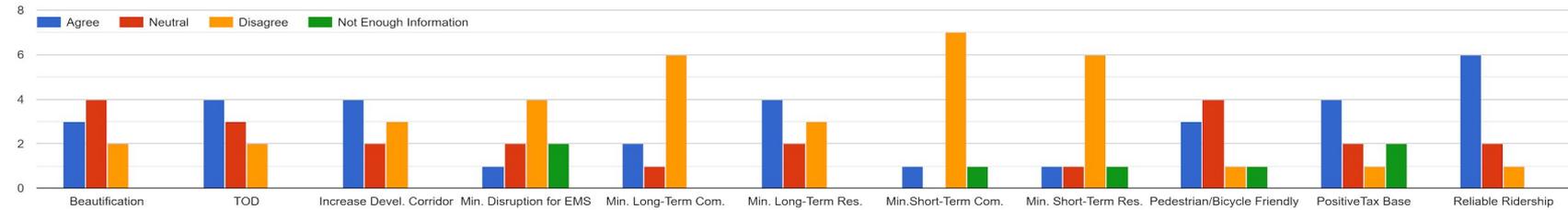
Novant



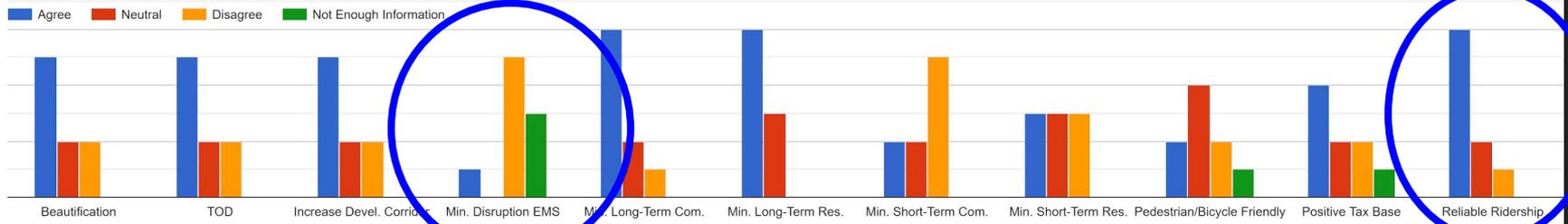
W. Matthews Street /Team Road



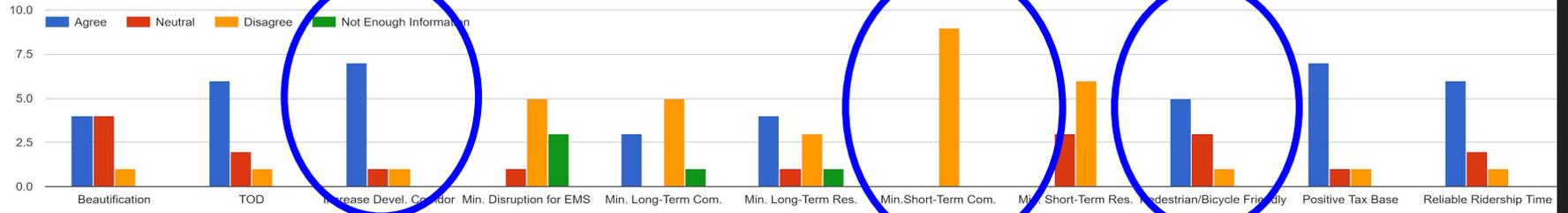
W. Matthews Street/ CSX



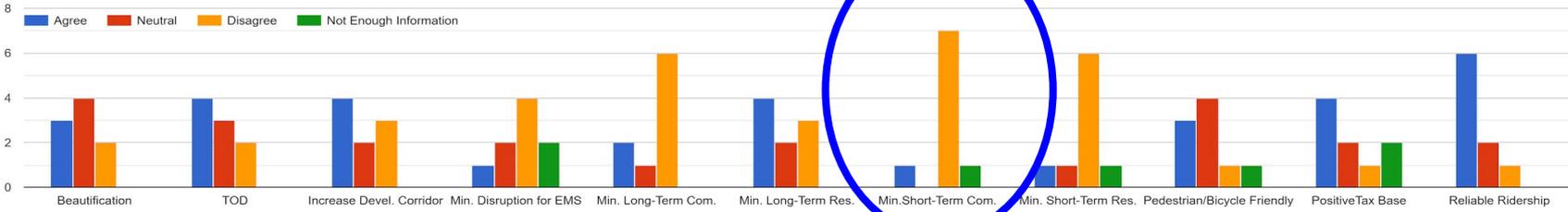
Novant



W. Matthews Street /Team Road



W. Matthews Street/ CSX



Comments (6)
Novant:

“I really don't like the idea of cutting through the Novant Campus as shown in the map above. Not only would it make it hard for Novant to grow, I think it is also too far for people to access downtown Matthews.”

“Best Station location. Good access.”

“We should discuss using Team Rd to get to Hwy 51/Sam Newell Intersection to avoid cutting off fire/ems/police.”

Comments (6)
W. Matthews St/CSX:

“I don't like aligning with CSX unless CATS had more control over things, which doesn't seem like it would be the case.”

“Route is ok, Station is most important. Need to be mindful of protecting downtown businesses. NO park and ride here. Town can choose to enforce parking requirements to make sure downtown business are not harmed. Traffic for "Park and Ride" should be at Sportsplex.”

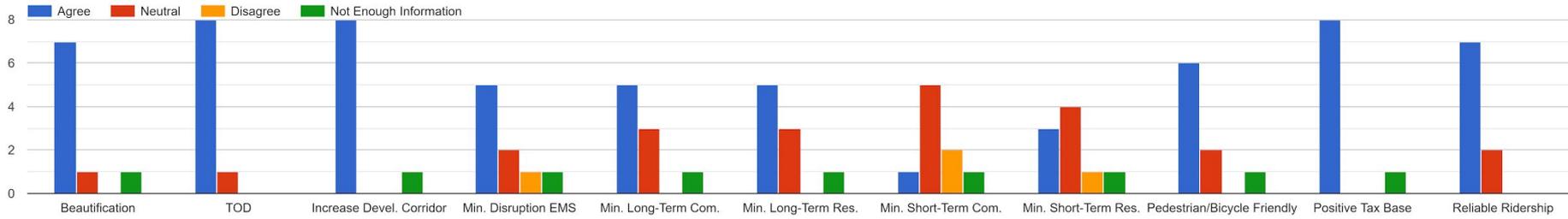
Comments (8)
W. Matthews St/Team Rd:

“Way too disruptive everywhere, especially Trade St.”

“Best option. Close to downtown without being so close to 51. Most efficient.”

“The Team Road route to W. Matthews to downtown Matthews route is my recommendation for the route given the long-term benefits to the town from re-development and activation of the urban core as well as the greatest opportunity for new development. Bypassing downtown works against urban residential and pedestrian growth for the town. ...parking deck recommended here.”

IPP and CPCC

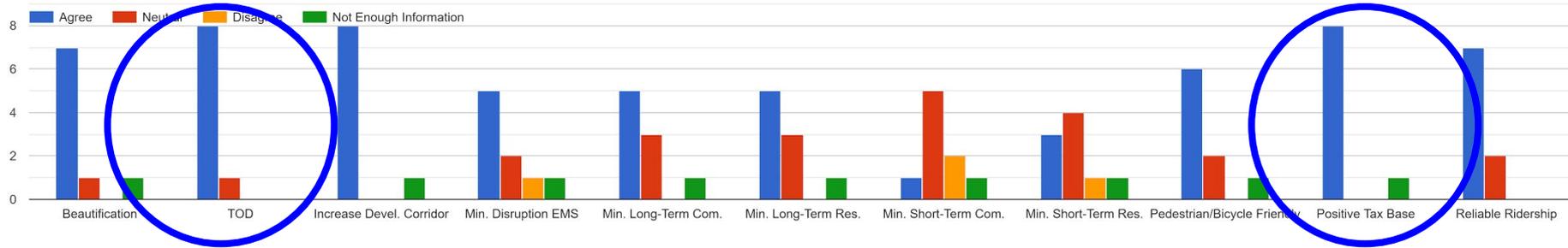


Comments (7) for Independence Point Parkway and CPCC:

“This section lends itself to the greatest amount of new development. Hands down, the greatest value from a growth perspective and improvement to tax base.”

“I don't really have much concern about this alignment. I would like to see a large Park and Ride near CPCC to encourage those on that side of town (and neighboring communities) to park there. I think that would be helpful for mitigating people coming into Matthews and parking in the downtown area.”

IPP and CPCC



Comments (7) for Independence Point Parkway and CPCC:

“This section lends itself to the greatest amount of new development. Hands down, the greatest value from a growth perspective and improvement to tax base.”

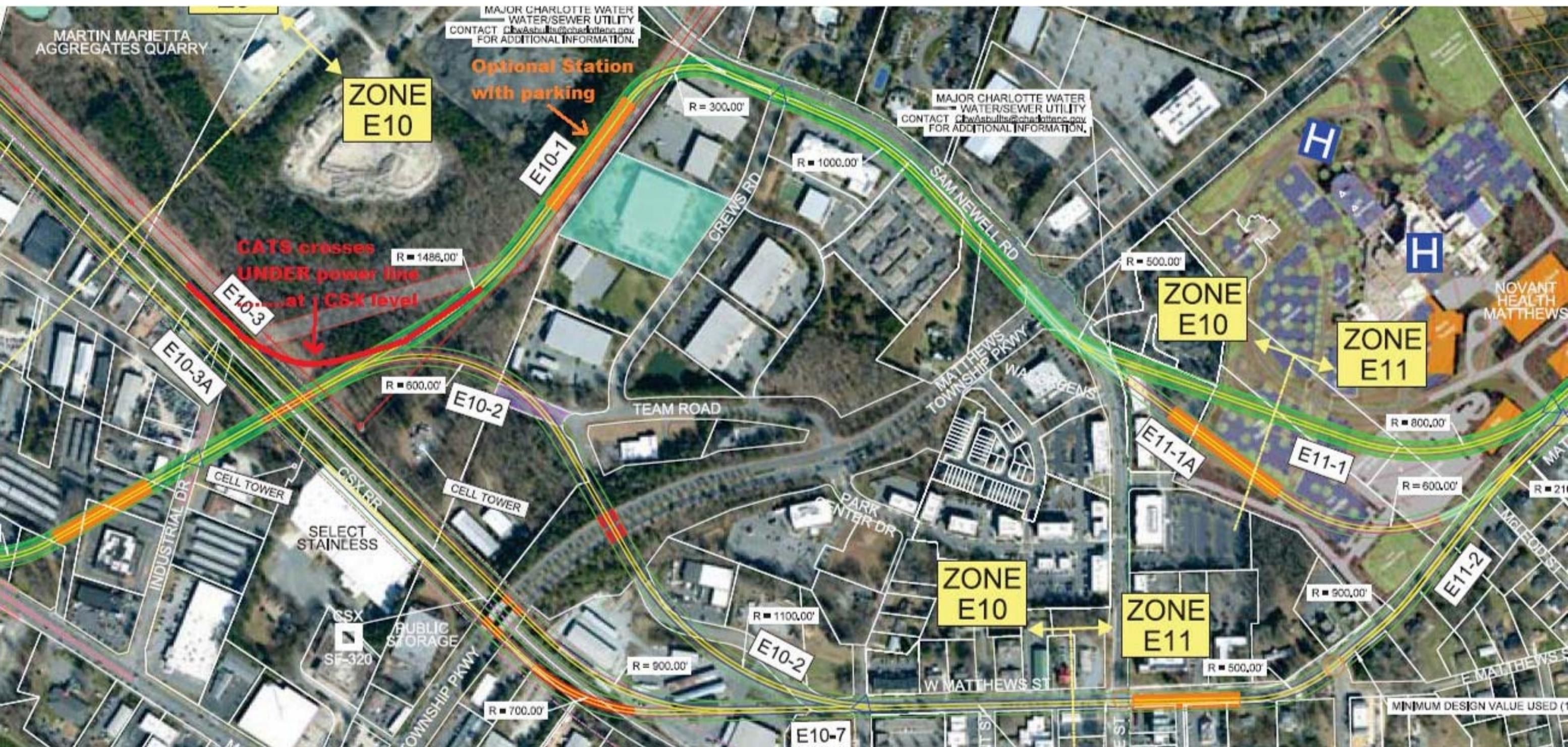
“I don't really have much concern about this alignment. I would like to see a large Park and Ride near CPCC to encourage those on that side of town (and neighboring communities) to park there. I think that would be helpful for mitigating people coming into Matthews and parking in the downtown area.”

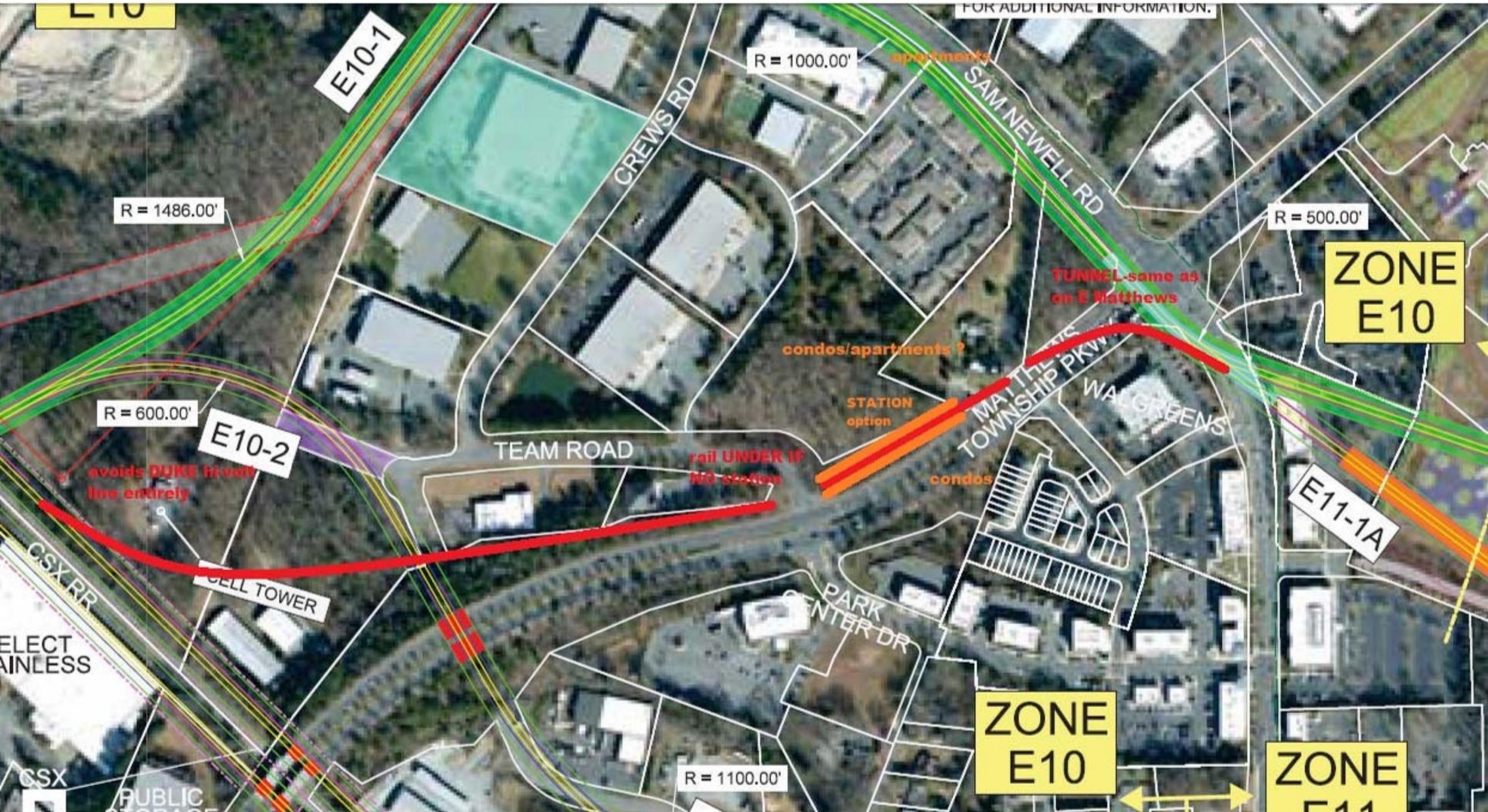
Lou's drawing and request to showcase.

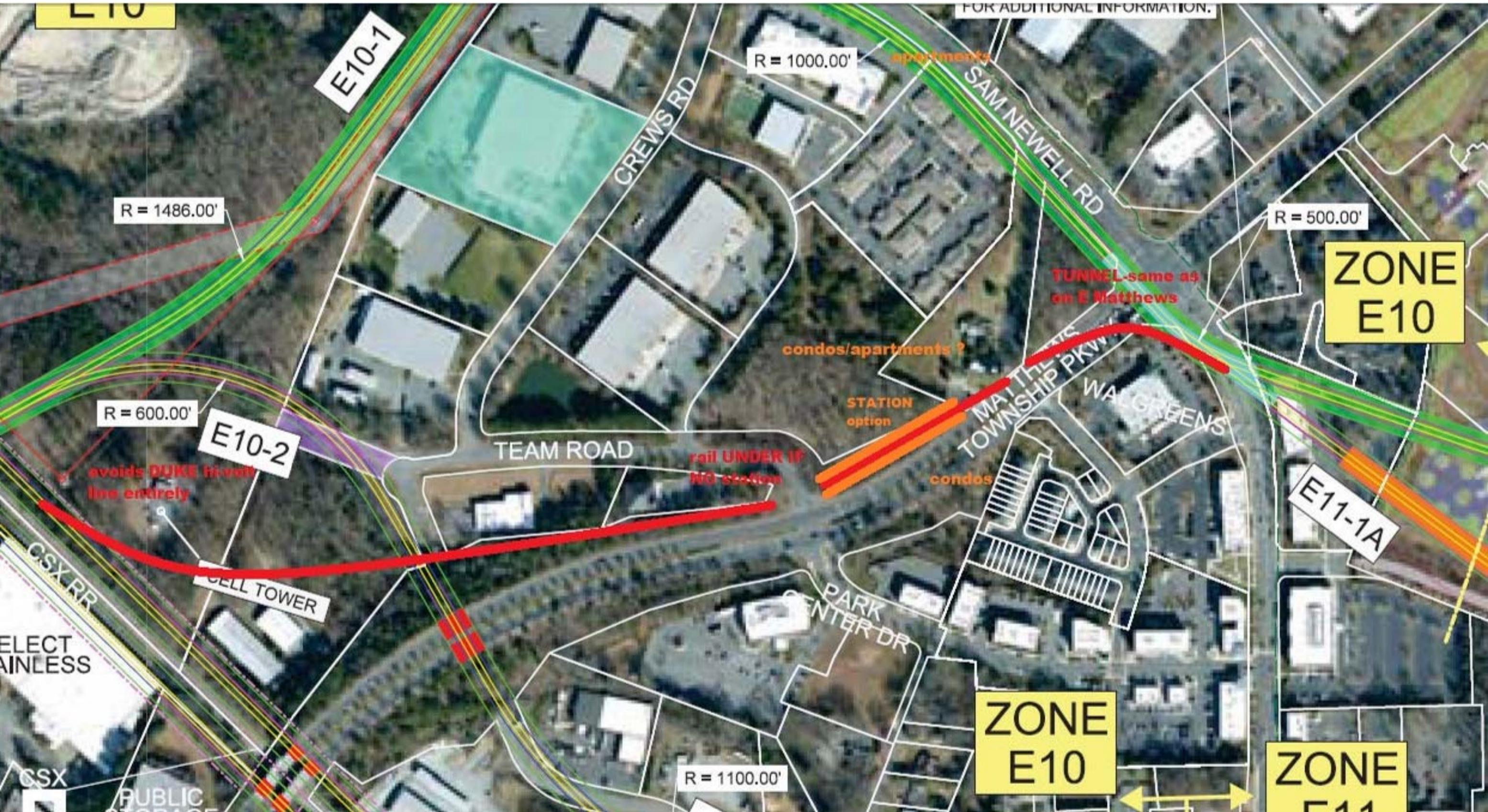


Other Important Topics

1. Parking - Transportation Advisory
2. Art at the Station - Art Committee
3. Density around stations - Planning Board
4. Station Design and Zoning - Planning Board
5. Traffic Flow and Congestion - Transportation Advisory Committee

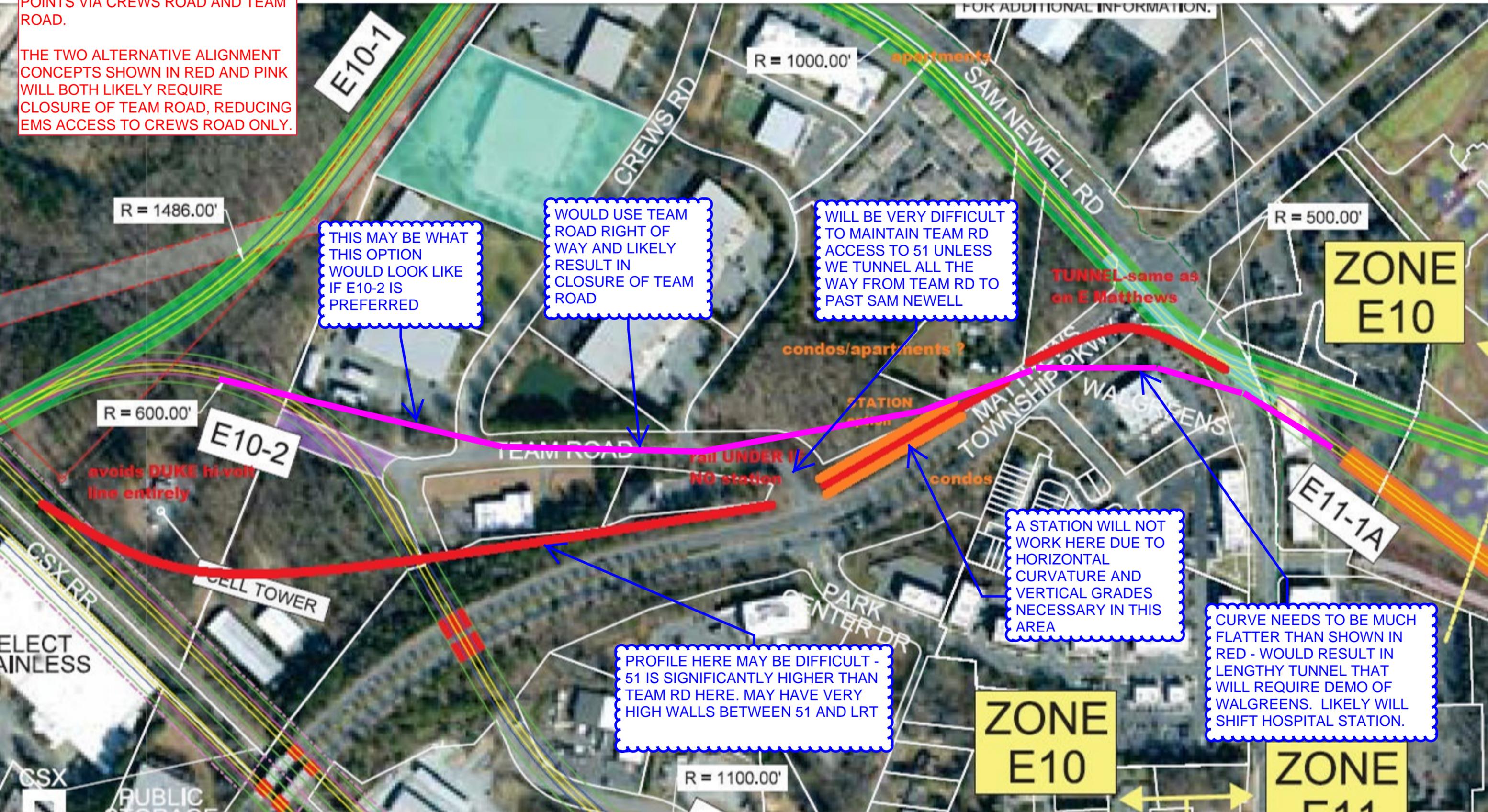






WITH THE LPA ALIGNMENT OPTION (GREEN), THE EMS FACILITY WILL MAINTAIN THE 2 EXISTING ACCESS POINTS VIA CREWS ROAD AND TEAM ROAD.

THE TWO ALTERNATIVE ALIGNMENT CONCEPTS SHOWN IN RED AND PINK WILL BOTH LIKELY REQUIRE CLOSURE OF TEAM ROAD, REDUCING EMS ACCESS TO CREWS ROAD ONLY.



THIS MAY BE WHAT THIS OPTION WOULD LOOK LIKE IF E10-2 IS PREFERRED

WOULD USE TEAM ROAD RIGHT OF WAY AND LIKELY RESULT IN CLOSURE OF TEAM ROAD

WILL BE VERY DIFFICULT TO MAINTAIN TEAM RD ACCESS TO 51 UNLESS WE TUNNEL ALL THE WAY FROM TEAM RD TO PAST SAM NEWELL

A STATION WILL NOT WORK HERE DUE TO HORIZONTAL CURVATURE AND VERTICAL GRADES NECESSARY IN THIS AREA

CURVE NEEDS TO BE MUCH FLATTER THAN SHOWN IN RED - WOULD RESULT IN LENGTHY TUNNEL THAT WILL REQUIRE DEMO OF WALGREENS. LIKELY WILL SHIFT HOSPITAL STATION.

PROFILE HERE MAY BE DIFFICULT - 51 IS SIGNIFICANTLY HIGHER THAN TEAM RD HERE. MAY HAVE VERY HIGH WALLS BETWEEN 51 AND LRT

ZONE E10

ZONE E11

ZONE E10

FOR ADDITIONAL INFORMATION.

R = 1000.00'

R = 500.00'

R = 1486.00'

R = 600.00'

R = 1100.00'

E10-2

E10-1

E11-1A

avoids DUKE hi-volt line entirely

rail UNDER I-77 NO station

TUNNEL-same as on E Matthews

condos/apartments ?

condos

apartments

CELL TOWER

PARK CENTER DR

TOWNSHIP PKWY

WALGREENS

ELECT RAINLESS

CSX

PUBLIC