

SILVER LINE TASK FORCE
REGULAR MEETING
WEDNESDAY, AUGUST 5, 2020
7:00 PM
REMOTE MEETING

MISSION: The goal of the Silver Line Task Force is to recommend a Locally Preferred Alternative (LPA) for the CATS Lynx Silver Line project. The recommendation will be presented to the Board of Commissioners in late 2020 for its consideration.

The regular meeting of the Matthews Silver Line Task Force will be conducted remotely using the Zoom virtual meeting platform.

TO WATCH LIVE: Join from a PC, Mac, iPad, iPhone or Android device: <https://zoom.us/j/99374515096>

TO LISTEN LIVE: Dial 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free) Webinar ID: 993 7451 5096

- I. Welcome (10 minutes).....Bill Stevens
 - A. Approval of minutes from July 15, 2020 Silver Line Task Force meeting

- II. Presentation by CATS Team (60 minutes).....Andy Mock, Jenna Nichols
 - A. Silver Line options/alternatives
 - B. Discussion with Task Force members

- III. Next Meeting: August 19, 7:00 pm (Virtual)- proposed topics (10 minutes)Staff

- IV. Adjournment

PUBLIC NOTICE OF POTENTIAL QUORUM
PLANNING BOARD
AUGUST 5, 2020
7:00 pm - 8:30 pm

Notice is hereby given that a potential quorum of the Matthews Planning Board will be present at the Matthews Silver Line Task Force public meeting on Wednesday, August 5, 2020 from 7:00 pm to 8:30 pm. This event will be held on line using Zoom meeting platform.

**MINUTES
SILVER LINE TASK FORCE
WEDNESDAY, JULY 15, 2020
7:00 PM
ZOOM REMOTE MEETING**

PRESENT: Chairman Bill Stevens; Members Lou Abernathy, Fred Baylor, David Blackley, Wyatt Dixon, Natasha Edwards, Chris Hough, 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, Bo Hulseley, and Walter Wright

CALL TO ORDER

Chairman Bill Stevens called the meeting was called to order at 7:00 PM

WELCOME

Mr. Stevens reviewed discussions from the July 1, 2020 meeting of the Silver Line Task Force.

Mr. Stevens motioned to approve the minutes from the July 1, 2020 meeting as submitted. Jana Reeve seconded the motion and it was unanimously approved.

REVIEW ORIGINAL LOCALLY PREFERRED ALTERNATIVE (LPA)

Mr. Stevens explained to the members of the Task Force that the current LPA was presented to the Board of Commissioners and adopted in 2017. The Silver Line Task Force had been entrusted to gather information, review the approved LPA, make possible modifications, and make a recommendation to the Board of Commissioners. Mr. Stevens clarified that discussions outside of the LPA, such as station artwork, could be reviewed by other Town of Matthews Advisory Committees. He added that this would allow the Task Force to stay focused on the LPA discussions.

Transportation Planner Dana Stoogenke said that Andy Mock with CATS would be at the August 5, 2020 meeting of the Silver Line Task Force. Mr. Mock will be presenting all of the current options that may include the approved LPA, the LPA with modifications, and possibly a third option.

Ms. Stoogenke took the members of the Task Force on a virtual drive through the current LPA using the Charlotte Explorer web-based application. Ms. Stoogenke started the tour at the Town of Matthews border on Monroe Road. She explained that the current LPA would be located in the center median of Monroe Road and the purple boxes shown on the route were proposed station locations. The Lynx Silver Line would turn off of Monroe Road near the intersection of Industrial Drive, possibly bridging over the CSX railroad lines, and taking a right onto Sam Newell Road.

Town Engineer Susan Habina-Woolard said the light rail would be side running along Sam Newell and once it gets to Matthews Township Parkway, a possible underground crossing would be constructed to lessen the visual impact. The underground tunnel would resurface onto N Trade Street.

Chris Hough clarified that the tunnel would be under Matthews Township Parkway and portions of N Trade Street. Ms. Habina-Woolard said that was correct, the underground access would start to the north of Matthews Township Parkway and resurface somewhere to the south-east of N Trade Street.

Lou Abernathy asked how wide the underground track line would need to be. Ms. Habina-Woolard said that it would be about 35 feet but it was unknown how the underpass would affect the rail trail. Ms. Habina-Woolard explained that if the rail trail accompanied the train it would affect the width as would any buffers or catenary system requirements.

Kerry Lamson said he was curious if CATS had bridged over business in the past to avoid disruption to current structures. Ms. Habina-Woolard said that Mr. Mock had spoken about elevated station locations but she was unsure if CATS had bridged over businesses with previous lines. Mr. Mock may be able to give further details on August 5th.

Mr. Lamson asked about the future use of the quarry site for recreational purposes and asked if making that a rail stop had been considered. Ms. Habina-Woolard said that Martin-Marietta had no future plans to stop mining. Ms. Stoogenke said that both Matthews and Charlotte 2050 Metrolina Regional Model showed no development options out of the quarry.

Jennifer Saunders asked about the possibility of the Silver Line following Crews Road to Team Road instead of following Sam Newell. Ms. Saunders said that there was available land that could be used for parking, a station location, and may even impact fewer businesses. Ms. Habina-Woolard said that she could not recall any past conversations on that route and Mr. Mock may have information regarding this at the next meeting on August 5, 2020. Ms. Habina-Woolard said that staff have questioned the possible delay of emergency services at the Sam Newell intersection with Fire, Police, and EMS utilizing that road.

Ms. Stoogenke continued the tour from N Trade Street to the proposed Novant station location. Ms. Stoogenke reviewed the Novant campus, previous rezonings, and the change in management saying that there were some unknowns.

Mr. Stevens asked if Matthews owned any of the property around the Novant campus. Ms. Stoogenke said that Matthews did not own any of that property. It is owned by Novant Heath.

Mr. Dixon requested clarification on how Town leaders felt about the stations getting closer to the Downtown area. Ms. Habina-Woolard said that there was a lot of discussion by the Board of Commissioners wanting a stop in Downtown as that area is seen as a destination. Ms. Stoogenke said that the Task Force members were appointed by Town Council to make that kind of recommendation based on findings.

Lynn Lewis asked if it would be more expensive to have the rail go underground before Crews Road to prevent a disruption in emergency services and their response times. Ms. Stoogenke said that there was a price to everything but she would find out and follow up. Discussions ensued on the possible emergency service impact and possible solutions. Members felt that the light rail would impede fire, EMS, and police services. Natasha Edwards asked if there were any plans for the police station to relocate. Ms. Habina-Woolard said that the Police station just had renovations and there was no plan to move.

The light rail alignment tour continued at Matthews-Mint Hill Road. Ms. Stoogenke said that the rail will be side running and there will be arm crossings at all driveway entrances. Driveway access could be rerouted where possible. The rail will turn right with a bridge over Matthews-Mint Hill onto the future Independence Point Parkway. Ms. Stoogenke discussed the high-power lines that are owned by Duke Power and the future, fully funded, alignment of Independence Point Parkway.

Mr. Abernathy suggested that the bridge over Matthews- Mint Hill Road begin earlier than planned as it may prevent the clearance of the high voltage power lines. Ms. Habina-Woolard said that she had noted the suggestion and will discuss with Mr. Mock at the next meeting. Ms. Saunders said that if the bridge started earlier as Mr. Abernathy suggested, it could follow Crestdale Road and fully avoid the Duke easement.

Jim Johnson asked if the alignment that passed by the aquatic facility and former Fuddrucker's was still relevant as it could solve some of the issues regarding emergency services and the power easements. Ms. Stoogenke said that was reviewed in 2017 and CATS did not move forward with that proposed alignment. Mr. Abernathy said that route was 80 feet wide to keep the rail away from the powerlines and allowed for a future road. He added that it did

have some issues around Independence Point Parkway. Mr. Abernathy said that it could serve as an alternative if things did not work out with the Hospital.

REVIEW MATTHEWS DECISION MAKING MATRIX SURVEY RESULTS

Ms. Stoogenke reviewed the survey results (Exhibit A attached and made part of these minutes). Ms. Stoogenke said that the top four CATS decision making criteria that the Task Force ranked highest were:

1. Achieve competitive and reliable transit travel time / Improve access to destinations
2. Promote equitable transit-oriented development
3. Capital and operating costs / Environmental screening
4. Reduce dependencies on other projects & third parties

Ms. Stoogenke reviewed other criteria matrix results that the Task Force wished to use to weigh alignment alternatives that were proposed by CATS.

OTHER TOPICS OF INTEREST: (Station Location, Art, Advertisements, Land Use, and Bus Routing)

This agenda item was deferred until the August 5, 2020 Silver Line Task Force meeting.

NEXT MEETING: August 5, 2020 at 7:00 pm via Zoom - Proposed Topics

Ms. Stoogenke said that Andy Mock, Senior Project Manager for the LYNX Silver Line, would be presenting proposed alignments to the Silver Line Task Force members at their next meeting on August 5, 2020.

ADJOURNMENT

The meeting was adjourned 8:36 pm.

Respectfully submitted,

Shana Robertson
Senior Administrative Specialist/Deputy Town Clerk