

**MINUTES
SILVER LINE TASK FORCE
WEDNESDAY, SEPTEMBER 2, 2020
7:00 PM
ZOOM REMOTE MEETING**

PRESENT: Vice Chairman Kerry Lamson; Members Lou Abernathy, David Blackley, Wyatt Dixon, Natasha Edwards, Chris Hough, Jim Johnson, Lynn Lewis, Scott Phillips, and Jana Reeve; Public Works Director C.J. O'Neill; Planning Director Jay Camp; Transportation Planner Dana Stoogenke; Senior Administrative Specialist/Deputy Town Clerk Shana Robertson

ABSENT: Chairman Bill Stevens; Members Fred Baylor, Bo Hulseay, Jennifer Saunders and Walter Wright

CALL TO ORDER

Vice Chairman Kerry Lamson called the meeting to order at 7:03 PM

APPROVAL OF MINUTES

Scott Phillips motioned to approve the minutes from the August 19, 2020 meeting as submitted. Lynn Lewis seconded the motion and it was unanimously approved.

PROJECT HISTORY OVERVIEW AND Q/A

Public Works Director C.J. O'Neill presented to the members a history of the Silver Line alignment in Matthews and how the Locally Preferred Alignment (LPA) was chosen (Exhibit A attached and made part of these minutes).

Mr. O'Neill reviewed the different Charlotte Area Transit System (CATS) LYNX corridors and their timeline. Mr. O'Neill spoke about the Independence Boulevard Charlotte Area Plan and said that it confirmed a need for mass transit but found Independence Boulevard more suitable for automobile commuters and Monroe Road more suited for rail transit.

In 2002 the Major Investment Study was completed by the MTC (Metropolitan Transit Commission). This study declared Bus Rapid Transit (BRT) was the preferred technology, however local officials wanted to keep light rail as an option. Mr. O'Neill said that in 2006 the Town Council voted to support BRT, but that it preferred LRT (Light Rail Transit). Mr. O'Neill continued that in 2011 there was a study that concluded that BRT should be located on Independence Boulevard corridor and street car or another type of rail should be along the Monroe alignment. Based on those findings, the MTC passed an action to remove light rail from the median of Independence Boulevard and focus on managed lanes. Another action of the 2011 MTC was to examine rail in the southeast corridor that would not be in the median of Independence Boulevard.

Mr. O'Neill said in 2015 a Silver Line Southeast Corridor Transit Study began. The Silver Line was part of a larger transit system that included bus lines, the Gold Line, future Red Line, Blue Line, and Blue Line Extension. Mr. O'Neill said the study started with a vision to establish high-quality transit to connect and strengthen activity centers, create more transportation options in the corridor, and use transit to focus and shape growth while preserving existing neighborhoods. Staff and residents of the Town also decided the roles of both bus and rail. Bus were seen as a regional connection that was commuter oriented whose purpose was to bring people from Matthews to Uptown Charlotte. Mr. O'Neill further explained that the role of rail was to be more of a destination corridor that would bring riders from destination to destination.

Mr. O'Neill said that the Silver Line Southeast Corridor Transit Study kick off meeting began on February 12, 2015. Goals for the study were outlined in the meeting and included defining a fixed-rail guideway alignment, providing a bus transit strategy, and developing strategies to protect and preserve the rail alignment. The second meeting was April 8, 2015 with the Project Management Team (PMT). The PMT included CATS staff, CDOT (Charlotte Department of Transportation), Planning Commission, Matthews staff, and the project consultant WSP. Mr. O'Neill said the goal of that meeting was to determine how feedback was to be received. In the 4th meeting, the PMT discussed technology of commuter rail, streetcars, and light rail. Mr. O'Neill discussed the three technologies. The

5th PMT meeting was in September of 2015 and discussions were centered around the public meetings that were promoted digitally and through printed media.

Mr. O'Neill said that during the public meetings, data was captured by surveys, tradeoff exercises, and interactive activities. Mr. O'Neill reviewed the results from the tradeoff exercise that showed Matthews residents wanted efficient travel times, even if that meant properties would need to be acquired. The exercise also showed that they preferred to be able to get to a lot of destinations, even if it means a slower trip.

Mr. O'Neill said at the 7th meeting of the PMT took the feedback from the public meetings and started putting together alignment options. There were three sections that were being concentrated on, the Uptown Charlotte area, from Charlotte to Idlewild Road, and the Matthews area. The PMT did an analysis of shared lanes and options that utilized the CSX right-of-way. People wanted reliable service so the option for significant shared lane operation was eliminated because reliability would require an exclusive guideway. For the CSX alignment, Mr. O'Neill said that putting a corridor in an area where there was only one big player who could suddenly say no was a huge risk for CATS. Those two factors eliminated seven route options.

Mr. O'Neill said that the public meeting that was held in Matthews in April of 2016 had 57 attendees that signed in but there was an unofficial count of over 75 people. Four major alignment options were discussed. Those included along Independence Boulevard to Independence Point Parkway, a widened Monroe Road with segments along Independence Boulevard, Independence Boulevard and Monroe Road, and a widened Monroe Road. Mr. O'Neill said that a lot of information was presented and people all seemed excited by the project. The two options that the public seemed to favor were the options that ran along the side of Independence Boulevard and the option that ran from Independence to Monroe Road.

Mr. O'Neill discussed the May 2016 public workshop with 167 individuals that submitted feedback. That feedback showed that 84% of people felt that an ENT or Sportsplex station be integrated into the designed route. 89% of individuals also felt that a station should be close to the hospital and the other 11% felt that a station should be next to the hospital. Mr. O'Neill said that 100% of people felt that rail should serve Downtown Matthews, with 61% of the vote wanting a station in the middle of the Downtown area and 39% wanting a station close to downtown but not in the middle of town. Attendees also felt strongly, by a vote of 80%, that a station be located on the CPCC campus, with the other 20% saying that a station should be close by.

In June of 2016 a smaller group met that included town staff; former Mayor Jim Taylor; Commissioners Jeff Miller, John Ross, Chris Melton, and Larry Whitley; Transportation Advisory Members Lou Abernathy and George Sotillo; and Planning Board members Michael Ham, Kerry Lamson, Greg Lee, and David Wieser. The results from Public outreach initiatives were discussed as were the remaining corridor options, tradeoffs, development opportunities, and route options.

In September 2016 the MTC had their meeting. Mr. O'Neill said at that meeting the MTC discussed all of the public engagement and the evaluation process. Mr. O'Neill said that this meeting was when the LPA was approved by the MTC.

Mr. O'Neill said that information had been loaded to the Town of Matthews website and included the 2016 Silver Line Final Recommendation, The Silver Line Public Outreach, and the Silver Line Evaluation of Rail Alignment.

Mr. O'Neill reviewed the current alternatives to the LPA and said that the Silver Line Task force has been given the task to recommend the best of those alternative options. Mr. O'Neill said there was a little opportunity to incorporate small shifts in the alignment but there was no opportunity to come up with new alignments or shifting the alignment to Independence Boulevard.

Mr. Lamson asked who was presenting the three new alternatives and how those materialized. Mr. O'Neill said that CATS came up with those options. Jason Lawrence, Senior Planner with CATS, said that a couple things lead to the choices. Mr. Lawrence said that in 2016 CATS wanted to have some certainty with the corridor. Once the design portion of the project began, discussions began with CSX. Mr. Lawrence said that because CATS was entering into

the environmental phase of the project, all the options needed to be looked at for environmental impacts. Mr. Lawrence said the Blue Line extension opened in 2018, and had portions in the median of N Tryon Street. CATS had learned things from that design and were planning to approach Monroe Road differently. Other options that have changed around the hospital area are because of new and planned building construction and the past public engagement desire to have stations in Downtown Matthews.

Chris Hough asked if one of the challenges to the LPA was the half mile bridge section. Mr. O'Neill said that the LPA would require a long bridge because of some grade issues. Mr. Hough asked if CATS was not able to engineer around that area. Mr. O'Neill explained that the approved LPA was aligned from point A to point B and it was up to CATS to figure out a way to get that done. What was done in 2015 and 2016 was a study and now that the route is being designed, engineering will be a large part of the process. Mr. Lawrence said that the rail was in the median of Monroe Road and in order to come out of that median and cross over CSX, powerlines, and water features the light rail would require a bridge.

Mr. Blackley said that he has found the review informative and wished this was presented at the first meeting.

Mr. Abernathy asked about a resolution to a bridge engineering problem around the quarry. Mr. Lawrence said that the LPA was what was adopted and there were options to the LPA. The design team and engineers were working on only those options. Mr. Abernathy said that the problem was that the Task Force had to make the choice. Mr. O'Neill said that unless the design team said there was an issue that would stop the route from moving forward, the Task Force should assume that those issues could be overcome.

Mr. Phillips asked if Matthews Street would be widened and what side of the road the track would be located. Mr. Phillips said that he understood that there was also a planned Downtown station along that option that would not include parking and he felt that was a mistake. Mr. Abernathy said that the CATS alignment on Matthews street showed the rail to be side running on the side where Kristopher's is located.

Wyatt Dixon asked if the members were being asked to comment on the side of the street the rail would be placed or just the general route of the rail. Mr. O'Neill said that it was his opinion that the Task Force should look at the general alignment and that the details of the alignment would be looked at in the future.

Mr. Abernathy said that the devil was in the details and members needed to know how wide the required right of way needed to be on Matthews Street and Matthews-Mint Hill Road. Mr. Abernathy said that there would also be a financial impact on the Town and CATS. All these details were important in the decision and related to the impact of the plan.

DECISION MAKING CRITERIA

Ms. Stoogenke said she would be sending a survey to the Task Force members to evaluate the alternative alignments that had been presented by CATS. Ms. Stoogenke reviewed the definitions and sample survey (Exhibit B attached and made part of these minutes).

Mr. Phillips suggested adding redevelopment and development opportunities to the criteria listing. Mr. Phillips said that development occurs all along the route and not just next to the stations. Mr. Lawrence said that CATS used a quarter mile and half mile radius for the Blue Line with different intensities and land uses. Mr. Lawrence said in some areas the Transit Oriented Development was greater than others. Mr. Dixon said that he had completed projects along the Blue Line and the extension and agreed that this would create new opportunities that would need to be addressed in the UDO (Unified Development Ordinance) and the Land Use Plan.

Mr. Blackley said that the Task Force should also evaluate the response times for emergency services. If Matthews Street was an option, it needed to be noted that it was the only detour street if anything should occur on Trade Street. Mr. Blackley said insurance rates were based on response times and he would like to hear from the Fire and Police Chief regarding their opinions on those route options.

Mr. Lamson asked Ms. Stoogenke to add “maximizing development opportunities” and “disruption to public services” into the criteria categories.

Ms. Lewis said that it would be helpful to see on the map buffer areas for a half mile development area. Mr. Lamson asked if station locations could also be added. Ms. Stoogenke said that she would get that information and distribute it to the members.

Ms. Edwards said that everyone wanted to consider the long term disruption but she felt that the group also may also want to consider the short term disruptions that the rail could have on families and businesses in the community.

Mr. Lamson asked if there was anywhere in the form where comments could be freely written. Ms. Stoogenke said that she would add a comment section after each alignment option.

Mr. Abernathy asked if CATS staff would be available during future meetings. Mr. Lawrence said that CATS staff would be available to Matthews whenever needed. Mr. Abernathy said there were two important questions, what was happening with the CSX alignment and how far was the Monroe Road route extended into Charlotte. Mr. Lawrence said that was part of the evaluation process and those questions would be answered with the evaluation of the alignment options.

Mr. Johnson said that when evaluating the long term commercial impact of the Downtown station, parking consideration was needed as riders would use the downtown area for long term parking. Mr. Johnson said that the station location at Kristopher’s did not make sense and may be better placed closer to Matthews Building Supply or Andrew Caroline Drive where a parking structure could be built.

Mr. Abernathy asked if the Blue line was still running on a 10-minute schedule. Mr. Lawrence said that prior to Covid, the train was running on a 10-minute schedule. Mr. Abernathy said that with no synchronization for inbound and outbound trains, the traffic arms could be down every 5 minutes. Mr. Lawrence said that CATS could supply data on the experience at the N Tryon crossing. Mr. Blackley said there were more alternative routes to get around Tryon Street than there were for Downtown Matthews. Mr. Dixon said that the Lynx trains were very short and did not cause as much disruption as the freight trains did in impeding traffic.

UPCOMING MEETINGS

Silver Line Task Force:

- September 16, 2020 (additional meeting) via Zoom
- October 7, 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 8:55 pm.

Respectfully submitted,

Shana Robertson
Senior Administrative Specialist/Deputy Town Clerk

APPROVED
9/16/2020

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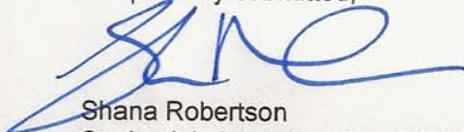
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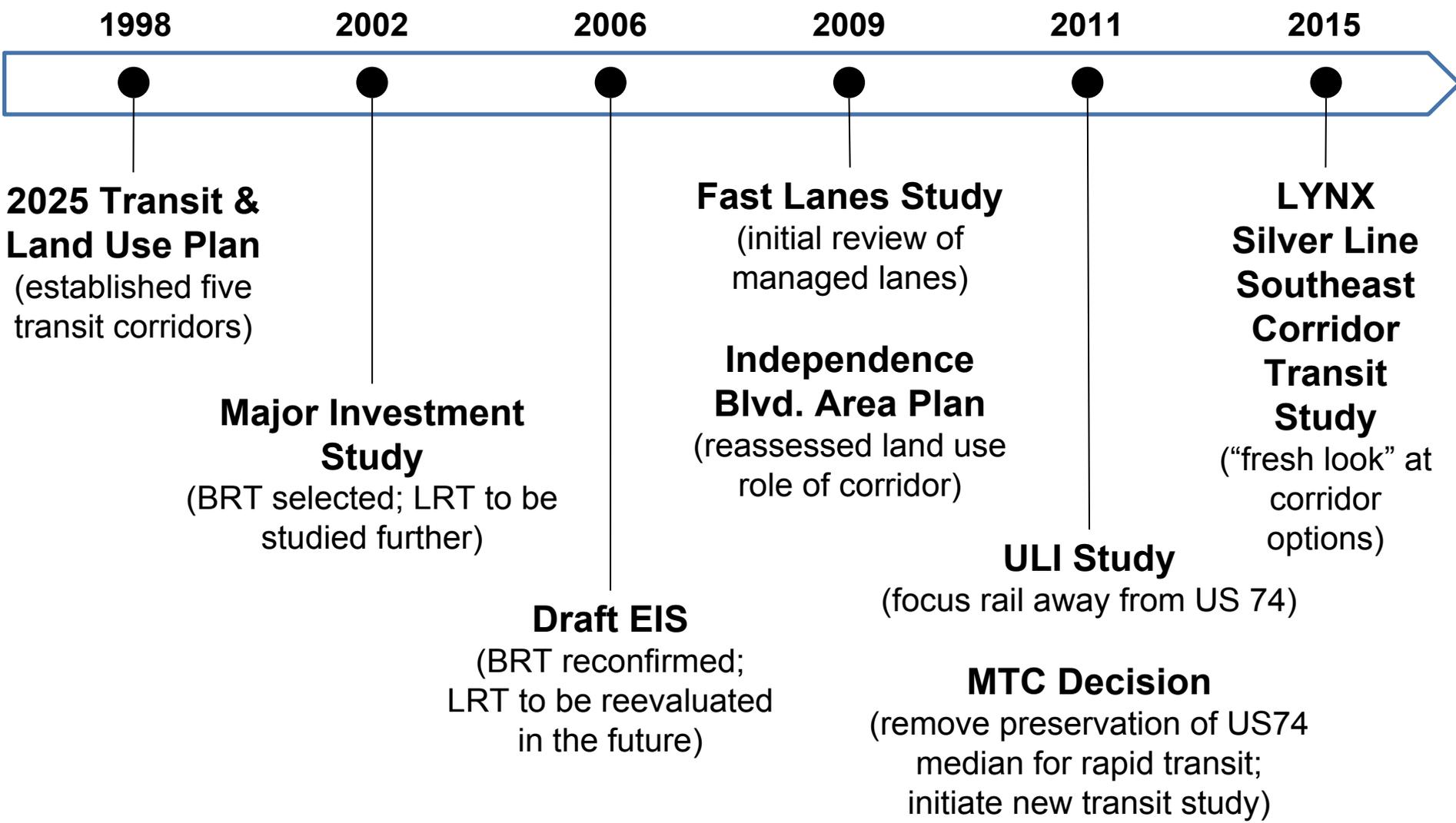
APPROVED
9/16/2020



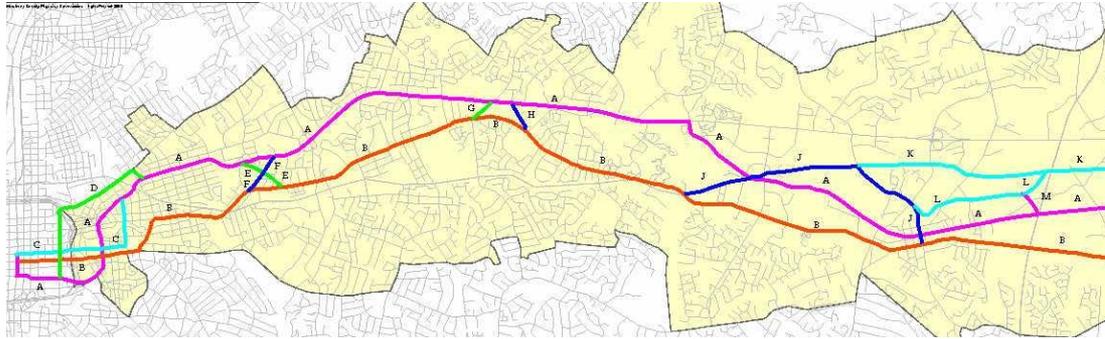
Silver Line Task Force

Background on LPA Choice

Corridor Planning History



System Plan Decisions

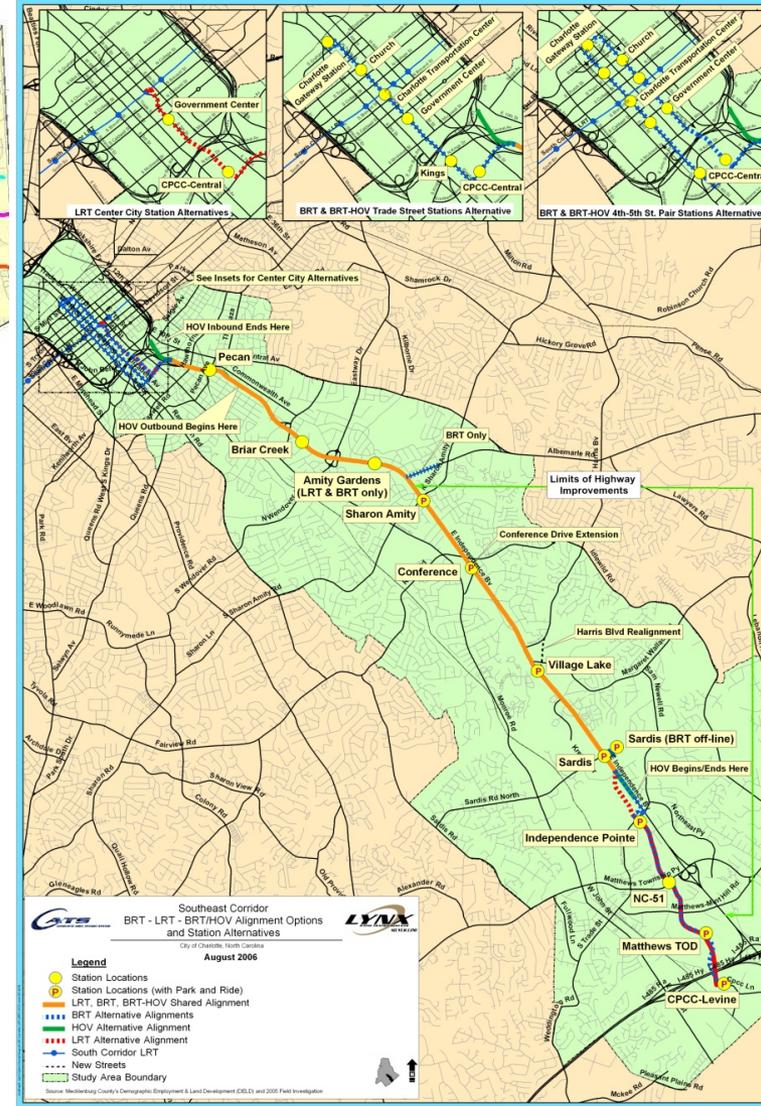


2002 System Plan:

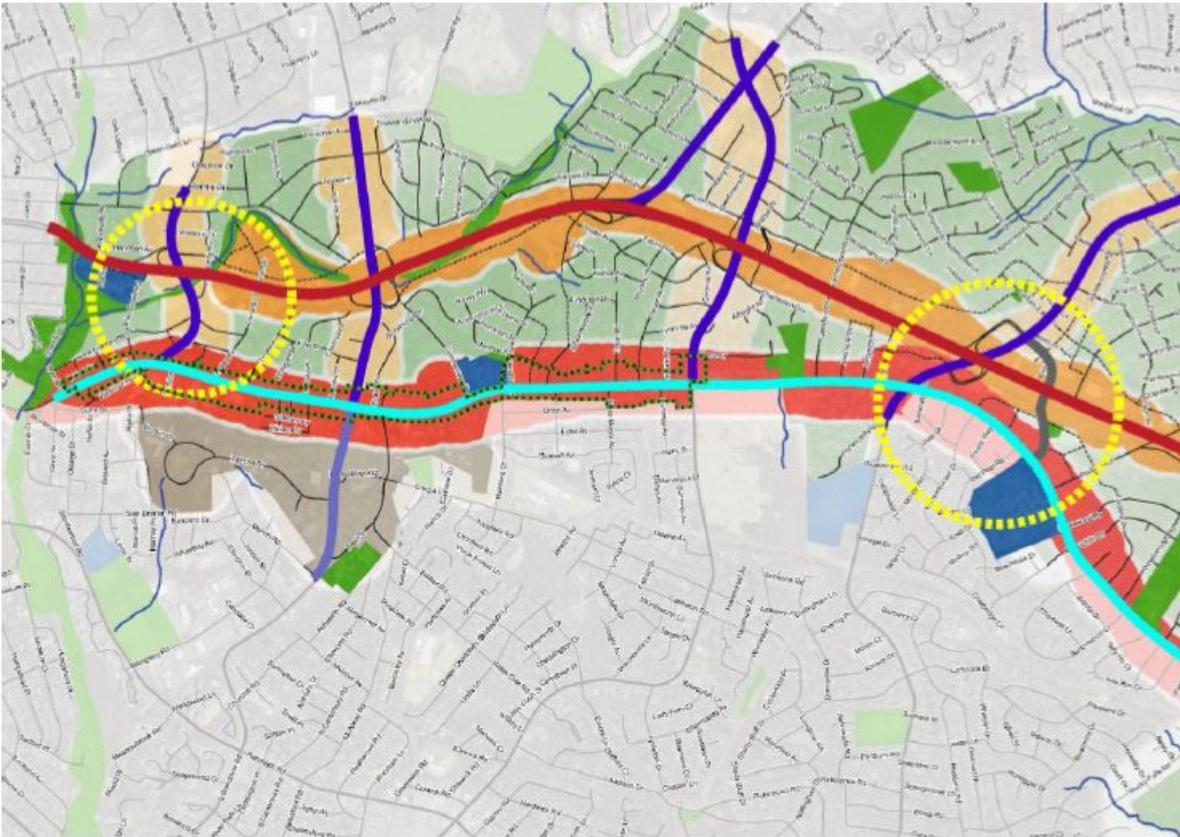
- Major Investment Study completed
- MTC selects Bus Rapid Transit (BRT) as the Locally Preferred Alternative (LPA)
- MTC directs staff to study rail further

2006 System Plan:

- Light Rail and BRT alternatives developed as part of a DEIS
- BRT is selected again as the LPA
- MTC directs staff to reevaluate alternatives in 5 years



2011- Key ULI Recommendations



-  Limited Access Express Way
BRT/Express Bus
-  Street Car
-  Local/Feeder Bus



- BRT/Express bus on Independence in HOT lanes
- Streetcars on Central and Monroe
- Promote auto-oriented retail on Independence and neighborhood serving, mixed-use development on streetcar lines



The MTC in 2011 passed the following actions that directed CATS staff to:

- Remove special provisions in the 2030 Transit System Plan that required preservation of Rapid Transit in the median of Independence Blvd.
- Work closely with NCDOT and Charlotte Department of Transportation (CDOT) to incorporate bus services into the design of the Independence Blvd Managed Lanes.
- Bring back a process and plan/schedule for an alignment study to evaluate a rail transit alignment on the Southeast Corridor that is not in the median of Independence Blvd.
- Ensure that the alignment study will review the technologies of light rail, streetcar and commuter rail, and recommend a rail transit alignment, which will involve examining all potential rail alternatives in the corridor, including those previously studied.

2016- Silver Line Southeast Corridor Transit Study



LYNX
RAPID TRANSIT SERVICES

Silver Line Southeast Corridor

**New Perspectives on
Transit Opportunities**

CATS is conducting a study to produce
a new recommendation for the
Southeast Corridor to be included in the
2030 CATS System Plan

January 2016



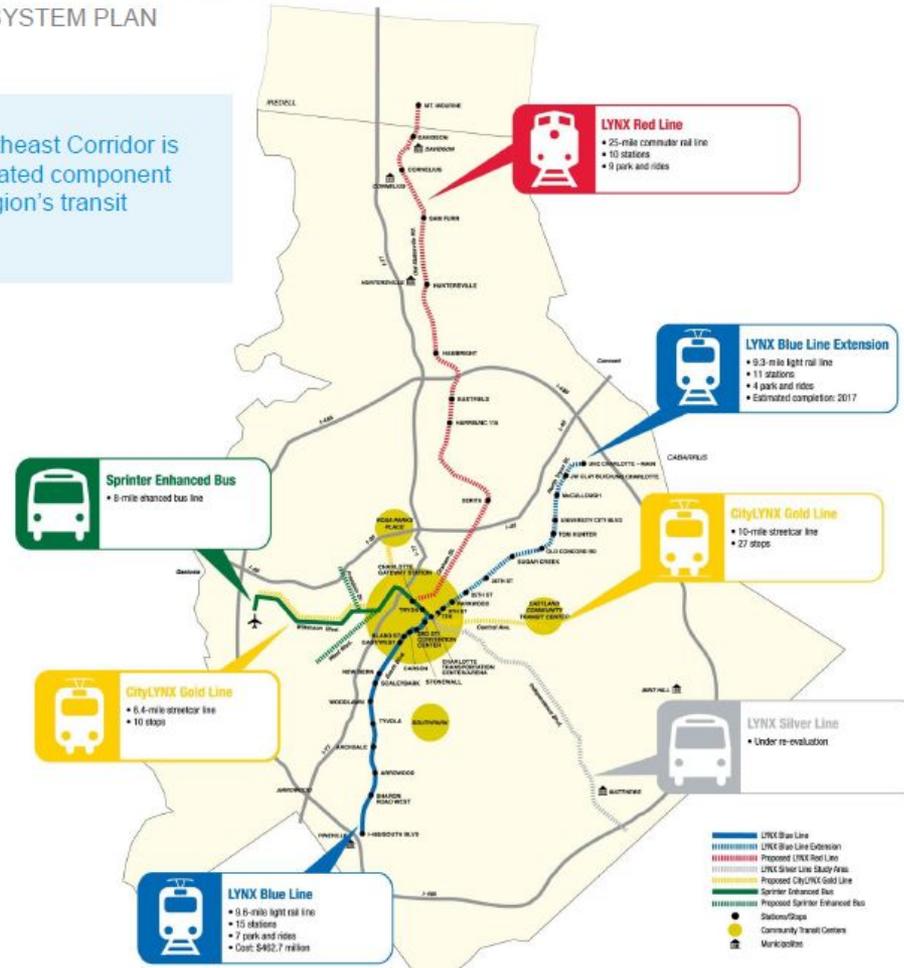
2016- Silver Line Southeast Corridor Transit Study



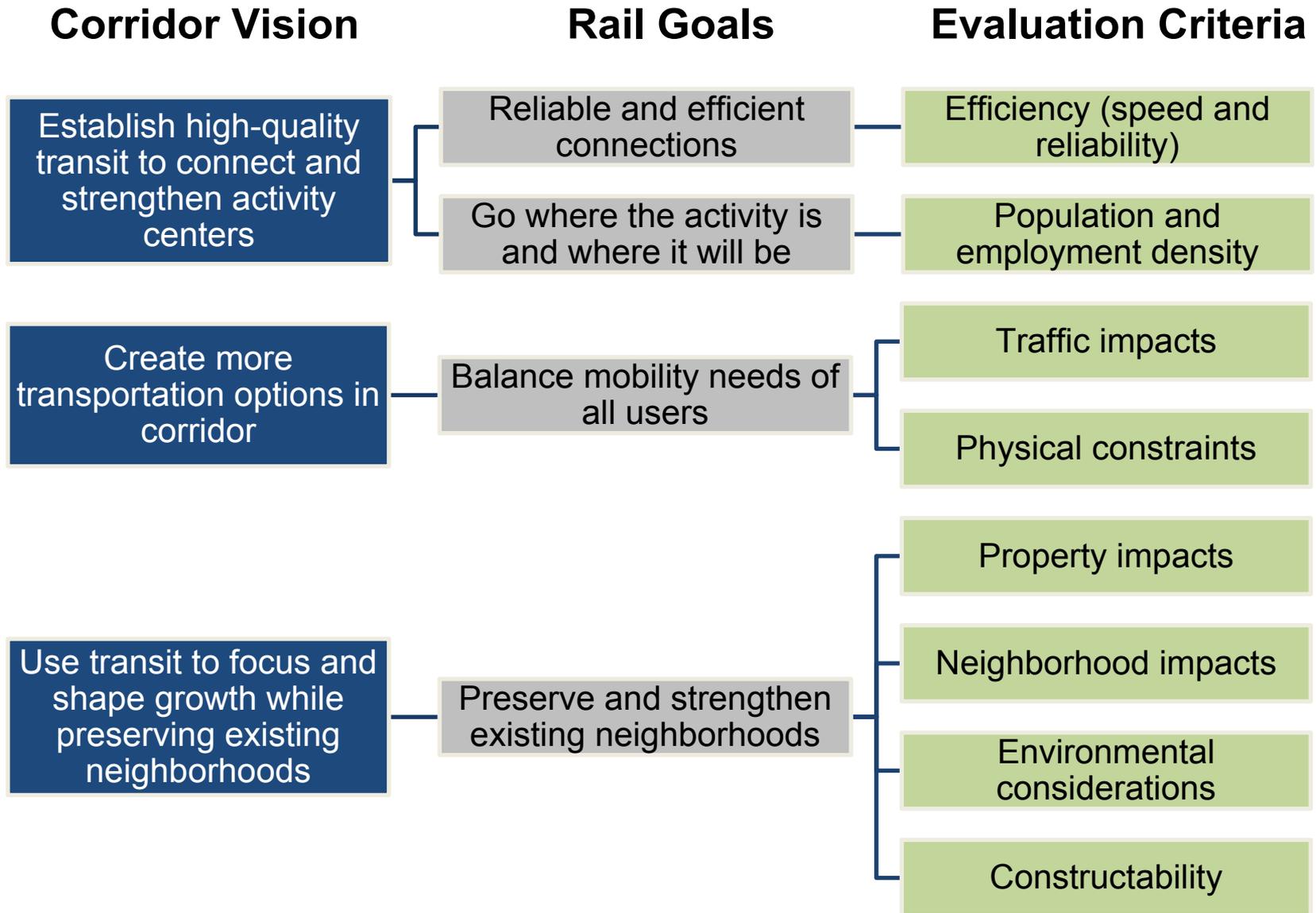
PART OF A LARGER VISION

2030 SYSTEM PLAN

The Southeast Corridor is an integrated component of the region's transit vision.



Alignment Evaluation





ROLES OF RAIL AND BUS

HOW SHOULD THE RAIL AND BUS ELEMENTS WORK TOGETHER?

Both rail and bus services are proposed in the corridor. The services must be designed to complement one another, rather than duplicate each other to give passengers a choice in service.

- Enhanced bus service will be provided in the express lanes on Independence Boulevard, which will focus on longer-distance trips with fewer stops, and faster travel times.
- Conversely, rail service can be used to provide connections between the many activity centers located within the corridor.

Role of Bus

Regional connections; fewer stops; more commute-oriented; fast travel times and local bus connections to rapid transit



Role of Rail

Connections within the corridor; many trip purposes and access to more corridor destinations balanced with reliability and efficiency



KEY:

● = Station

↔ = Length of Trip



BUS
Service integrated with US74 express lanes



RAIL
Between Uptown Charlotte and Matthews

2016- Silver Line Southeast Corridor Transit Study



Highway 51 Station
Southeast Corridor Transit - LRT Option
Carteret Planning

Southeast Corridor Transit Study



Project Kick Off

February 12, 2015



Study Goals



Define a **rail fixed guideway alignment** (not in the median of Independence Blvd.)

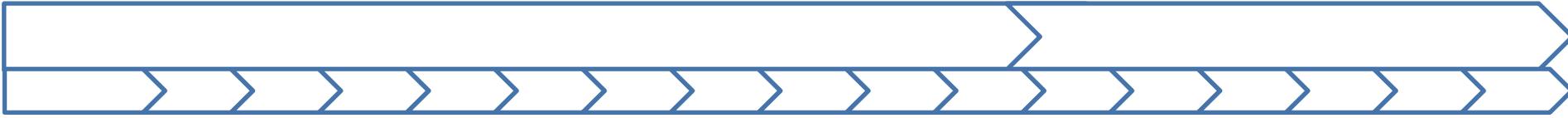


Provide an interim **bus transit strategy** that utilizes the future express lanes



Develop strategies to **protect and preserve** the rail alignment

Overview of Study Scope and Schedule



RAIL

Initial Definition

- Alignments
- Technologies

Refined Definition

- Alignments
- Technologies
- Station Locations
- Cost Estimates

Goals /
Background

Recs. and
Strategies

BUS

Operations Plan

- Service
Recommendations



2016- Silver Line Southeast Corridor Transit Study



Highway 51 Station
Southeast Corridor Transit - LRT Option

Southeast Corridor Transit Study



PMT Meeting #2

April 8, 2015



Development of Public Involvement Plan



- Two major outreach phases to solicit input and feedback
 - “Phase 1” will help define specific goals and develop general alternatives to review
 - Will focus on engaging various stakeholder groups and organizations
- Later phase will discuss analysis of various alternatives

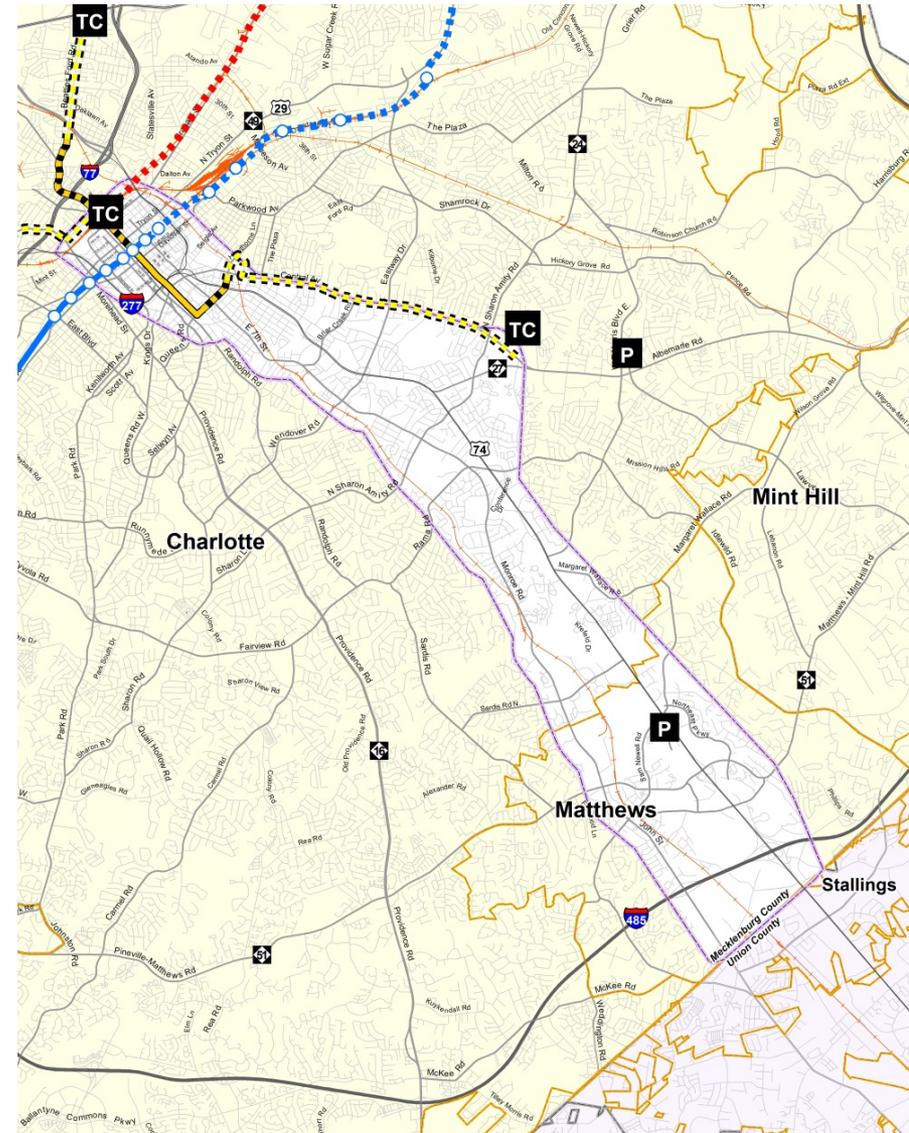




Southeast Corridor Transit Study

Project Management Team
Meeting #4

July 16, 2015



Rail Operating Scenarios



- Commuter Rail?
- Streetcar?
- Light Rail?
- All of the above?

What Markets are Best Served by Each Technology?



- **Streetcar**

- Intended for short connections within a compact urban setting
- Focus is on local access and circulation

- **Light Rail**

- Intended for longer-distance trips across a city or from suburbs into city
- Focus is on regional mobility

- **Commuter Rail**

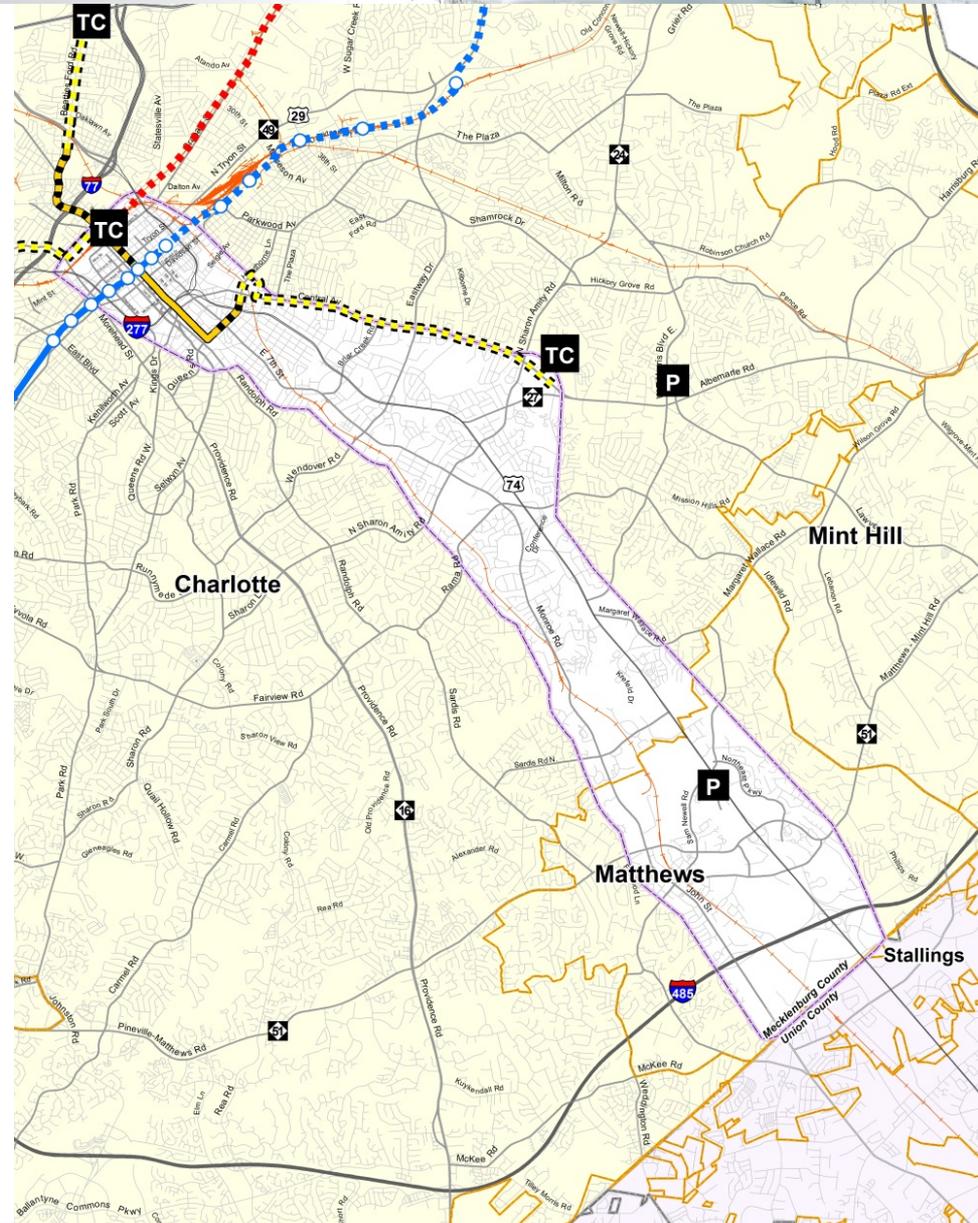
- Intended for longer-distance commute trips from suburbs into a central city
- Focus is on access to a central city from outlying areas



Southeast Corridor Transit Study

Project Management Team
Meeting #5

September 17, 2015



Public Workshops

- August 11, 2015
6:00 pm - 7:30 pm
Matthews Town Hall
- August 13, 2015
11:30 am - 1:30 pm
Charlotte Mecklenburg Public
Library Uptown Charlotte Branch
- August 13, 2015
6:00 pm - 7:30 pm
Midwood International &
Cultural Center



Public Notification



The public outreach program for the Southeast Corridor Study/LYNX Silver Line was promoted through a combination of digital and print media tools.

- Press Release
- The Charlotte Observer, The Charlotte Post, and La Noticia
- Postcard mailer to addresses within the study area
- CATS website
- Facebook and Twitter
- Email distribution lists and Notify Me
- Rider Alerts
- Local Radio / Television Coverage

LYNX
RAPID TRANSIT SERVICES

Silver Line Southeast Corridor

**YOU'RE INVITED TO THE SILVER LINE/
SOUTHEAST CORRIDOR
TRANSIT STUDY WORKSHOPS**

Changing conditions require a fresh look at rail transit opportunities and bus routes in the Southeast Corridor between Uptown Charlotte and Matthews.

Initial public workshops are being held to seek feedback on transit goals, constraints, and opportunities in the corridor.

**Open House / Interactive Workshop from
6:00 p.m. until 7:30 p.m.**

A brief presentation will be given at 6:15 p.m.

Please note that the August 13 daytime meeting will have an open house between 11:30 a.m. and 1:30 p.m.

The information/activities at each workshop will be the same.
See back of postcard for detailed information

**LO INVITAMOS A LOS TALLERES DEL
ESTUDIO DE TRÁNSITO DEL CORREDOR
SUDESTE/LÍNEA SILVER**

Las condiciones cambiantes requieren una mirada fresca a las oportunidades de tránsito ferroviario y de ruta de autobuses en el corredor sureste entre Uptown Charlotte y Matthews.

Se realizan talleres públicos iniciales para obtener comentarios sobre los objetivos, las restricciones y las oportunidades relativos al tránsito en el corredor.

**Puertas abiertas/Taller interactivo de
6:00 p.m. a 7:30 p.m.**

Se realizará una breve presentación a las 6:15 p.m.

Tenga en cuenta que la reunión diurna del 13 de agosto tendrá las puertas abiertas de 11:30 a.m. a 1:30 p.m.

La información y las actividades en cada taller serán las mismas.
Consulte la parte posterior de la postal para obtener más información

Capturing Public Data and Comment



Survey



Please fill out the information below. This information is for reporting purposes only.

Yes, please notify me when you will be holding additional meetings and events associated with the LYNX Silver Line/Southeast Transit Study

Name: _____ Home Zip Code: _____

Email: _____ Phone: _____

How did you hear about this workshop?

Email Bus Notices Newspaper/Radio/TV Project Website

Social Media Postcard/Mailer Other: _____

Please rate the following statements:

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Strongly Disagree
Presentation was accessible and easy to understand.	<input type="checkbox"/>				
Informational boards provided the appropriate project information.	<input type="checkbox"/>				
Interactive activities were engaging and useful.	<input type="checkbox"/>				
Staff was knowledgeable and supportive of my participation today.	<input type="checkbox"/>				

What would have made this workshop better?

Greater Level of Detail More/Different Activities More resource information

More information about: _____

The following questions on the back are optional.

Trade Off Exercise

Please indicate your preference for each trade-off using the appropriate colored sticker

SPEED VS. NEIGHBORHOOD ACCESS?

Very Strong Neutral Very Strong

I want a fast rail trip, even if it means there are fewer stops along the line. I want to be able to get to lots of nearby destinations, even if it means a slower trip because more stops are served.

RELIABILITY VS. PROPERTY IMPACTS?

Very Strong Neutral Very Strong

I want an efficient and reliable travel time, even if it means significant property must be acquired for a dedicated right-of-way. I want to minimize property impacts, even if it results in less consistent travel times due to rail transit sharing travel lanes with cars.

WORK VS. NON-WORK TRIPS?

Very Strong Neutral Very Strong

Rail service should focus on work trips, with frequent service during peak hours to key work locations, even if it means less service at other times. Rail service should provide better access to lots of different types of destinations all day long, even if it means less frequent service.

CAR ACCESS VS. TRANSIT & WALK ACCESS?

Very Strong Neutral Very Strong

I want to drive to a rail transit station, even if it requires a larger station with more property impacts. I want smaller rail transit stations to minimize property impacts, even if it means I cannot drive to the station.

Interactive Map Activity



Rail Trade Off Exercise



Please indicate your preference for each trade-off using the appropriate colored sticker

SPEED VS. NEIGHBORHOOD ACCESS?

<p>I want a fast rail trip, even if it means there are fewer stops along the line</p>	Very Strong		Neutral		Very Strong	<p>I want to be able to get to lots of nearby destinations, even if it means a slower trip because more stops are served</p>

RELIABILITY VS. PROPERTY IMPACTS?

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CAR ACCESS VS. TRANSIT & WALK ACCESS?

<p>I want to drive to a rail transit station, even if it requires a larger station with more property impacts</p>	Very Strong		Neutral		Very Strong	<p>I want smaller rail transit stations to minimize property impacts, even if it means I cannot drive to the station</p>

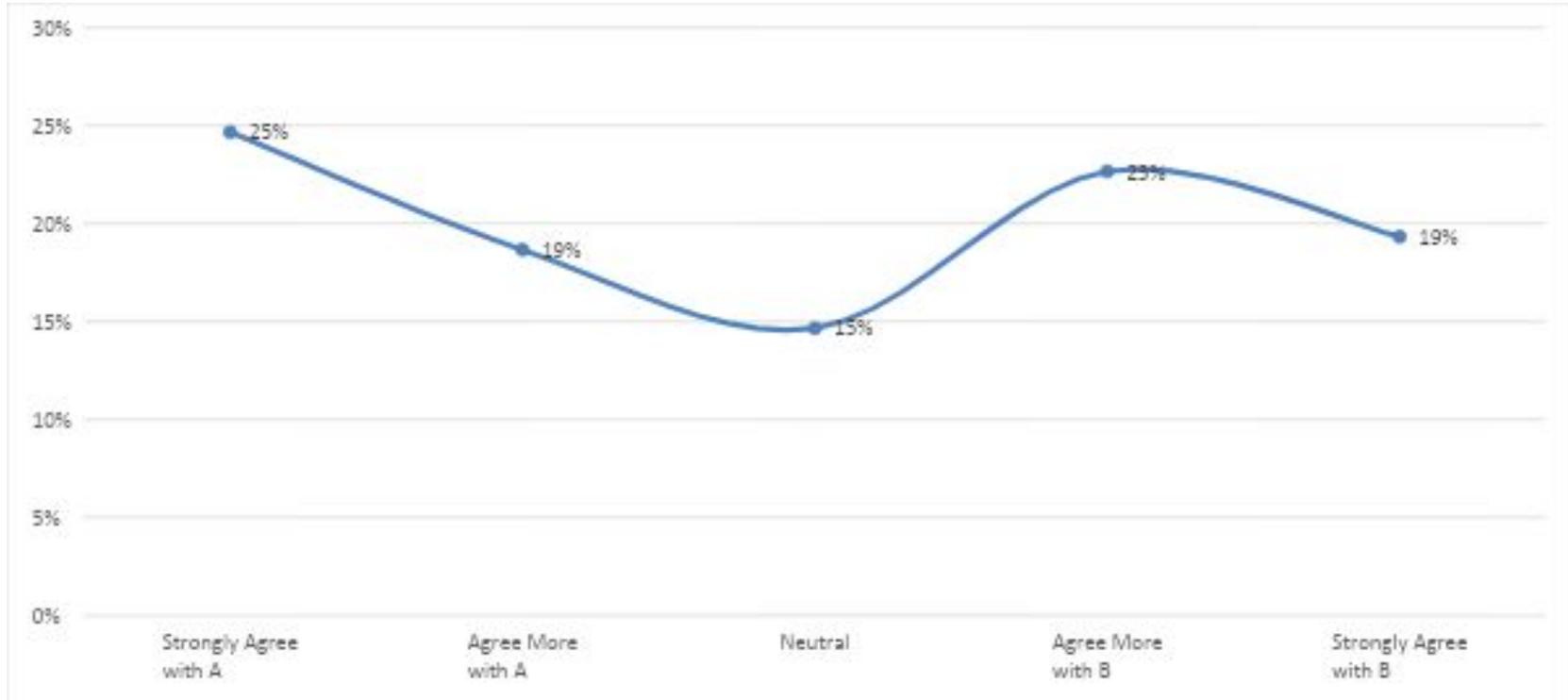
Interactive Map Activity



Results of Trade-Off Exercises



RAIL: Work vs. Non-work Trips?



STATEMENT A:

Rail service should focus on work trips, with frequent service during peak hours to key work locations, even if it means less service at other times

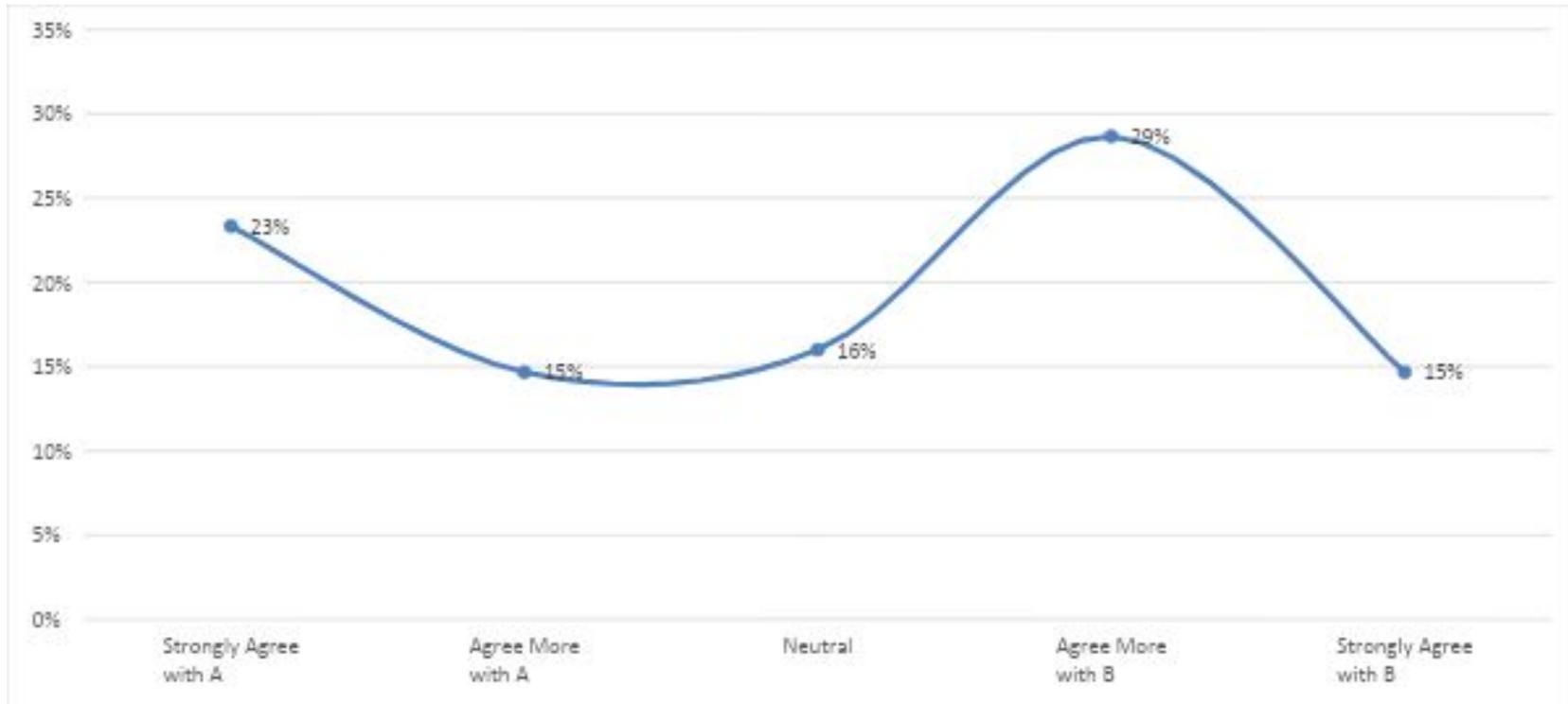
STATEMENT B:

Rail service should provide better access to lots of different types of destinations all day long, even if it means less frequent service

Results of Trade-Off Exercises



RAIL: Car Access vs. Transit and Walk Access?



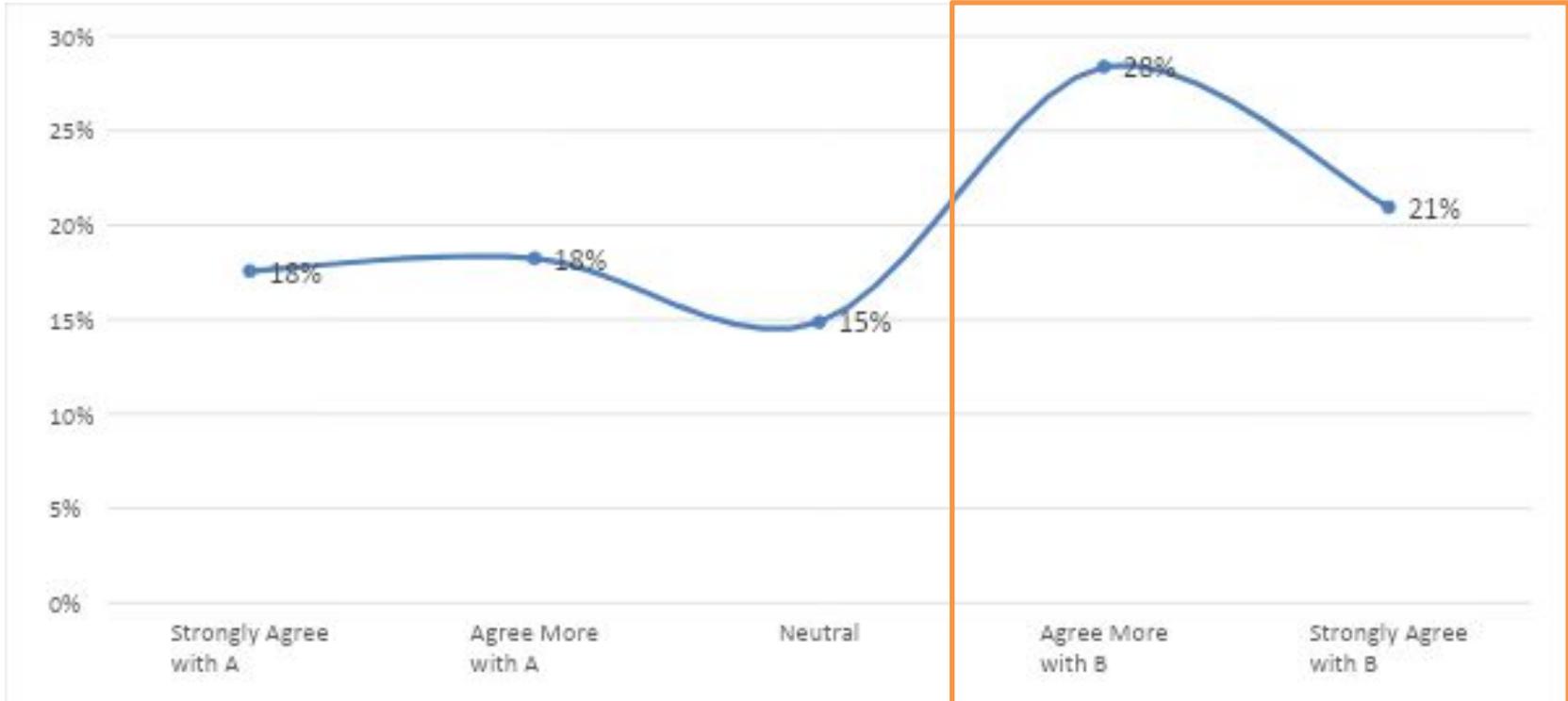
STATEMENT A:
I want to drive to a rail transit station, even if it requires a larger station with more property impacts

STATEMENT B:
I want smaller rail transit stations to minimize property impacts, even if it means I cannot drive to the station

Results of Trade-Off Exercises



RAIL: Speed vs. Neighborhood Access?



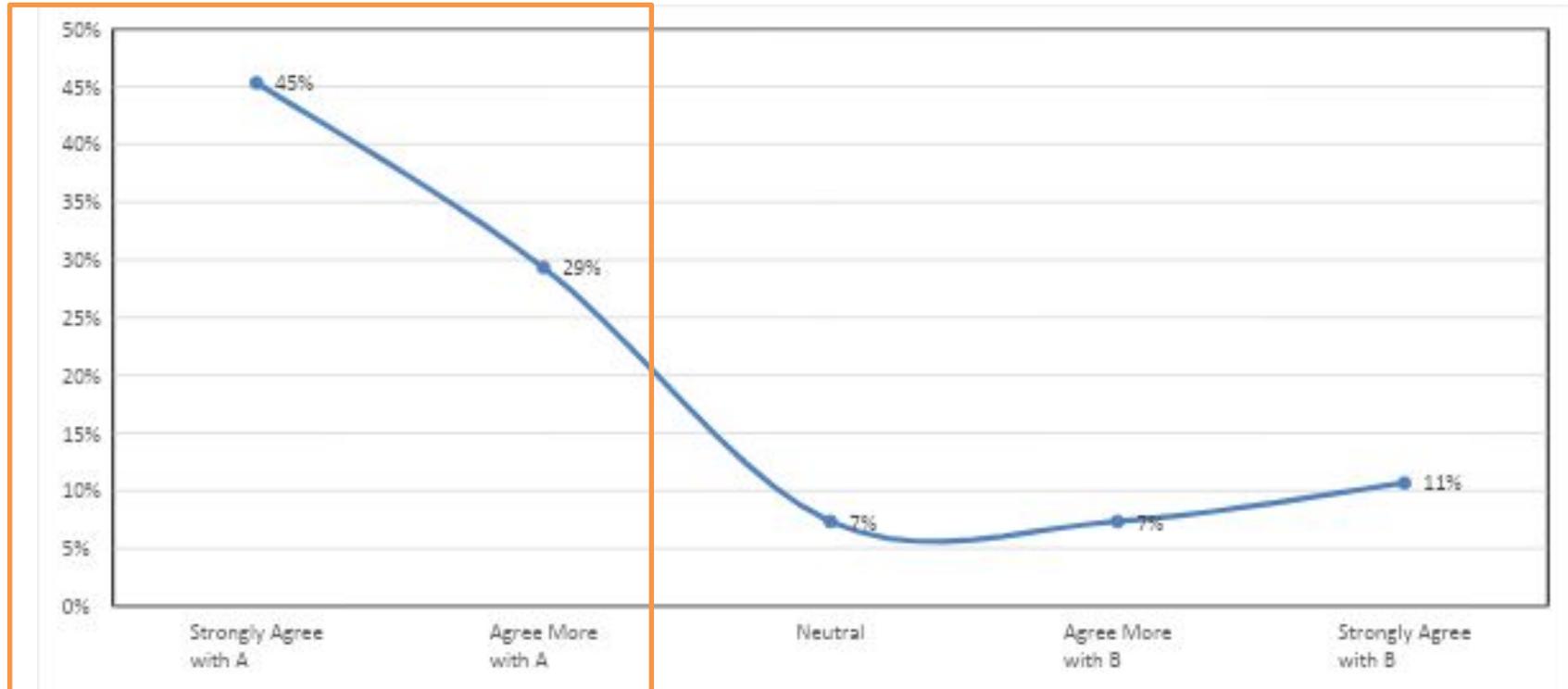
STATEMENT A:
I want a fast rail trip, even
if it means there are fewer
stops along the line

STATEMENT B:
I want to be able to get to lots
of nearby destinations, even if
it means a slower trip because
more stops are served

Results of Trade-Off Exercises



RAIL: Reliability vs. Property Impacts?



STATEMENT A:

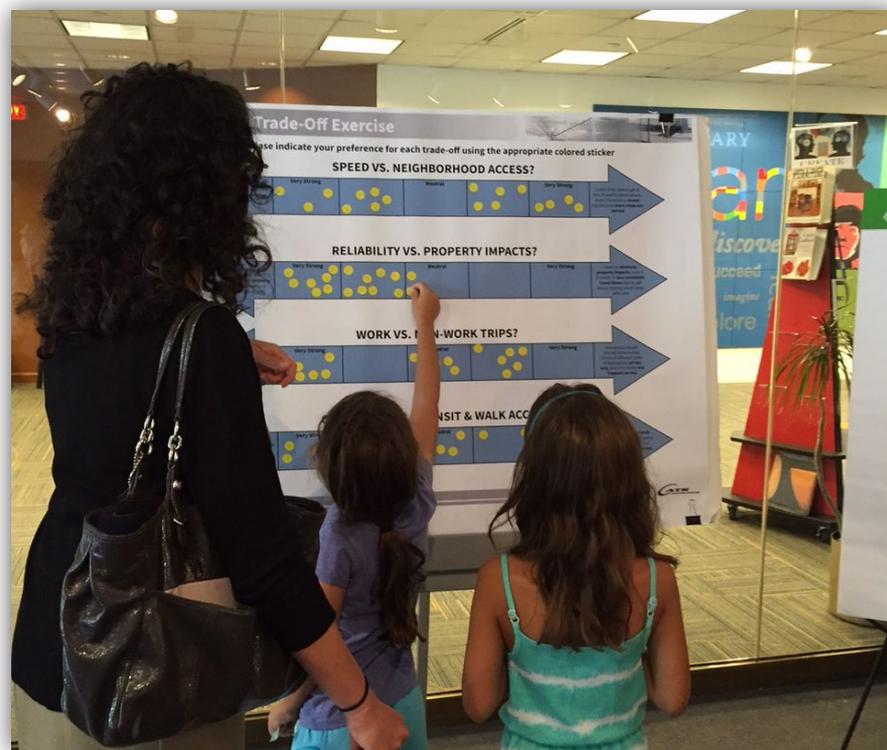
I want an efficient and reliable travel time, even if it means significant property must be acquired for a dedicated right-of-way

STATEMENT B:

I want to minimize property impacts, even if it results in less consistent travel times due to rail transit sharing travel lanes with cars

Initial Public Comment

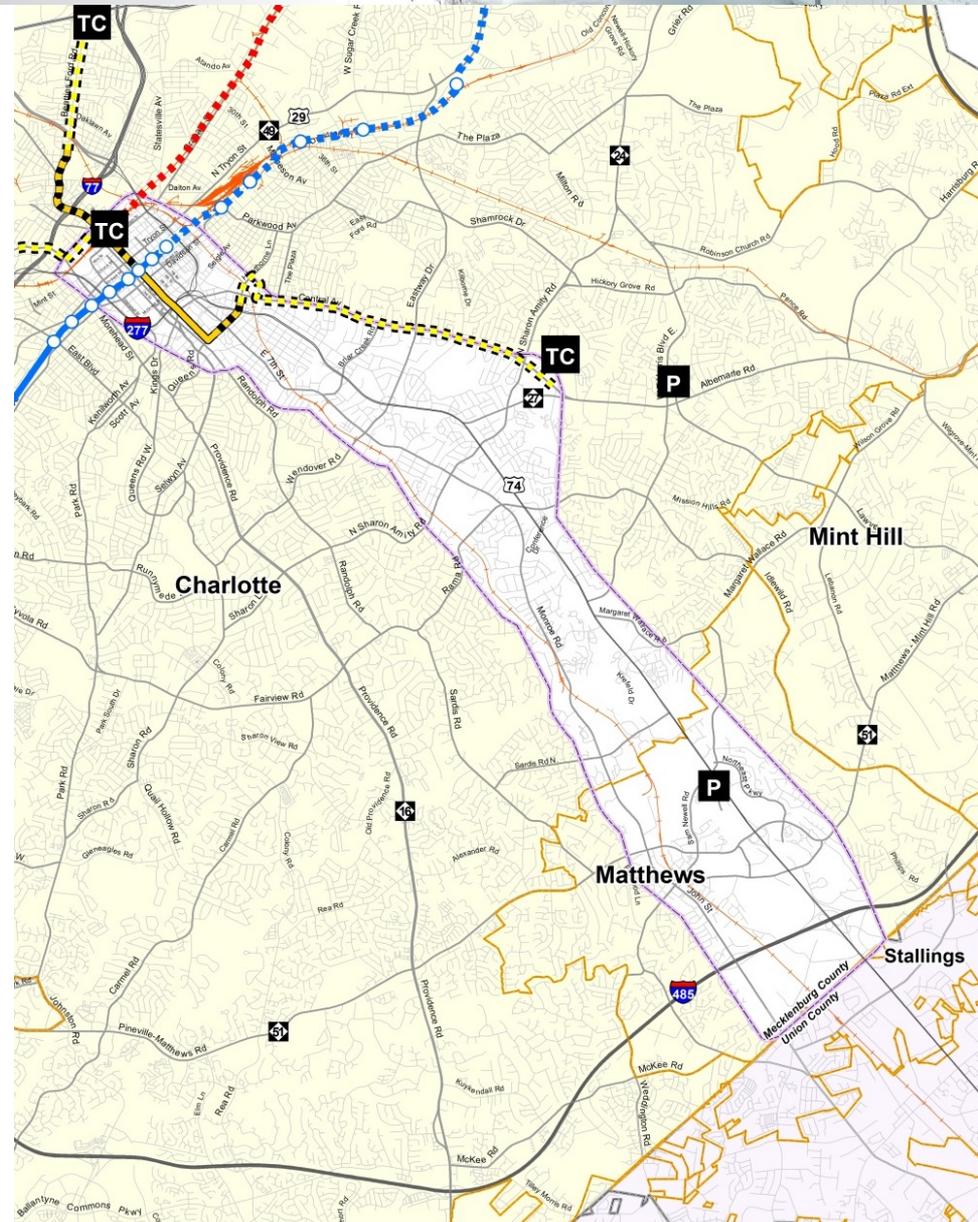
- **189 in attendance** over the three workshops.
- 90% of participants agreed that staff at the event were knowledgeable.
- **The majority at the Matthews and Uptown Library workshops agreed that rail in the corridor should have an efficient and reliable travel time, even if it means significant property must be acquired for a dedicated right-of-way.**
- At the Midwood International and Cultural Center only a slight majority agreed with the same trade off.



Southeast Corridor Transit Study

Project Management Team
Meeting #7

March 14, 2016



Overview of Alignment Options



Segment A

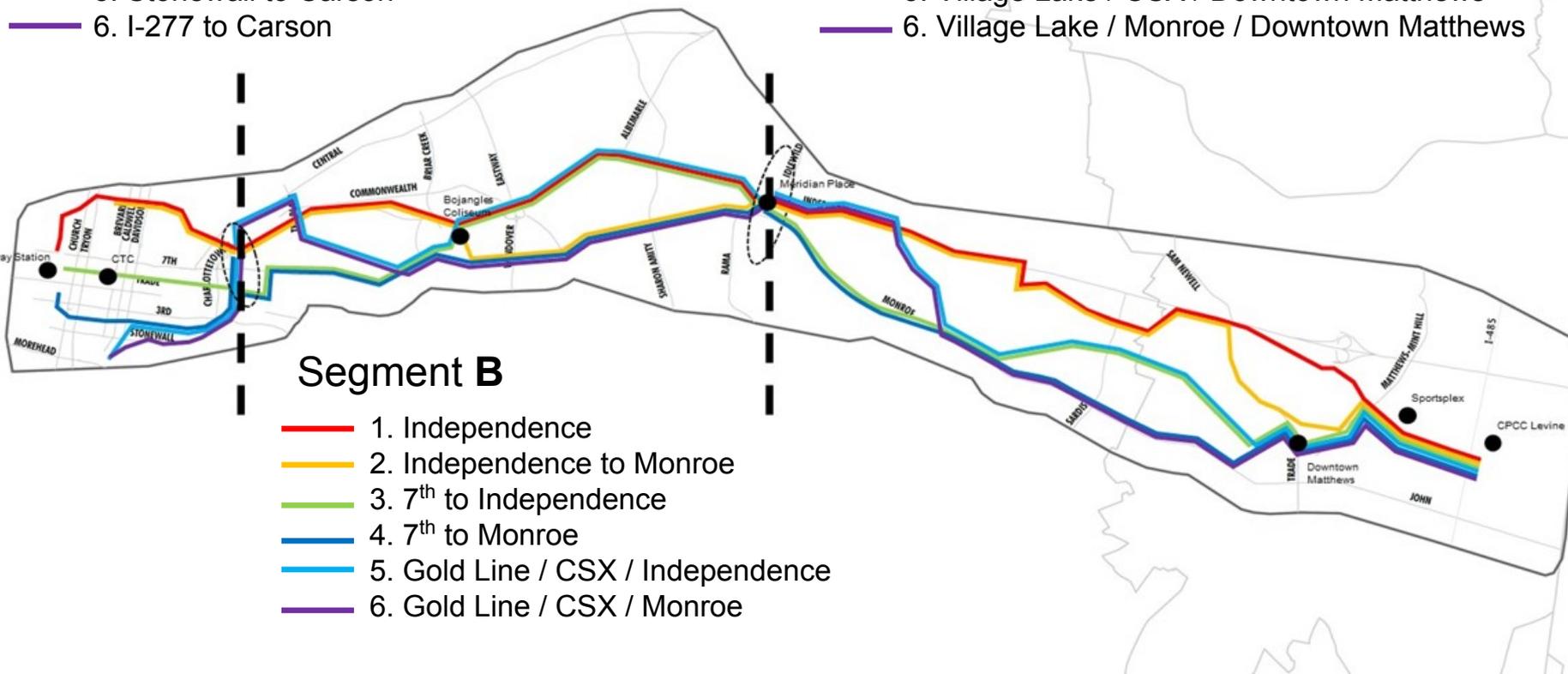
- 1. 12th to Gateway
- 2. 12th to BLE
- 3. Trade interline
- 4. Stonewall to Gateway
- 5. Stonewall to Carson
- 6. I-277 to Carson

Segment C

- 1. Independence to Independence Pointe
- 2. Independence to Sam Newell
- 3. Monroe / CSX / Downtown Matthews
- 4. Monroe / Downtown Matthews
- 5. Village Lake / CSX / Downtown Matthews
- 6. Village Lake / Monroe / Downtown Matthews

Segment B

- 1. Independence
- 2. Independence to Monroe
- 3. 7th to Independence
- 4. 7th to Monroe
- 5. Gold Line / CSX / Independence
- 6. Gold Line / CSX / Monroe



Shared Lane Analysis



Charlottetowne Ave.
(Kenilworth to 7th)

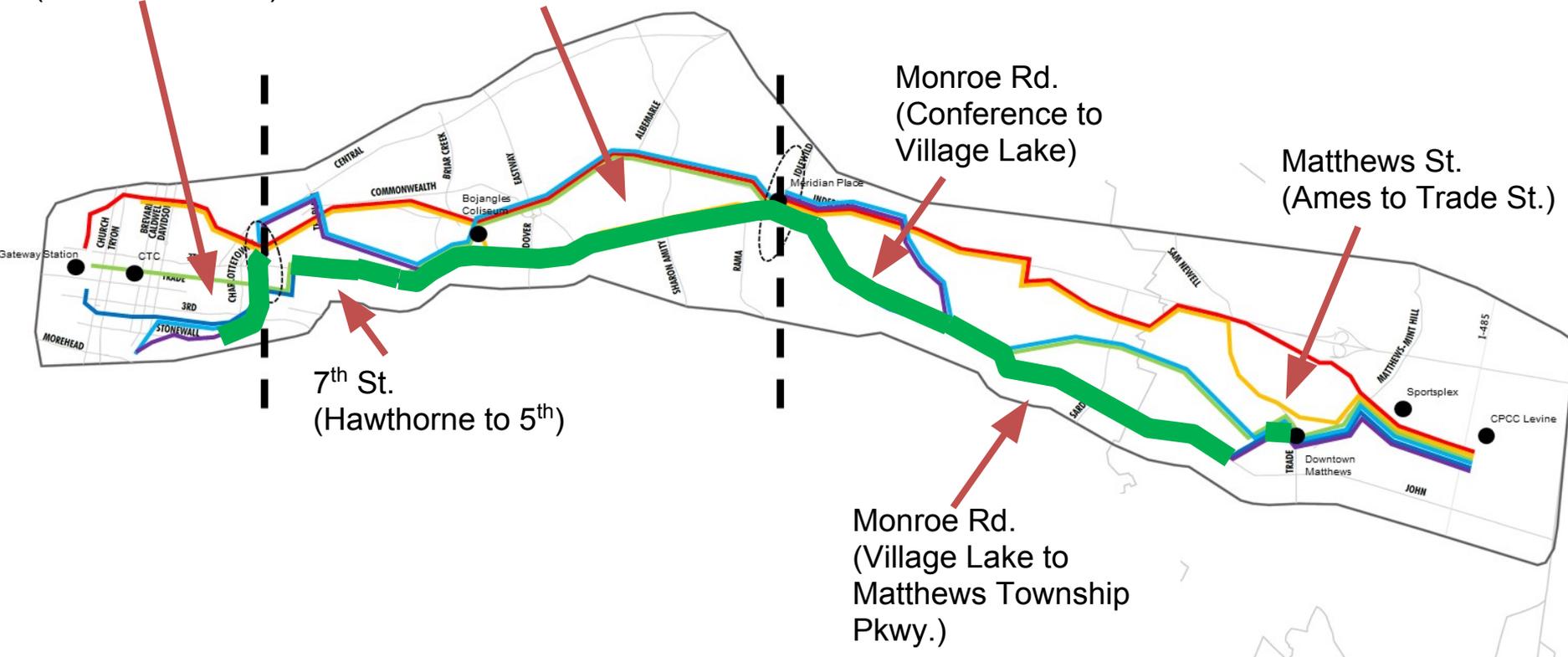
Monroe Rd.
(5th to Conference)

Monroe Rd.
(Conference to
Village Lake)

Matthews St.
(Ames to Trade St.)

7th St.
(Hawthorne to 5th)

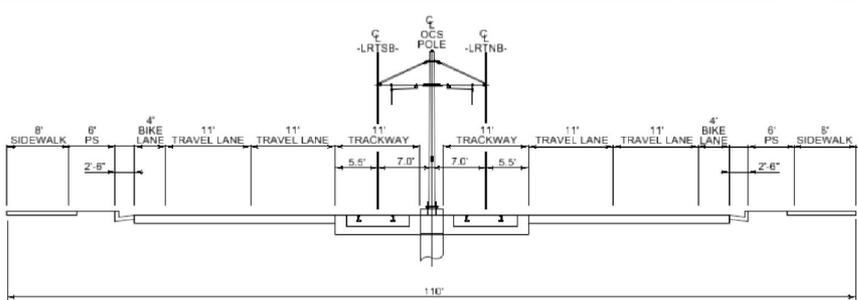
Monroe Rd.
(Village Lake to
Matthews Township
Pkwy.)



Shared Lane Analysis



Monroe (Village Lake to Matthews Township Parkway)



TYPICAL SECTION 110'

© 2016 Google

80° 44' 01.38" W elev 725 ft

Google earth

Eye alt 2001 ft

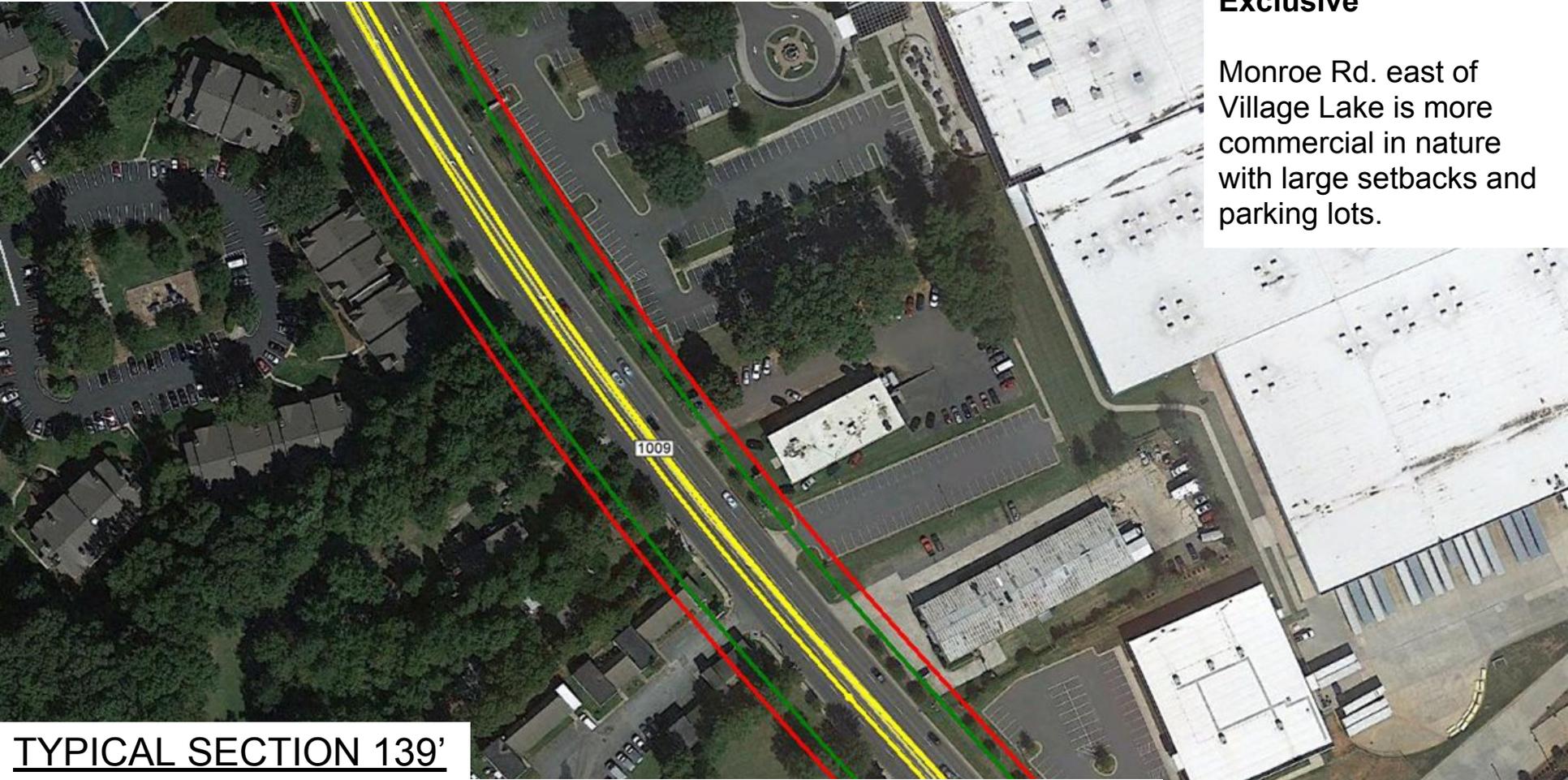
Shared Lane Analysis



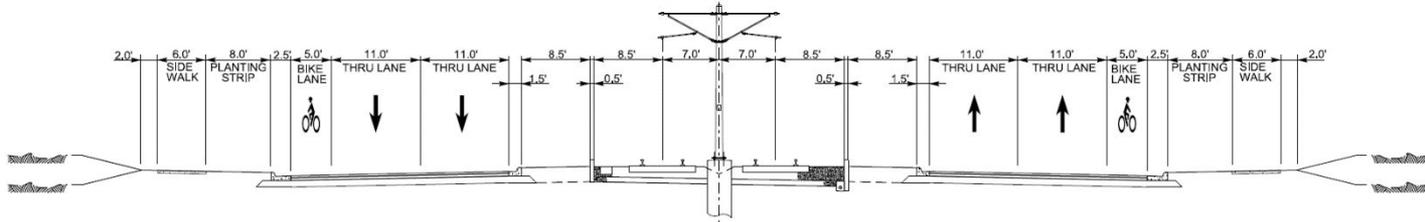
Monroe (Village Lake to Matthews Township Parkway)

**RECOMMENDATION:
Exclusive**

Monroe Rd. east of Village Lake is more commercial in nature with large setbacks and parking lots.



TYPICAL SECTION 139'



Google earth

Eye alt 2001 ft

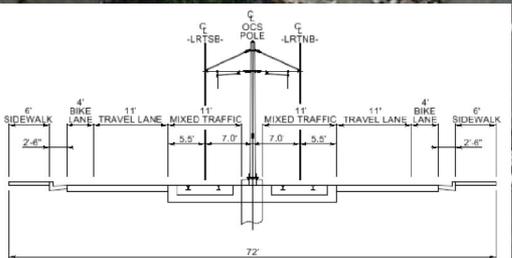
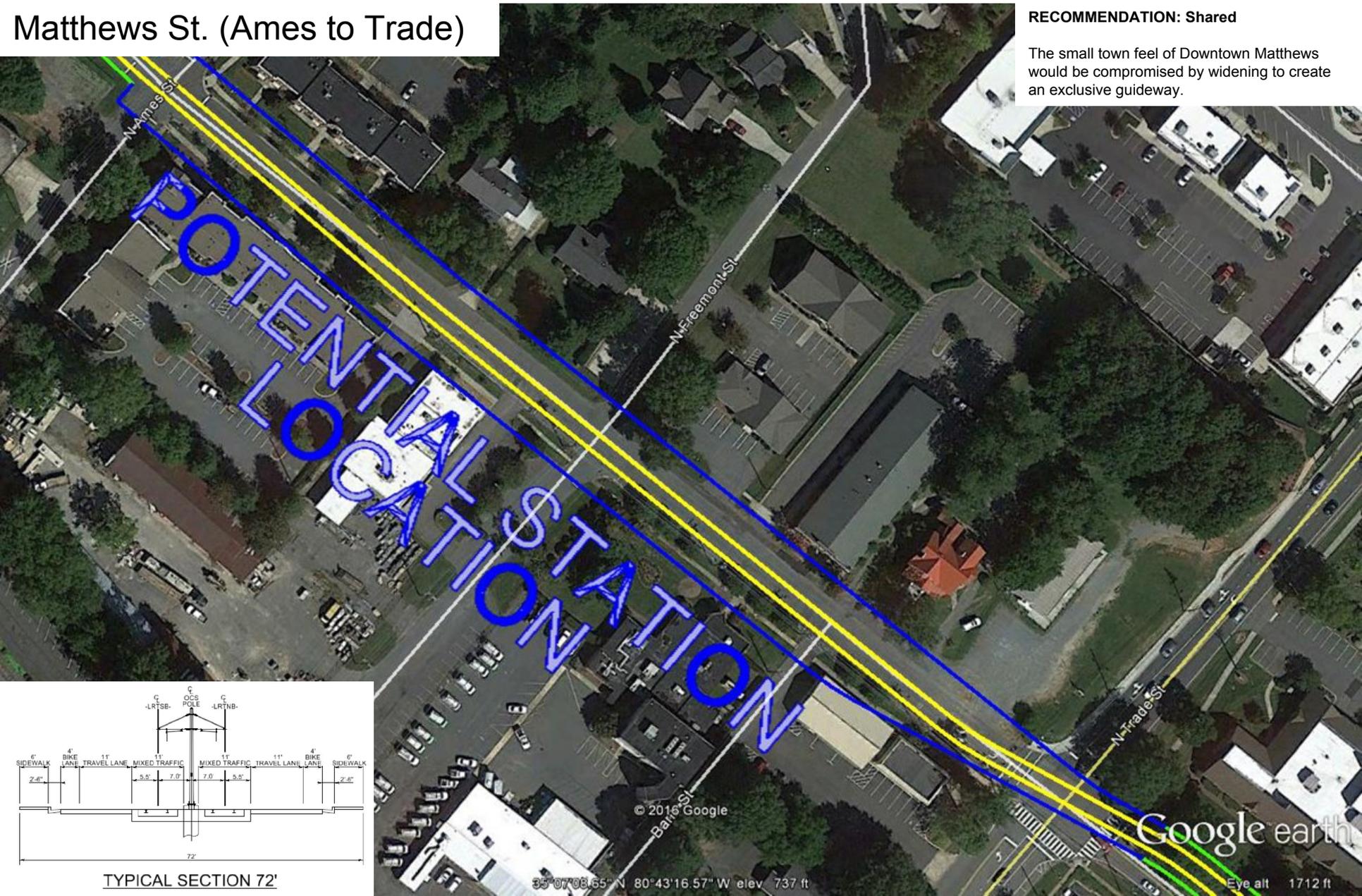
Shared Lane Analysis



Matthews St. (Ames to Trade)

RECOMMENDATION: Shared

The small town feel of Downtown Matthews would be compromised by widening to create an exclusive guideway.



TYPICAL SECTION 72'

35° 07' 08.65" N 80° 43' 16.57" W elev 737 ft

Google earth

Eye alt 1712 ft

What Options Can We Eliminate?



Options that require significant shared-lane operation

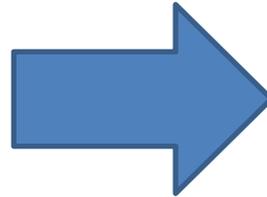


Options that utilize CSX right-of-way

What Options Can We Eliminate?



People want reliable service, and reliability requires an exclusive guideway.



Eliminate options that include significant shared-lane operation

What Options Can We Eliminate?



Options that require significant shared-lane operation



Options that utilize CSX right-of-way

What Options Can We Eliminate?



- CSX has been unwilling to consider either use of tracks or use of right-of-way
- Even if CSX were willing, the options including CSX right-of-way are inconsistent with the stated goals



What Options Can We Eliminate?



Segment A

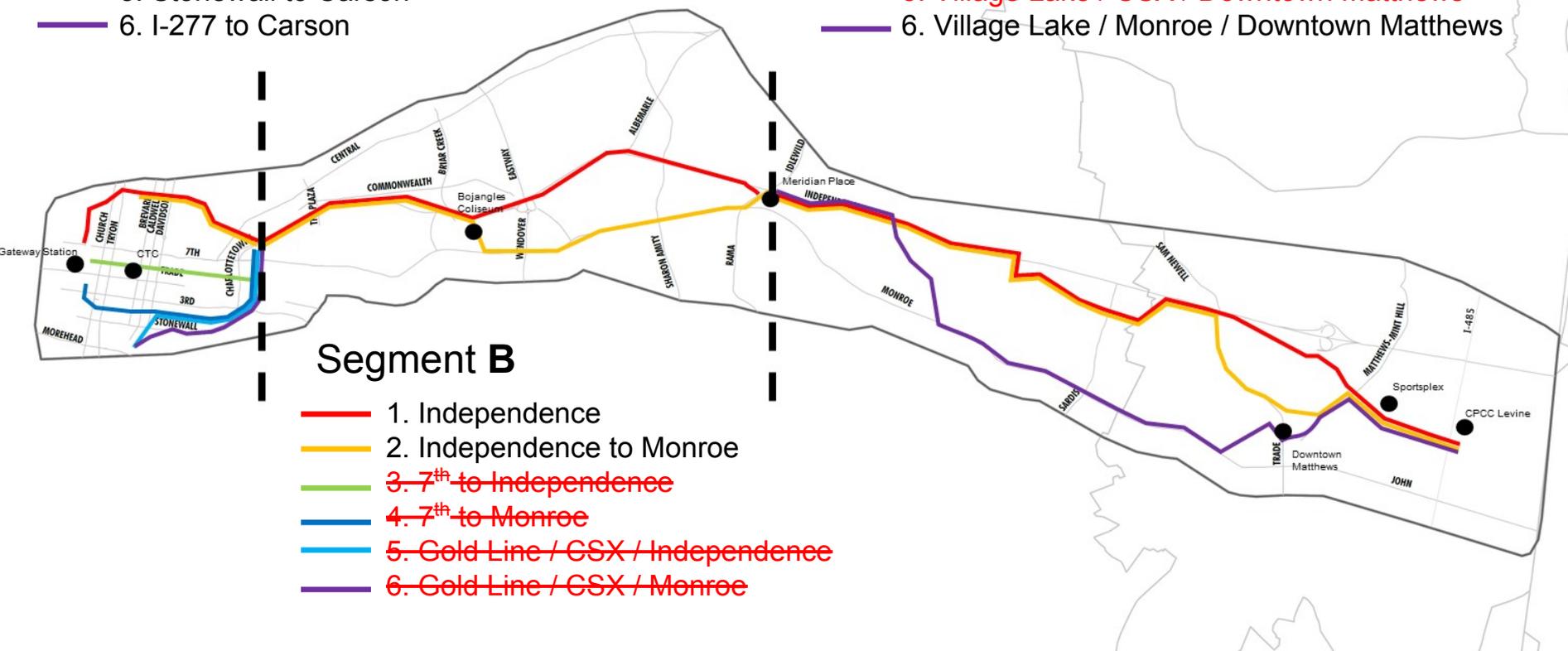
- 1. 12th to Gateway
- 2. 12th to BLE
- 3. Trade interline
- 4. Stonewall to Gateway
- 5. Stonewall to Carson
- 6. I-277 to Carson

Segment C

- 1. Independence to Independence Pointe
- 2. Independence to Sam Newell
- ~~3. Monroe / GSX / Downtown Matthews~~
- ~~4. Monroe / Downtown Matthews~~
- ~~5. Village Lake / GSX / Downtown Matthews~~
- 6. Village Lake / Monroe / Downtown Matthews

Segment B

- 1. Independence
- 2. Independence to Monroe
- ~~3. 7th to Independence~~
- ~~4. 7th to Monroe~~
- ~~5. Gold Line / GSX / Independence~~
- ~~6. Gold Line / GSX / Monroe~~



Next Steps



AUG 2015

 Public workshops in Charlotte and Matthews

Evaluate impacts of rail options

MAR-APR 2016

NOV 2015

 Confirm and communicate vision and goals

Second round of public workshops to obtain input

APR 2016

NOV 2015

 Refine initial list of responsive rail options

Select preferred general rail option

APR 2016

DEC 2015 – MAR 2016

 Develop design concepts for rail options

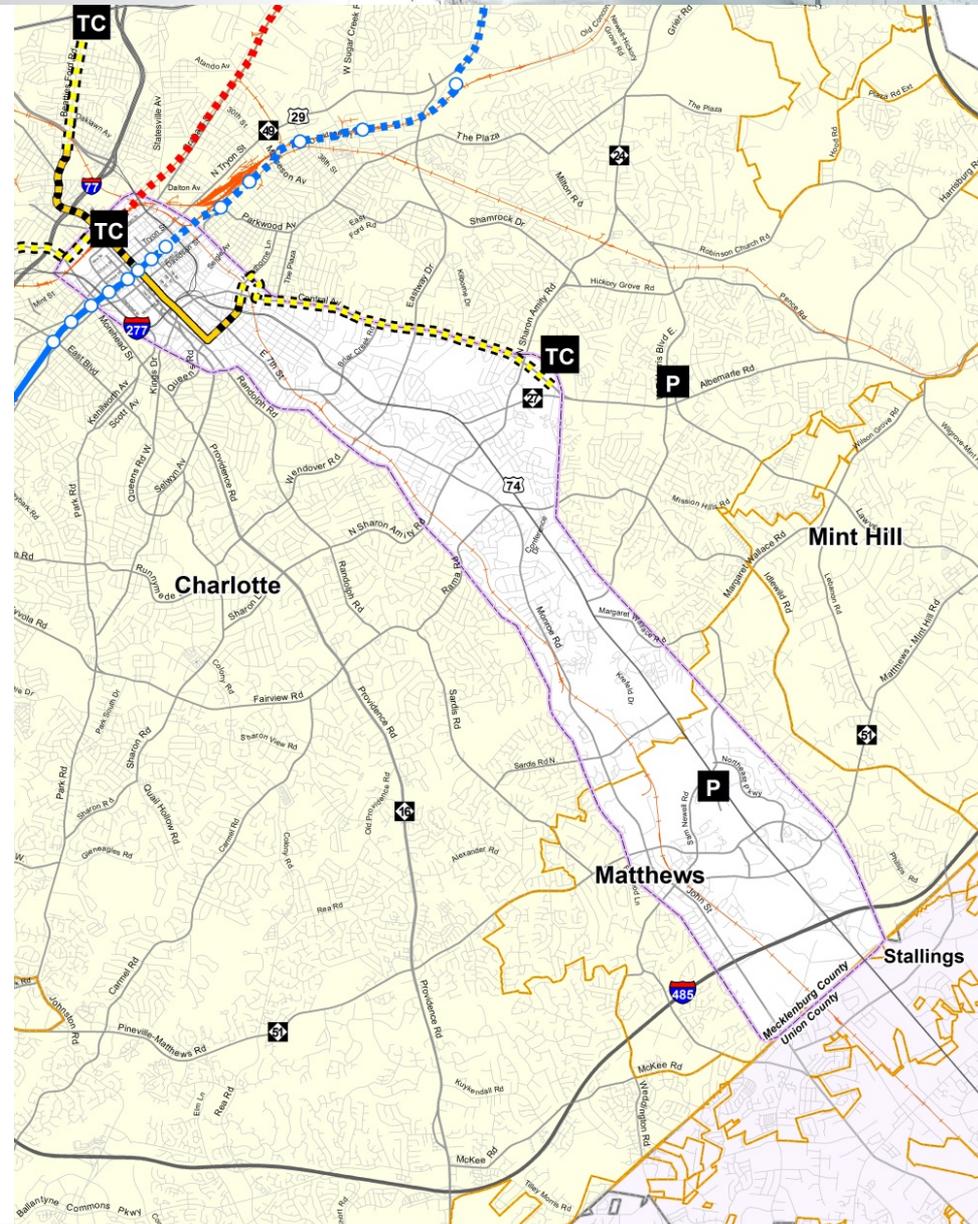
Define corridor preservation and implementation strategy

APR-JUN 2016

Southeast Corridor Transit Study

Project Management Team
Meeting #8

April 21, 2016



April 2016- Public Meeting Attendance



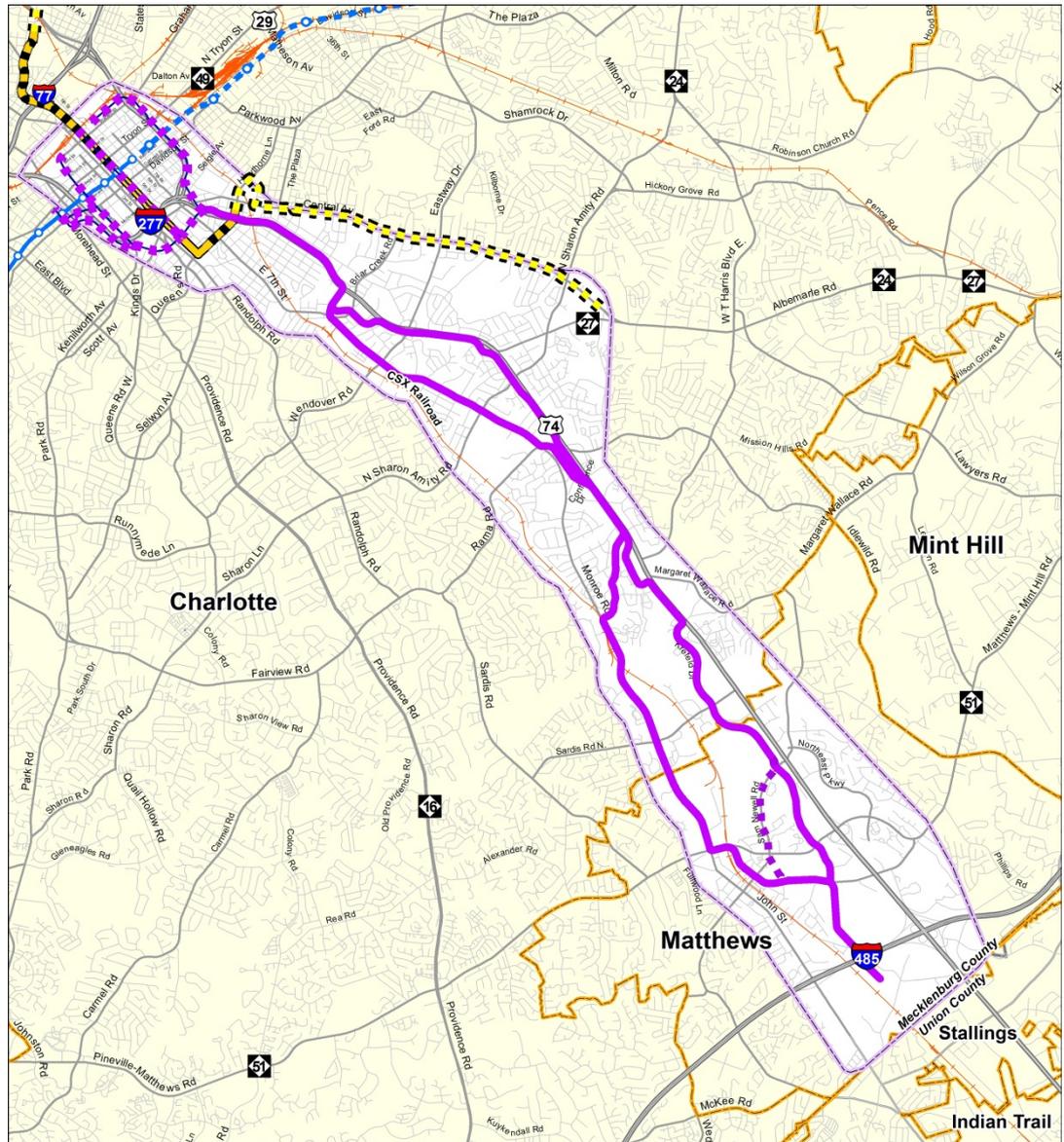
- Matthews Town Hall: **57** (unofficial count ~75+)
- Uptown Library: **36**
- McClintock Middle School: **59** (unofficial count ~70)
- Midwood International House: **57** (unofficial count ~70)
- **TOTAL: 209** (unofficial count ~250)



April 2016 Public Workshop Alignment Options



- A. Along the side of Independence Blvd to Independence Pointe Parkway with Sam Newell Design Option
- B. Widened Monroe Road with segments along the side of Independence Blvd
- C. Independence Blvd and Monroe Road
- D. Widened Monroe Road

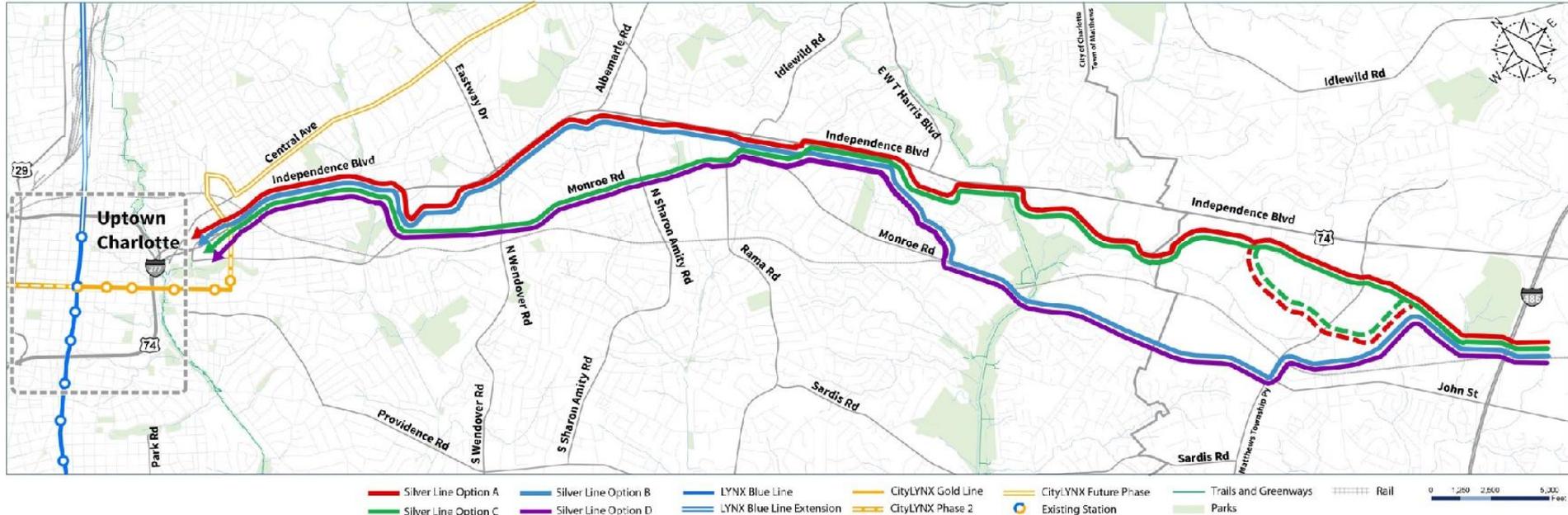


What We Learned



- **We presented a lot of information**
 - Can be hard to grasp all the details at once
 - Visualizations are critical
- **Ideas vary on what the corridor should be**
 - “Impacts” can be good or bad depending on desired future of the corridor
 - Important to present a larger vision of mobility and development
- **People are excited about the project**
 - Very little negative comment; nearly all attendees agree that a major transit investment is needed

Public Feedback

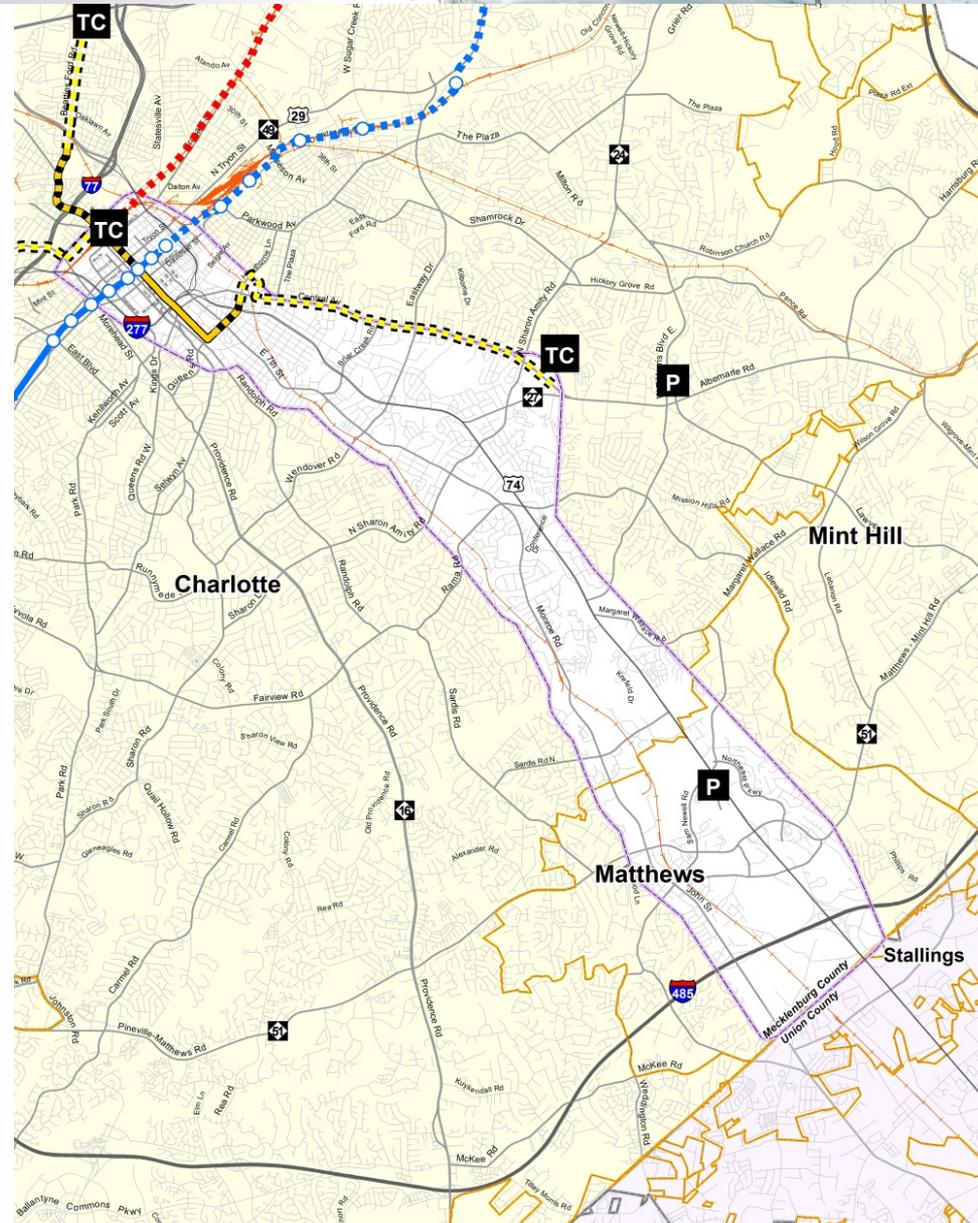


Option	First Choice	Second Choice
A: Along the side of Independence	53%	15%
B: Independence to Monroe	19%	41%
C: Monroe to Independence	9%	31%
D: Widened Monroe	19%	13%

Southeast Corridor Transit Study

Matthews Route Evaluation Meeting

May 20, 2016



Purpose of Meetings



1

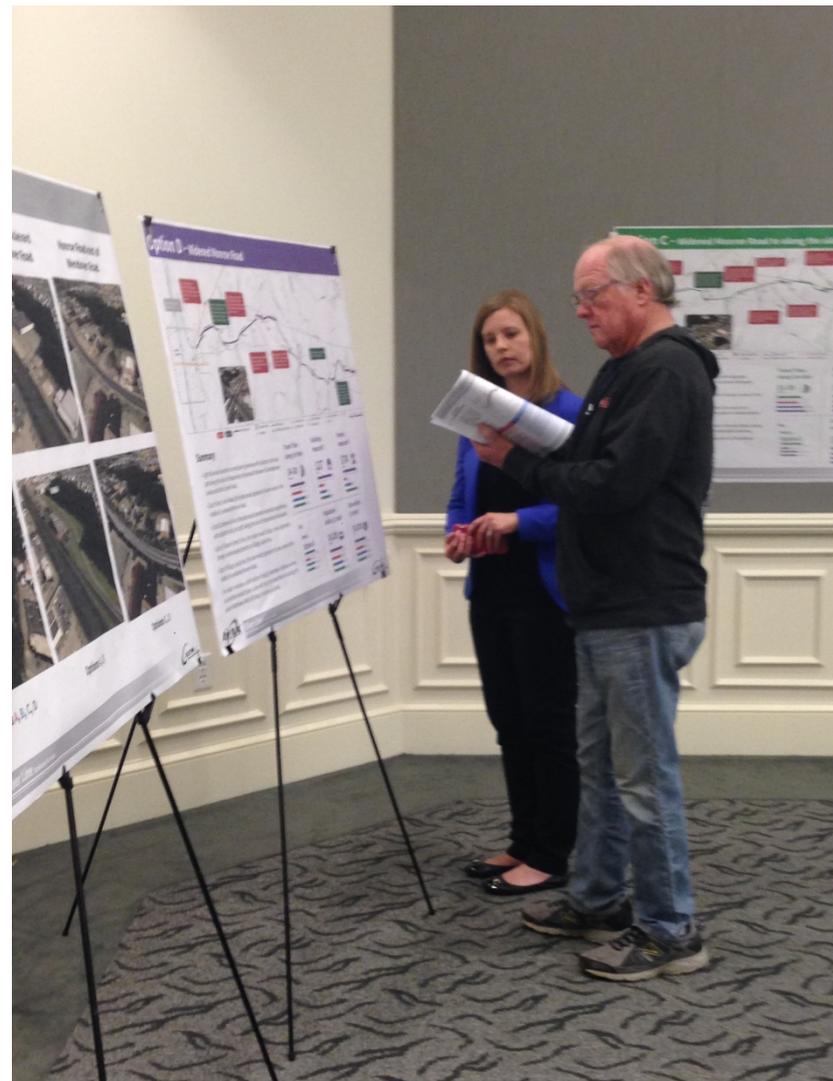
What alignment characteristics are important?

2

Which alignments would your community most likely use?

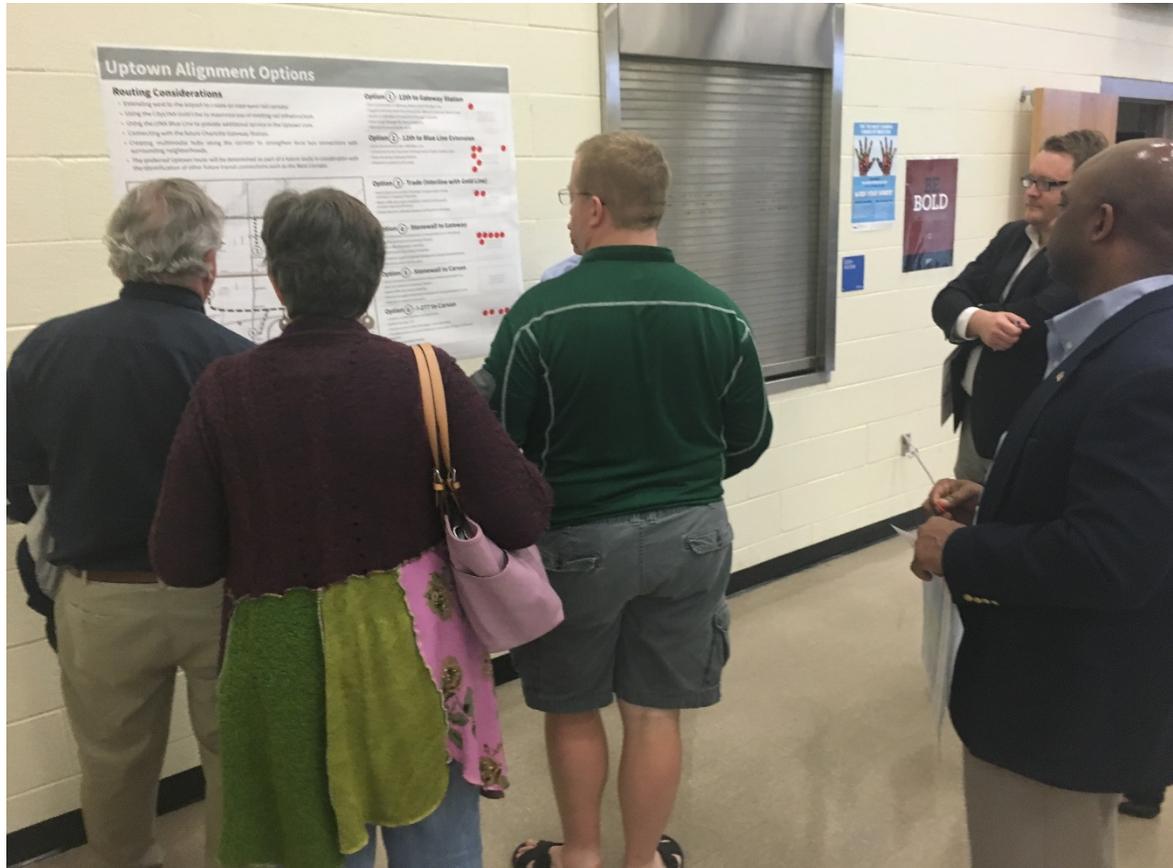
3

Which alignments best support the vision overall?



Participation

- 167 individuals completed feedback forms
 - 162 completed the ranking
 - 78% of participants provided “official” feedback





Should rail serve the Sportsplex / Family Entertainment District?



Answers	Responses	Percent
Yes; station should be integrated into the district	16	84.21
Yes; station should be close by but not within the district	3	15.79
No; this area should not be served by rail	0	0
I don't feel strongly one way or the other	0	0



Should rail serve **Novant Health Matthews Medical Center**?

Answers	Responses	Percent
Yes; station should be immediately adjacent to the hospital	2	10.53
 Yes; station should be close by (but not next to) the hospital	17	89.47
No; the hospital should not be served by rail	0	0
I don't feel strongly one way or the other	0	0



Should rail serve **Downtown Matthews**?

Answers	Responses	Percent
Yes; station should be in the heart of Downtown Matthews	11	61.11
Yes; station should be close by (but not in the middle of) Downtown	7	38.89
No; Downtown should not be served by rail	0	0
I don't feel strongly one way or the other	0	0





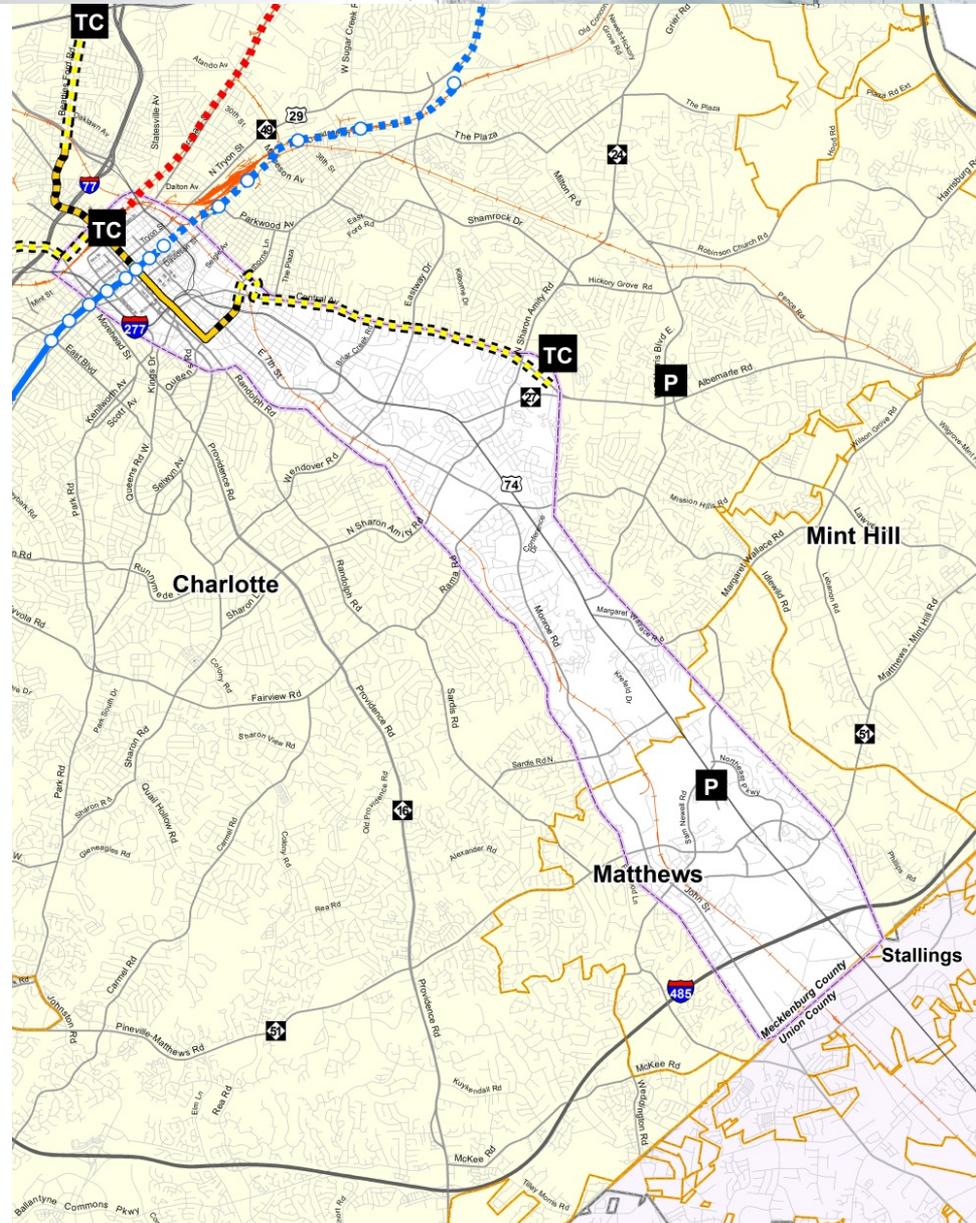
Should rail serve the **CPCC Levine Campus**?

Answers	Responses	Percent
Yes; station should be immediately adjacent to the campus	16	80
Yes; station should be close by (but not next to) the campus	4	20
No; the campus should not be served by rail	0	0
I don't feel strongly one way or the other	0	0

Southeast Corridor Transit Study

**Matthews Leadership
Workshop**

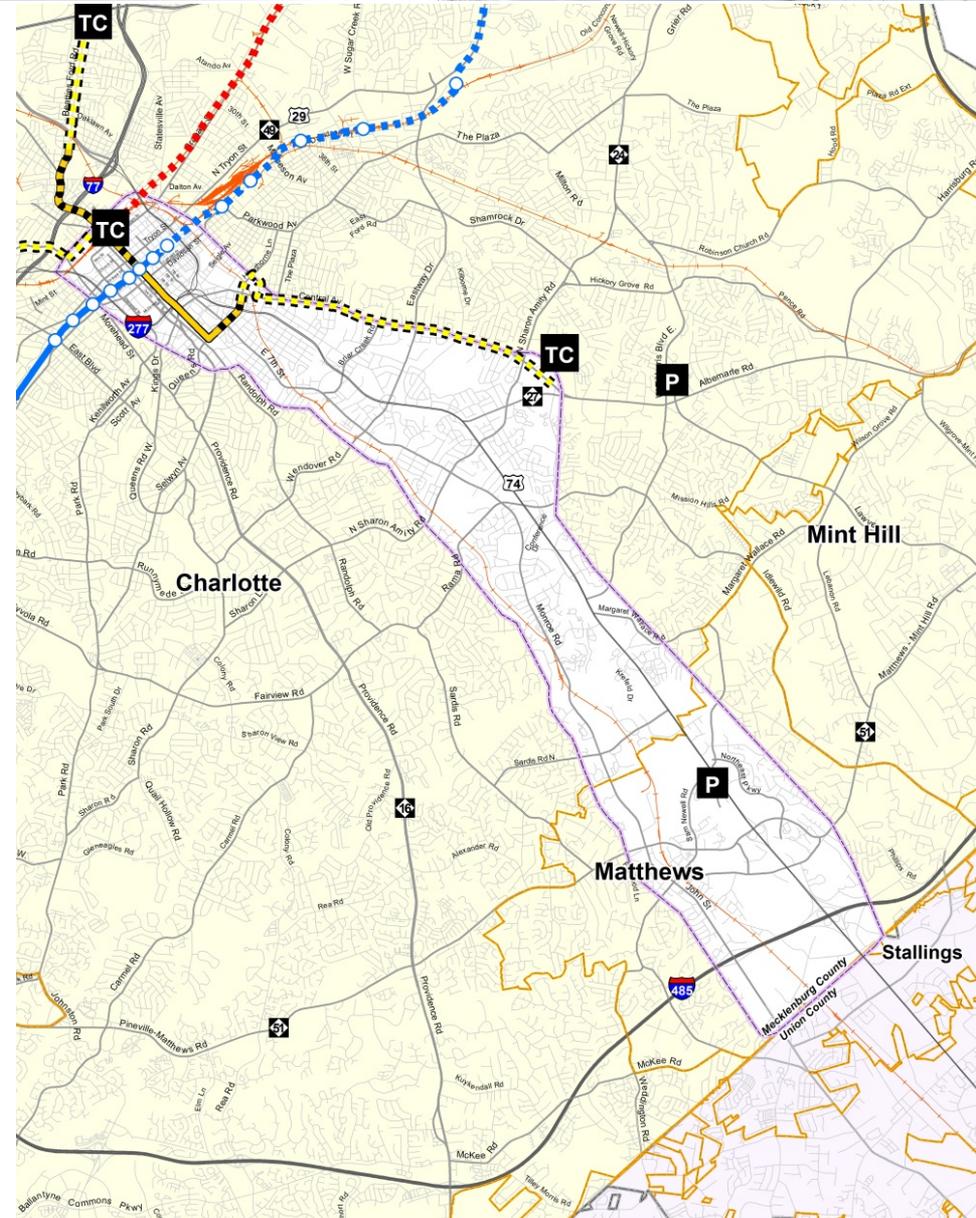
June 14, 2016





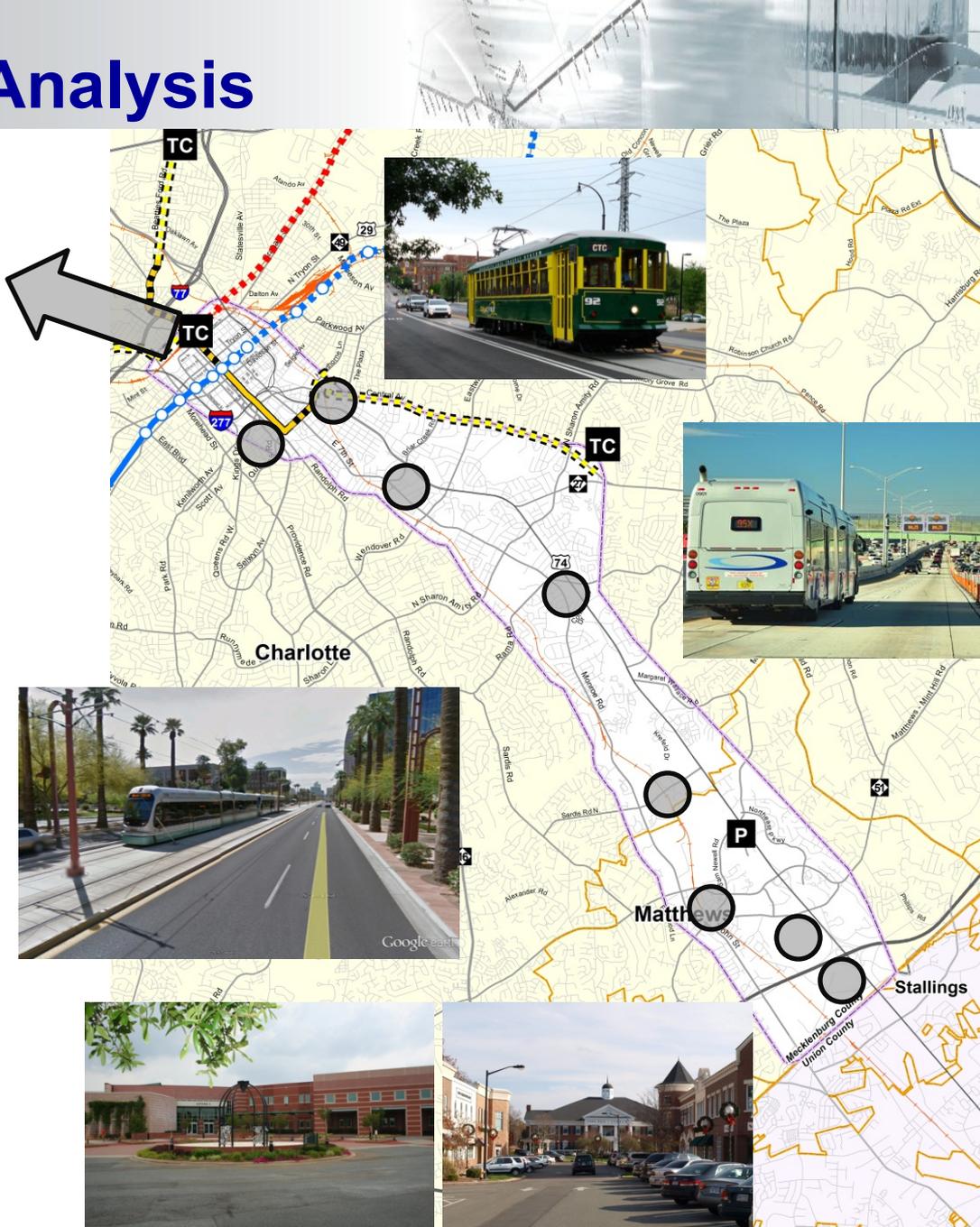
LYNX Silver Line Southeast Corridor Transit Study

**Town of Matthews
Board of
Commissioners
August 22, 2016**



Public Outreach/Initial Analysis

- Access to destinations
- Less focus on serving long-distance commute trips via rail; do not duplicate bus in express lanes
- Consider use of shared LYNX track
- Exclusive rail right-of-way is a high priority
- Consider future extension as a single line to the airport
- Consider Union County Extension



Remaining Corridor Options



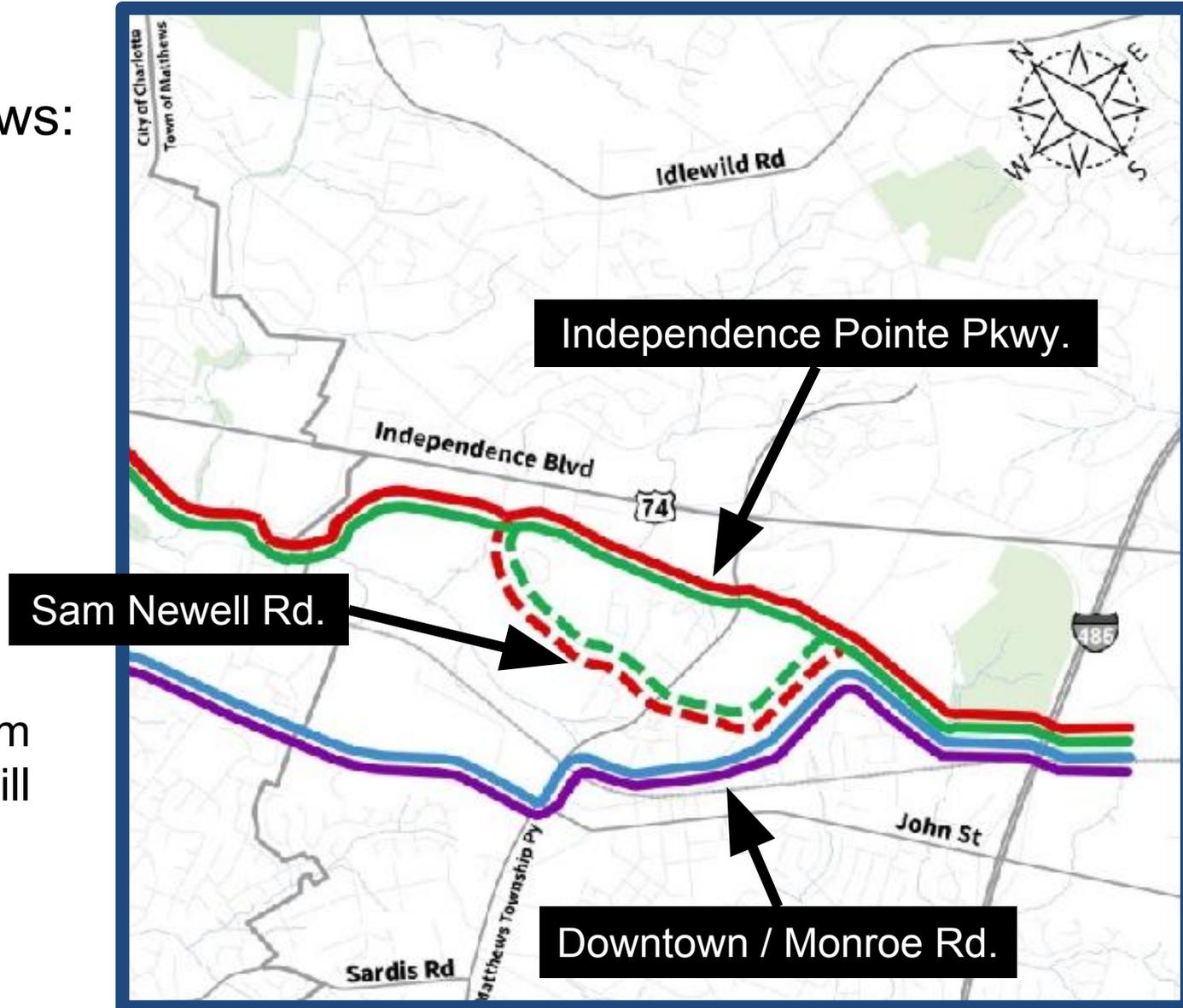
Three primary options in Matthews:

Commonalities:

1. All end at CPCC Levine
2. All directly serve the Sportsplex

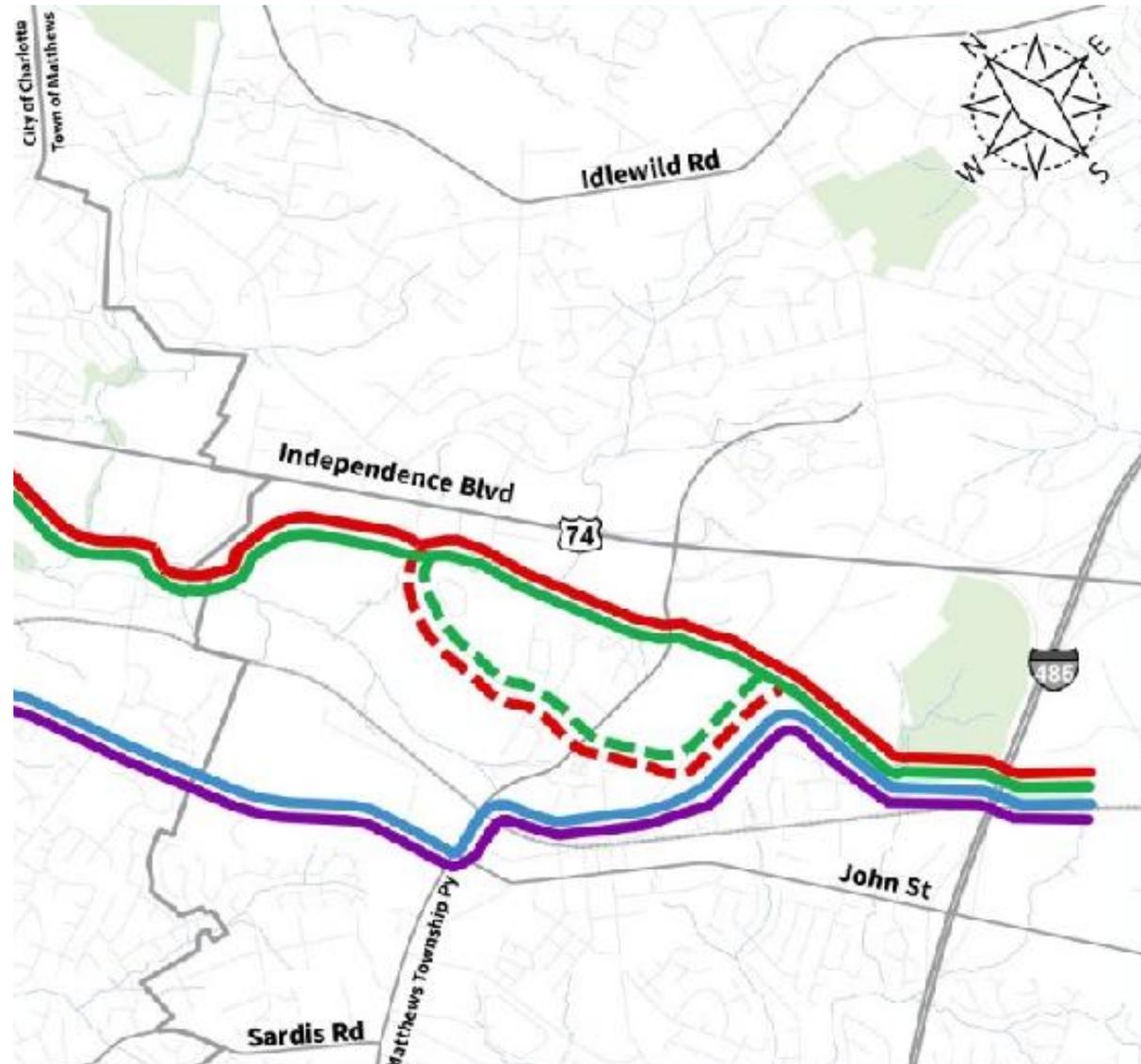
Differences:

1. Service to Downtown
2. Areas served from Matthews-Mint Hill Rd. to Charlotte city limits



Key Tradeoffs

- Consistency with previous decisions
- Access to downtown
- Visual impacts
- Potential development opportunities / growing the tax base
- Traffic impacts
- Design challenges
- Corridor preservation opportunities



Why is this Important to the Town?

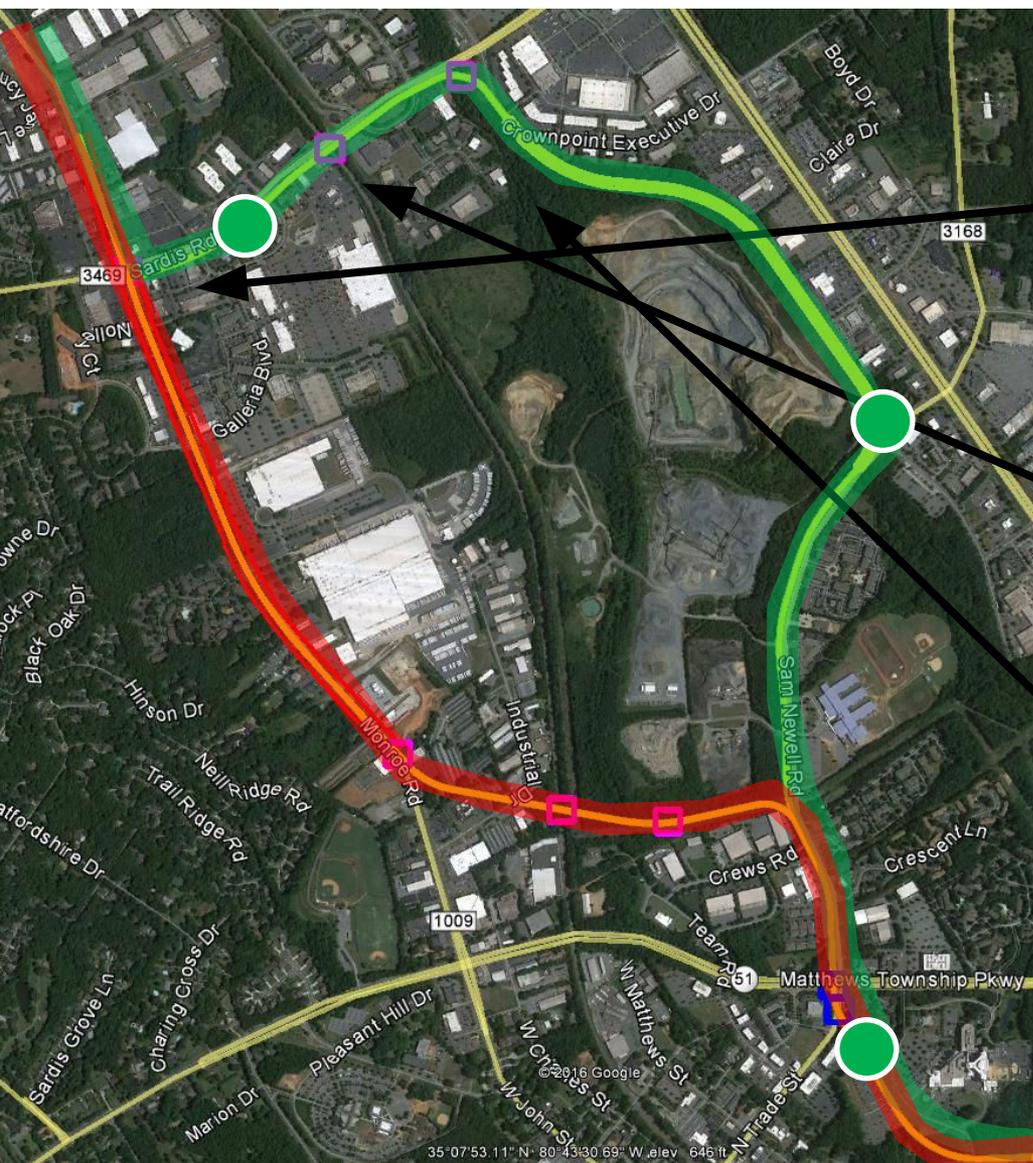
Annexation is no longer a growth strategy – how will the Town grow in the future?

Light rail shapes development – how will it shape Matthews?

Not a Choice Between “Good” and “Bad”

- All the remaining options “score well” according to criteria
- All the options have design challenges
- Many of the differences are more philosophical in nature

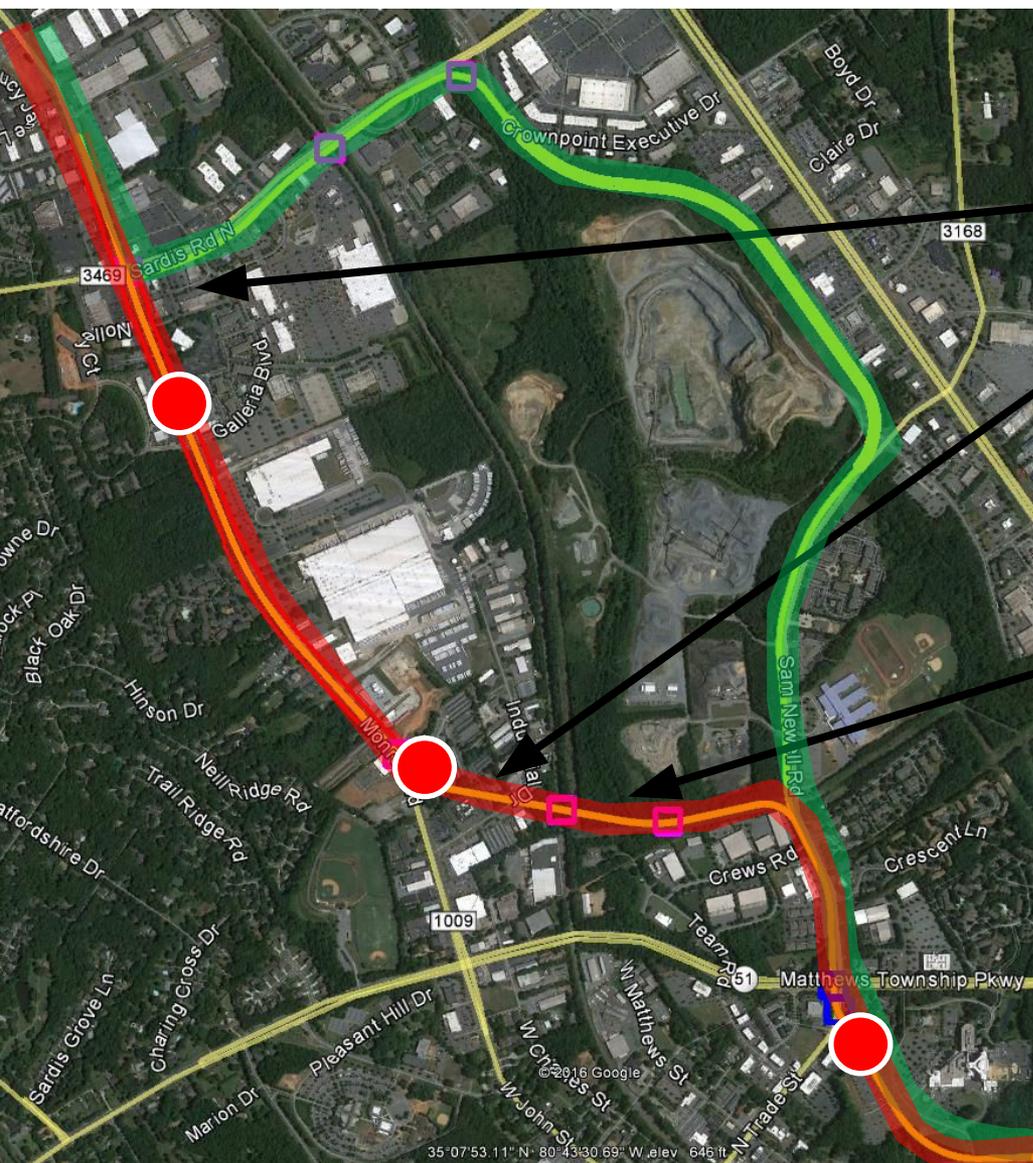
Differences



Option A: Via Sardis Rd. North

- Large structure through intersection of Monroe / Sardis Rd. N.
 - Would land near Sardis Crossing Dr.
 - Possible conflict with power lines east of CSX bridge
 - Anticipated to be relatively minor
 - Bridge over creek / wetlands required near transition between Sardis Rd. N. and Independence Pointe
- Opportunity to spur redevelopment along Sardis Rd. North
- Only limited opportunity adjacent to quarry; US 74 is a barrier

Differences



Option B: Via Monroe Rd.

- Large structure through intersection of Monroe / Sardis Rd. N.
- Requires redevelopment of Industrial Dr. area in Matthews
 - A station in this area would need to be on aerial structure
- Existing grades would require a lengthy structure between Monroe Road, CSX, and low areas south of quarry
 - Bridge could be ~2600' long

Opportunity to spur redevelopment in Industrial Dr. area and along Monroe Rd.

Workshop Results



- Better commute access to Charlotte
- Make Matthews a destination
- Facilitate development / redevelopment
- Desire for light rail to provide access to downtown without being in the historic core of downtown
- Significant concern about visual impacts on the small-town character
- General consensus that light rail is not desirable along Monroe Road
- General consensus that the Sam Newell design option would be acceptable if visual impacts be managed

Next steps:

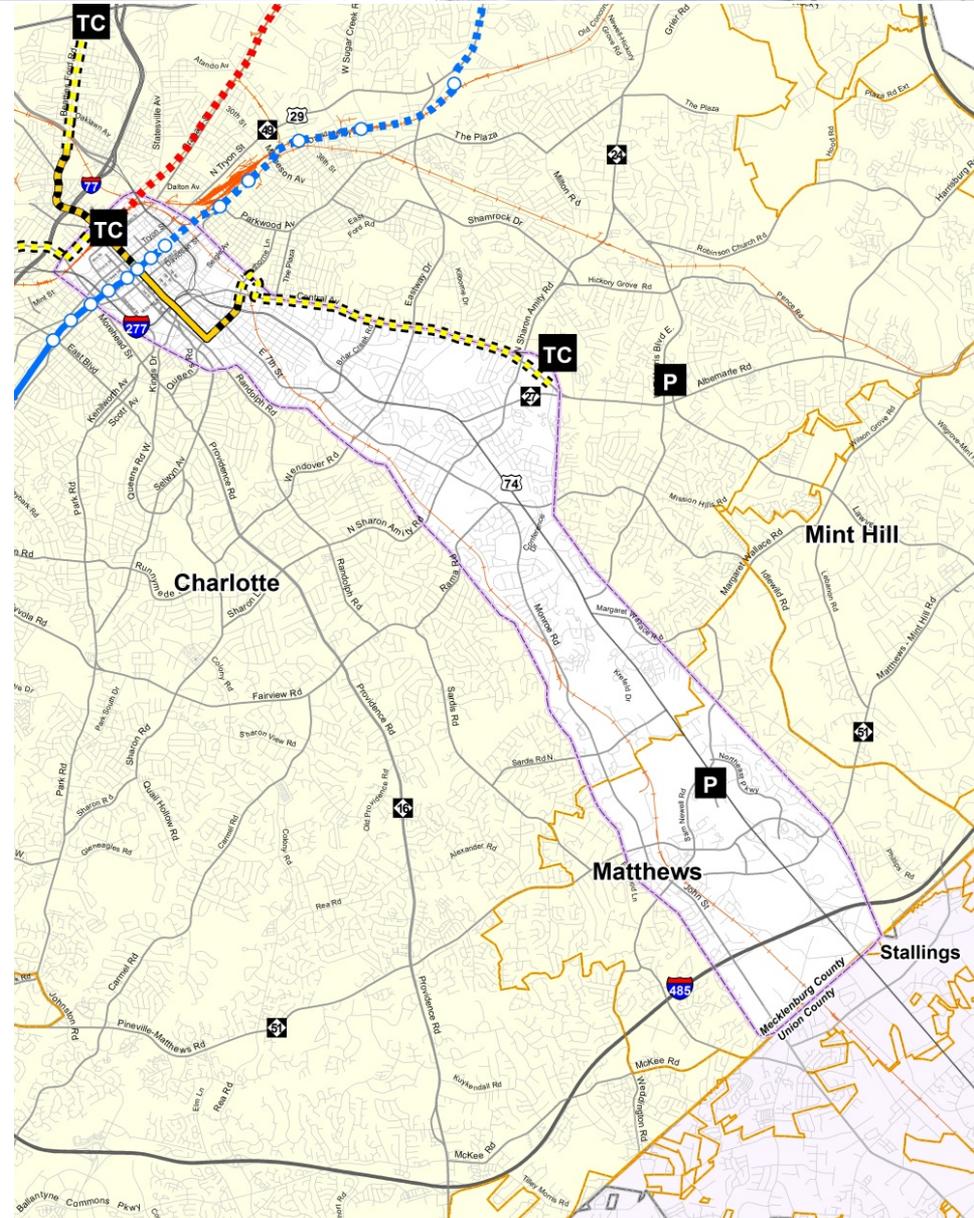
- Review consensus decision (Sam Newell Rd.) with City of Charlotte.
- More discussion will be needed if Charlotte prefers a different alignment
- Design options to minimize visual impact will be investigated more thoroughly as part of NEPA phase



LYNX Silver Line Southeast Corridor Study Staff Recommendation

Metropolitan Transit Commission

September 28, 2016



Public Engagement Meetings



Meeting	Date
Town of Matthews Board of Commissioners	June 22, 2015
Land Acquisitions / Street Connections Public Meeting	June 23, 2015
Metropolitan Transit Commission (MTC) Meeting	June 25, 2015
East CIP Team Meeting	July 8, 2015
TSAC Meeting	July 9, 2015
NCDOT/CDOT Stakeholder Meeting	July 23, 2015
Charlotte City Council Briefing	July 27, 2015
Metropolitan Transit Commission (MTC) Meeting	August 25, 2015
Oakhurst Neighborhood Festival	August 27, 2015
Chantilly Neighborhood Meeting	September 17, 2015
Matthews Transportation Advisory Committee	September 17, 2015
Charlotte Chamber of Commerce - East Chapter	September 22, 2015
Oakhurst Neighborhood Meeting	September 23, 2015
Monroe Road Community Association	October 7, 2015
Joint Independence Boulevard Area Meeting	October 27, 2015
CRTPO Technical Coordinating Committee Meeting	November 5, 2015
Metropolitan Transit Commission (MTC) Meeting	November 18, 2015
CRTPO Progress Update	November 18, 2015
Eastway Park - Sheffield Park Neighborhood	November 19, 2015
Matthews Small Area Plan for John St / 485	December 1, 2015
Citizen Transit Advisory Group (CTAG)	December 15, 2015
Focus Group - Central Avenue	February 10, 2016
Matthews Stakeholder Alignment Workshop	February 10, 2016
Focus Group - Monroe Road	February 17, 2016
Charlotte Center City Partners	March 16, 2016
Matthews Transportation Advisory Committee	March 17, 2016
Charlotte MOVES: Transportation Plan Updates 2016	March 22, 2016
Metropolitan Transit Commission (MTC)	March 23, 2016
Matthews Rotary Club	April 4, 2016
CRTPO Technical Coordinating Committee Meeting	April 7, 2016
Transit Services Advisory Committee (TSAC) Meeting	April 14, 2016
Eastway Park / Sheffield Park	April 21, 2016
CPC Stakeholder Meeting	April 22, 2016
Metropolitan Transit Commission (MTC) Meeting	April 27, 2016
Sustain Charlotte	April 27, 2016
UNCC Transportation Class Presentation	May 2, 2016
EPIC Energy Seminar - UNCC	May 3, 2016
Novant Health Stakeholder Meeting	May 9, 2016
Monroe Road Advocates (MORA)	May 19, 2016
Coliseum Station Area Planning Workshop	May 23, 2016
Metropolitan Transit Commission (MTC) Meeting	May 25, 2016
Eastern Hills Baptist Church	June 7, 2016
Matthews Leadership Workshop	June 7, 2016
Matthews Chamber of Commerce	June 8, 2016
Coventry Wood Neighborhood Board	June 11, 2016
Matthews Route Workshop	June 14, 2016
Amity Gardens Neighborhood Meeting	July 12, 2016
Matthews Transportation Advisory Committee	July 20, 2016
Amity Gardens, Eastway Sheffield Community Meeting	August 16, 2016
Matthews Board of Commissioners	August 22, 2016
"Quad" Meeting	September 7, 2016
Charlotte City Council	September 12, 2016
MoRA Town Hall Meeting	September 15, 2016
Charlotte EAST Board meeting	September 20, 2016
WTS Charlotte Metro Chapter	September 21, 2016
Metropolitan Transit Commission (MTC) Meeting Information	September 28, 2016
Charlotte City Council Transportation Committee	October 10, 2016
Metropolitan Transit Commission (MTC) Meeting Action	October 26, 2016

Engagement Summary



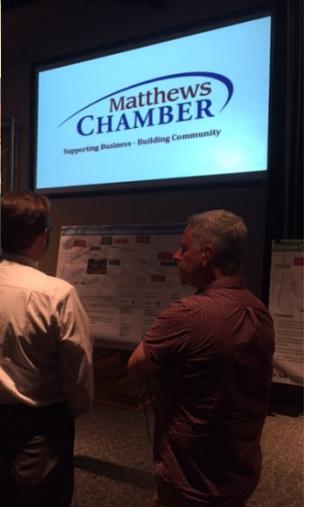
Public Outreach

Over 1,000 meeting attendees
61 neighborhood and public meetings

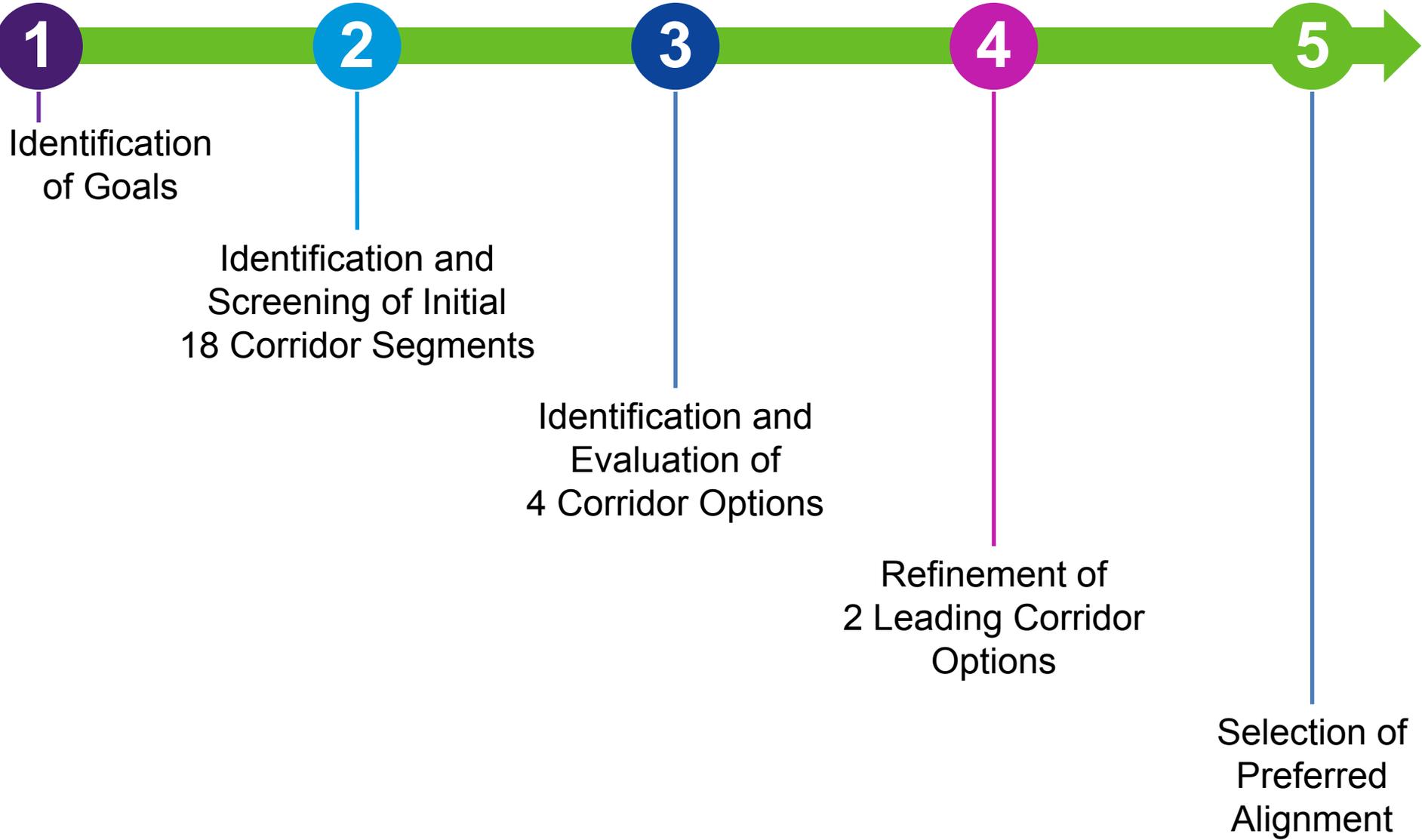


Stakeholders

CPCC
Novant Health
Charlotte EAST
Matthews Rotary Club
Charlotte City Council Members
Matthews Chamber of Commerce
Town of Matthews Staff and Boards
Southeast Corridor Neighborhood Focus Groups
Charlotte Chamber East Charlotte Chapter



Alignment Evaluation Process



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Identification of Goals

June 2015 – September 2015



- Provide **reliable and efficient connections** within the corridor including **the use of dedicated guideway**.
- Build upon efforts to **coordinate land use and transportation planning** in the corridor.
- Reflect varying land use characteristics through **responsive station siting and design** elements.
- Support the **vision for the overall CATS system**.



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Identification and Screening of Initial Corridor Segments

October 2015 – January 2016

18 segment options

- Identification of a wide range of possible routes by segment
- Screening based on objective criteria linked to goals
- Segments eliminated that require shared lanes or CSX right-of-way; decision to further examine freight rail alignments as part of future regional commuter rail study





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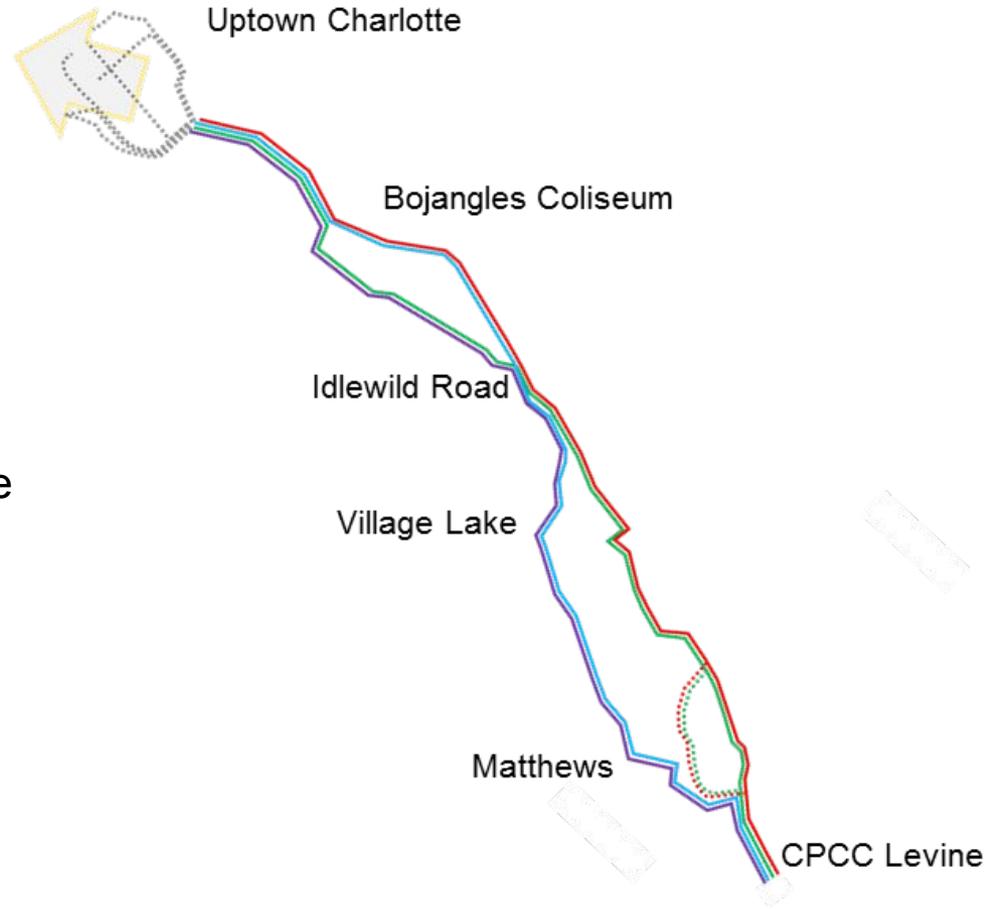


Identification and Evaluation of Corridor Options

February 2016 – April 2016

4 corridor options

- Identification of four corridor-wide options focusing on side-running along Independence Blvd. and median-running on Monroe Rd.
- Public feedback gathered on route preferences
- Two leading corridor options identified; “inner” portion of Monroe Road eliminated
- Viewed as part of longer Airport- Matthews rail transit corridor





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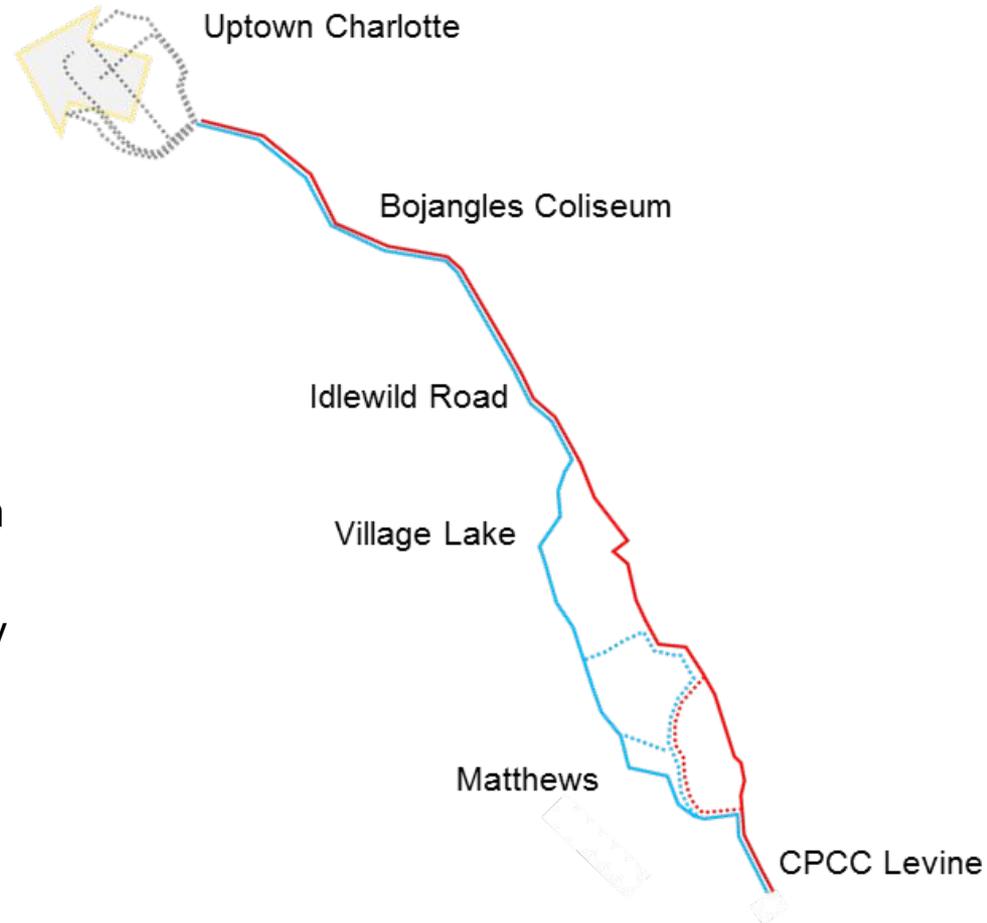
5

Refinement of Leading Corridor Options

May 2016 – July 2016

2 leading options

- Both remaining options “score well” based on objective criteria
- Final decision based primarily on consistency with local corridor-level vision for land use and transit
- Main difference in options is route through Matthews; additional design options considered to blend the two leading options





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Selection of Preferred Alignment

August 2016 – October 2016

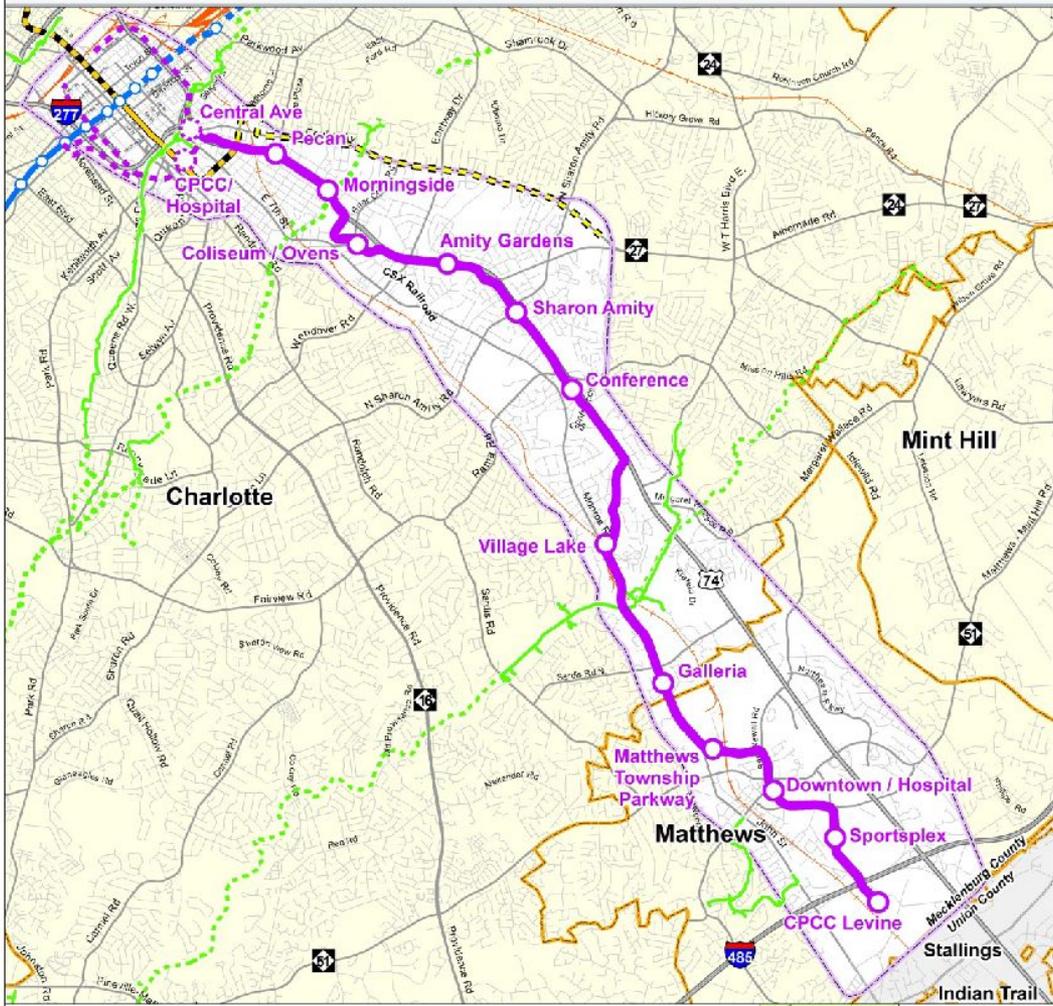
1 preferred alignment

- Final alignment selected based on further consultation with Charlotte and Matthews
- Route blends access to existing and potential activity hubs along Independence Blvd. and Monroe Rd., with close-by access to Downtown Matthews
- Uptown options connecting to West Corridor to be evaluated in future study; Trade St. option eliminated





Silver Line Southeast Corridor



Legend

LYNX Silver Line	LYNX Blue Line	Greenway/Trail Existing
Study Area	LYNX Blue Line Extension	Greenway/Trail Future
Staff Recommendation	LYNX Blue Line Station	US 74/Interstate
Proposed Alignment: I-277 to CPTC Levine	CityLYNX Gold Line Phase One	Major Roads
Proposed Station	CityLYNX Gold Line Phase Two	Streets
Proposed Uptown Charlotte Alignments	CityLYNX Gold Line Future Phase	Railroads
		Municipal Boundary

Map Extent

0 0.5 1 Miles

Data Source: City of Charlotte, CATS, Union County



Additional Background Information



ABOUT

RESIDENTS

BUSINESS

GOVERNMENT

I'm looking for...



Transportation Projects

Downtown Mobility and Parking Study

John Street Widening Project

Light Rail (Silver Line)

Sam Newell Multi-Use Path

Departments > Public Works > Transportation Projects >

Light Rail (Silver Line)

[Silver Line 2016 Final Recommendations](#)

[Silver Line Public Outreach](#)

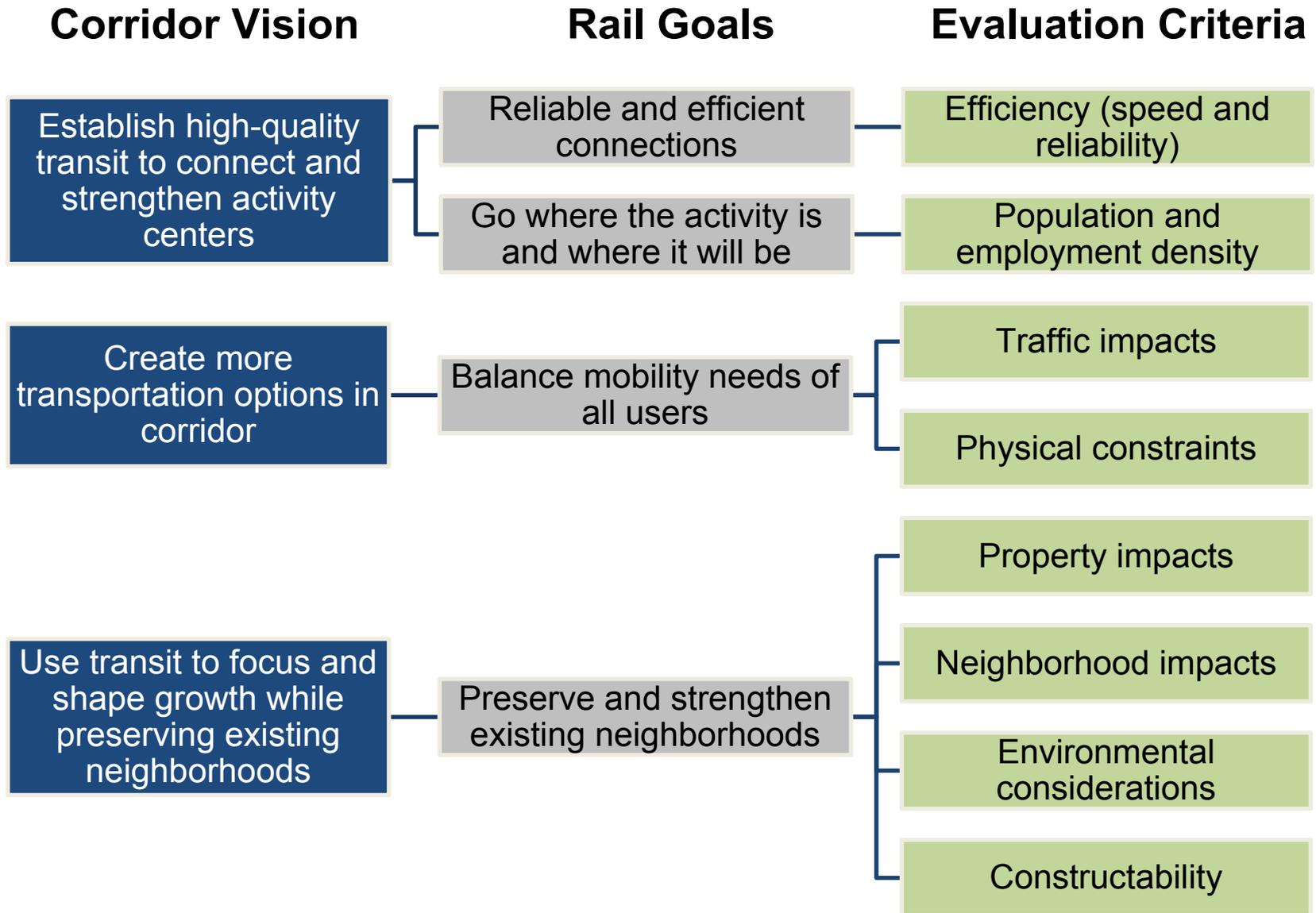
[Silver Line Evaluation of Rail Alignment](#)



Silver Line Southeast Corridor



Alignment Evaluation Criteria



Silver Line Task Force

WELCOME

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

**SILVER LINE TASK FORCE
REGULAR MEETING
WEDNESDAY, September 2, 2020
7:00 PM (Virtual) MEETING**

- I. Welcome (5 minutes).....Vice Chair Lamson
Approval of minutes from August 5, 2020 Silver Line Task Force meeting**

- II. History of Silver Line Decision Making (45 minutes)CJ O'Neill**

- III. Task Force Decision Making Criteria.....Vice Chair Lamson
Dana Stoogenke**

- IV. Next MeetingVice Chair Lamson
September 16, 2020
October 7, 2020
November 4, 2020
CATS Public Input Meetings September 24 and 29 (Virtual)**

- 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) **NEW!**
- October 7, 2020 (Review Public Input)
- November 4, 2020 (Final Recommendation)
- November 9, 2020 (Board of Commissioners Meeting)

What other criteria would you use to decide between alignment alternatives proposed by CATS?

Property Owners	Town Character	Environment	Traffic Impacts	Cost	Pedestrian/Bicycle Accommodations	Rider Safety
Disturbance to existing business property	Impact to local character and growth	Affect to tree canopy. Trees for Greenspace and shade.	Traffic	least cost to Matthews	Pedestrian safety	safety for those waiting for trains
impact on existing business	Effect on downtown Matthews		Potential development and related traffic		Bicycle access and safety	Not for screening/hedges, etc...not safe feeling
Nature of properties affected	Adaptability to Matthews general building and appearance requirements		impact on local traffic, will it create or relieve congestion waiting at areas where light rail and streets cross		provide safe pedestrian/cycling opportunities into Charlotte and surrounding area (integrated rail trail)	
reduce detrimental effect on property owners that sit in the path of the rail line,	Potential population increase in Matthews		Vehicle traffic patterns affected		How easy to access? Sidewalks/crosswalks	
Impact to business and homes already here	some current riders work or live close to transit line, how will the change impact the accessibility for them		least operational impact on Matthews		safety for pedestrians and auto traffic	
Disturbance to existing residential	impact to ability to travel within local area				Alignment should have space for multi-use path along side	
	least route impact impact on Matthews				Proximity to parking or bus stops	
					Stops should have access / proximity to walkable areas & destinations	

DEFINITIONS:

- *Beautification/Gateway/Infrastructure Improvements - Silver Line will help create new gateways into the town.
- *Create Transit Oriented Development - Create mixed use and walkable neighborhoods concentrated around the stations.
- *Minimize Commercial Disruption - Least amount of short-term and long-term disruption to business.
- *Minimize Residential Disruption - Least amount of short-term and long-term disruption to housing.
- *Pedestrian/Bicycle Friendly - Stations conveniently located for pedestrians/bicyclist use.
- *Positive Impact to Tax Base- Provide additional residential and commercial development opportunities and support local businesses.
- *Reliable Ridership Time - Light Rail runs on schedule, with little interruptions from vehicles/pedestrians.