

SILVER LINE TASK FORCE
WEDNESDAY, October 7, 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/91018_805990

TO LISTEN LIVE: Dial 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free) Webinar ID: 910 1880 5990

- I. **Introduction and Minutes** (10 minutes)
Action RequestedChairperson Stevens

- II. **Discussion**
Information Only
 - Tour HighlightsTask Force Members
(10 minutes)

 - Alignment Decision Making ProcessChairperson Stevens
(30 minutes)

 - Downtown Alignment Options.....Andy Mock, CATS
(40 minutes)

- III. **Upcoming Meetings** (5 minutes)
Information OnlyDana Stoogenke
 - October 21, 2020 (Review CATS Scorecard/Public Input-Zoom)
 - November 4, 220 (Decision-TBD)

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

**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 nine 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.

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.

Novant: Ms. Stoogenke said some members felt the Novant alignment would create disruptions for emergency services and other members, but felt they did not have enough information. Members also felt strongly the Novant alignment option would provide reliable ridership times. Ms. Stoogenke said only two members felt 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 this alignment option seemed to get the least amount of approval 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 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. The route would go underneath the Duke power lines 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 because 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 he would seek the Fire Chief and the Police Chiefs input and added 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 it 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 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 into the LPA. Ms. Nichols said that the map showed the route in plan 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 possibly 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 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 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 there were too 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. 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:

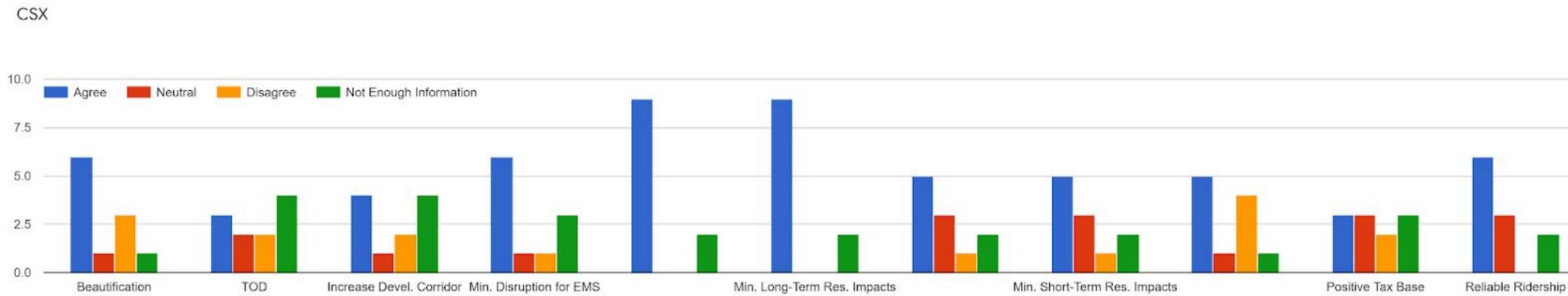
- September 24, 2020 5:30pm (Matthews Portion)
- September 29, 2020 5:30 (Union County Portion) CPCC to Union County

ADJOURNMENT

The meeting was adjourned 9:07 pm.

Respectfully submitted,

Shana Robertson
Senior Administrative Specialist/Deputy Town Clerk



Comments for CSX Alignment

7 responses

test

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.

I'm not a fan of this alignment mainly due to how much we would have to rely on CSX and what those implications would mean. I also don't think it will be very pedestrian friendly.

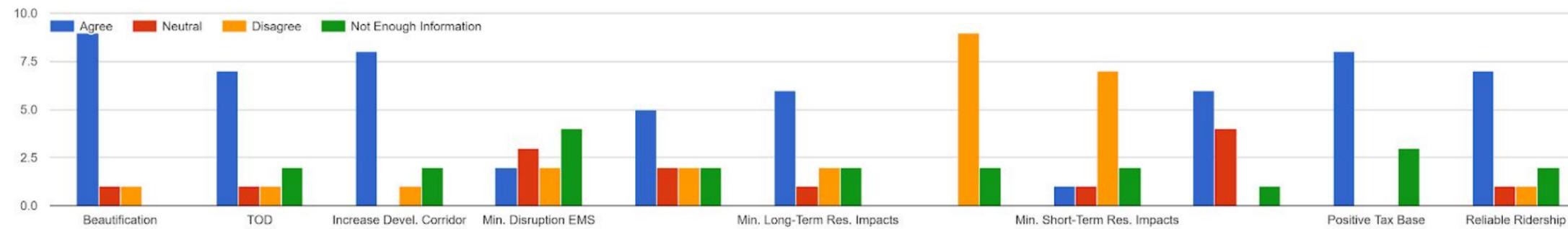
Avoid the CSX location. Totally limits future possibilities.

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

Least disruption, but I don't feel that this is the most important factor to consider. Also, it's difficult to consider this route when there has been so much talk against working with CSX.

Although this appears to be the ideal solution, there is a big trade off aligning with CSX. They have been difficult to work with in the past. Matthews may have to compromise what we want to appease CSX.

Monroe Road



Comments for Monroe Road

7 responses

test

Monroe Rd route is the preferred route in this area given its long term potential to meet the Town's stated goals. While there will be more local area disruption during construction the long term impacts should be positive. The key concern here is to insure that the line route will not impact the ability for negative traffic flow through this corridor in the future (removing traffic lanes or installing barriers, ramps or station access that requires traffic to yield to them. The potential does exist to improve traffic on Monroe through the Independence BLVs express project and the addition of reliable ridership times throughout the Silver Line route taking commuter and local traffic off of Monroe Rd.

I like this alignment because in the long term it would really help develop that area. I do have concern about short term impacts, especially during construction. Vehicular traffic during construction would be a big concern of mine. For the long term, I think the design on the line would need to be done in a way to not make it feel like divided highway. I picture this being similar how it is at the UNCC campus and I'm not a huge fan of how that looks aesthetically.

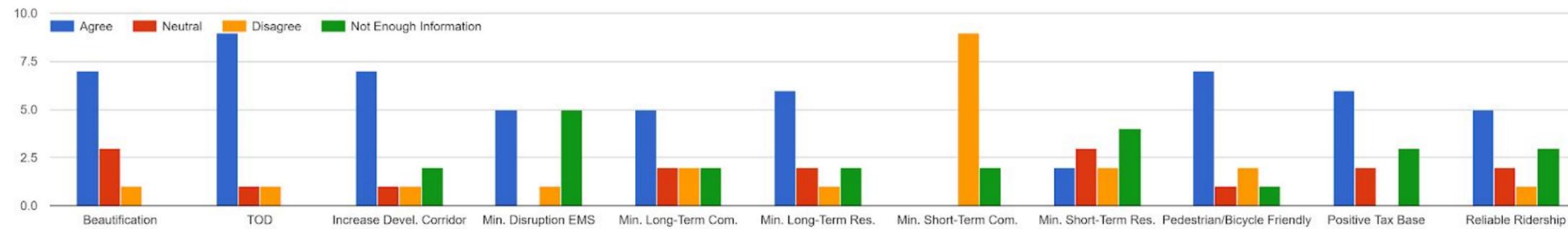
To the extent the line can be side-justified at portions of Monroe Rd (vs. Center the whole way), this should be done.

NOT good for Matthews

Disruption, but worth it in the long-term.

There is some blight on Monroe road in the Matthews area. The light rail would encourage development and might improve the gateway into Matthews

Monroe/Industrial Drive



Comments for Monroe/Industrial Drive

6 responses

test

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.

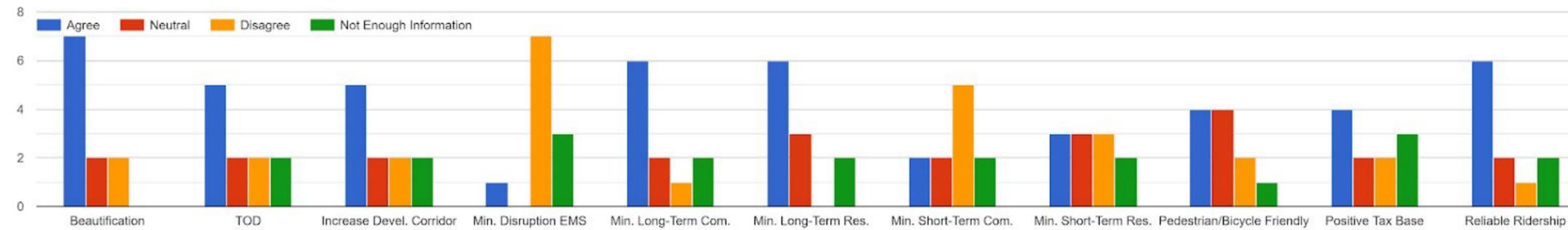
One thing about this station I would like more information on is how we could incorporate a park and ride at this station. I feel like it not being on the main road but close to the residential areas of Matthews would be a great location of a parking lot.

Too much impact on almost everything

Seems certain to bring more residential development along Industrial Drive, which creates walkability for those areas. Seems that it would also bring a lot more traffic into Matthews.

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.

Novant



Comments for Novant

6 responses

This alternative is the least disruptive to present day and future Downtown Matthews while still providing a walkable destination station to the downtown area. Cautiously avoiding crossing the major intersections of downtown Matthews will minimize traffic and business congestion on Trade, H51 and the alley street network surrounding Trade. Any downtown station will present a traffic and parking challenge even if unintended. The station near Novant is far enough from the downtown parking areas to have a lesser negative impact and offers development opportunity the the business park and surrounding station areas without interfering with some of our impotatnt historic areas.

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.

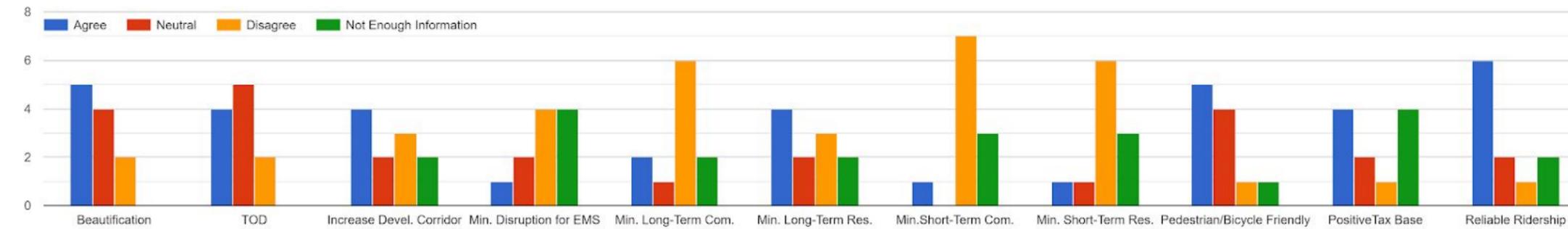
The Novant option bypasses downtown Matthews. Not a good option unless it were shifted to be within 1/8 of a mile from Downtown. Also does not create as much opportunity for a vibrant station experience. All on the hospital property.

Best Station location Good access

This route makes the least sense - too many curves and too far away from downtown Matthews.

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

W. Matthews Street/ CSX



Comments W. Matthews Street along CSX

7 responses

test

Tracks and a Station that crosses the main surface roads in Downtown Matthews will be disruptive to travel and access to the area. Train schedules and road crossing arm barriers will not be at practical intervals to allow the auto, bike and pedestrian traffic we have today or with future growth. The temptation to use public parking while accessing the Silver Line even for shorter uptown trips will be a challenge in this location. There is a long term opportunity to redevelop the Downtown area and the long range plans have a walkable community with outdoor seating and services. Residential housing close to Town and bikable paths are also preferred whatever route we select. I am not in favor of either W. Matthews Street options as a result unless we add a parking garage into the redevelopment to serve the entire downtown area.

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.

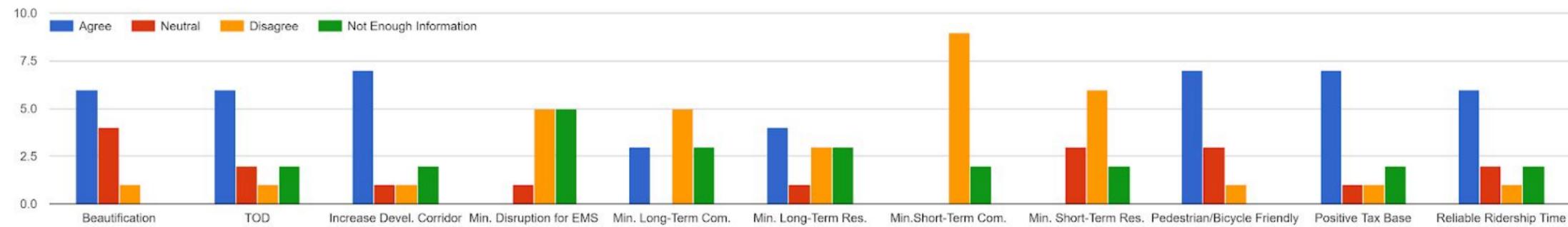
Traffic for "Park and Ride" should be at Sportsplex.

Way too disruptive everywhere, especially Trade St

Can this be combined with the Monroe Rd option?

CSX creates too many unknown situations

W. Matthews Street /Team Road



Comments for W. Matthews Street near Team Road

8 responses

See comments above

Overall, I really like this alignment. I do have concerns about short term impacts to businesses in particular, and would like to know how that issue could be mitigated. I really think that this would be GREAT for business development in the long term. I would be in support of this alignment if CATS could provide a small-scale stop and minimal impact to the area (I.E. as little disturbance to the direct neighborhood - much like the stops in South End). I like how it would drop people right in downtown Matthews, making it a destination. I am OK with little or no parking, but understand the concerns of others with people using the limited parking in downtown Matthews to ride the lightrail. I think there are other ways to solve this problem, like the police ticketing more or having other ways to enforce the parking laws.

The best route into downtown but need to protect downtown businesses. I believe a parking deck does NOT belong here unless it was ONLY to support local business. Not for purpose of "park and ride". Traffic for "park and ride" should be at Sportsplex.

Way too disruptive everywhere, especially Trade St

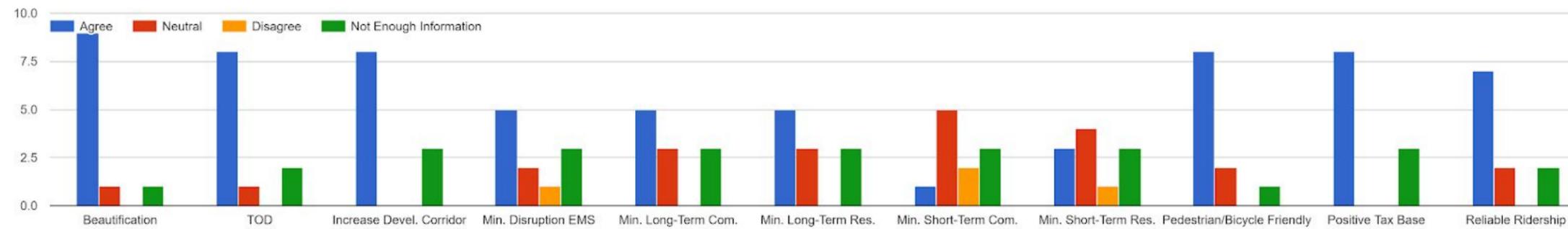
Best option. Close to downtown without being so close to 51. Most efficient.

I am of the belief that light rail may decrease issues with parking in downtown. People who are now driving into Matthews may choose light rail instead. I also think a different location for the station should be considered. There is an empty land spot on West Matthews near Ames St. I love the idea of getting off the train on trade but I don't want to risk losing the building that has the offices and Kristopher's.

This seems like a repeat of CSX option to me.

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. KEY to success for this route is the addition of a parking solution near the downtown station...parking deck recommended here.

IPP and CPCC



Comments for Independence Pointe Pkwy and CPCC

7 responses

Both stations in this area will help with growth and development. Installation of the line and stations will be the least disruptive of all the Matthews locations simply because of the lack of current development and use. One or both of these stations should anticipate the need for longer term parking (for the day or evening) as a possible commuter station to Charlotte and Matthews surface road access should be enhanced to support this. As the closest station access until the Silver Line is extended into Union County, these stations will serve those areas for casual travel to the city, stadiums and arenas and elsewhere uptown.

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.

Great location for park and ride and connection to Independence Blvd

Extension to Union County very important. Takes vehicle traffic away from Matthews But disruption from grade level crossing at Independence Point Parkway is bad

This appears to be the only option once the lines converge?

This area is being developed now and has a lot of potential. Harris Teeter was purchased the future is unknown for Corporate Office to remain there.

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.