



Town of Indian Trail
Minutes of Special Town Council Meeting
June 17, 2014
Civic Building
8:00 P.M.

The following members of the governing body were present:

Mayor: Michael L. Alvarez

Council Members: David Cohn, Gary Savoie, Gordon Daniels and David Drehs

Staff Members: Joseph Fivas Town Manager, Scott Kaufhold Director of Engineering and Public Works, Shelley DeHart Director of Planning, and Trena Sims Administrative Assistant.

CALL MEETING TO ORDER AND PLEDGE OF ALLEGIANCE

Mayor Alvarez called the meeting to order and led in the Pledge of Allegiance.

DISCUSSION ITEMS

- a. Discussion and NCDOT presentation on Old Monroe Road Widening Project (U-4714)

Mr. Fivas stated this is a critical topic for businesses, residents and those passing through our town, as when this project comes to fruition it'll have one of the biggest

impacts to our community. Mr. Fivas introduced Scott Cole from the North Carolina Department of Transportation.

Mr. Cole introduced Warren Cooks, Director of Community Outreach and Elmo Vance who works in the Project Development of Environmental Analysis Unit in Raleigh. Mr. Cole advised that they are currently in the alternative analysis portion of the project looking for ways to minimize and mitigate impacts to the environment, both human and natural, this is done before design. Mr. Cole informed Council they are working with Atkins Consulting and introduced the representatives of Atkins Consulting. Carl Gibilaro the Project Manager, Kim Breese the Planner and Tom Kelly the Traffic Engineer.

Mr. Gibilaro stated this project travels through 3 different municipalities (Matthews, Stalling and Indian Trail) is divided up into 3 sections (A-B-C), Section A starts at East Trade Street in Matthews to I485, Section B is from I485 to Waxhaw Indian Trail Road, Section C is from Waxhaw Indian Trail Road to Wesley Chapel Stouts Road. In the current State Transportation Improvement Plan (TIP) officially only section B is funded, but currently projects are being reevaluated to determine priority and currently Section B will not be reprioritized. For Section B Right of Way (ROW) should start in 2016 and construction starting in 2018, Sections A and C have not been determined yet. The bond funds offered by Indian Trail are being considered, but the project priority list will not be out until late summer or early fall. NCDOT is fully aware of Council's desire to have Section C completed with Section B and that is being considered as part of the whole process. Mr. Gibilaro provided the status of work completed within the last year primarily focused on the impacts to the human and natural environments, providing updates and getting input with the municipalities quarterly, held a public meeting in January for input, several meetings with Homeowners Associations and several other small groups. He requested if the town is getting calls about the project to pass them along to the project team. The primary reason for tonight is to look at the alternative analysis as it pertains to the intersections within the town. During the public meetings they were considering 6 lanes with divided sections because the traffic forecast presented concerns that 4 lanes would not be enough, but after investigating it has been determined that 4 lanes is sufficient. Two options available are: widening to a conventional four lane with full movement at intersections (left and right turns or straight through) or a superstreet which restricts movement at intersections; both options require the same ROW. They will be requesting the town's input on preference at the intersections. It is their intention to make the improvements that will take them to 2035, which is based on their traffic forecast and input from the municipalities on their future forecasts along the corridor. Input will probably result in the designs being revised until they create the preferred alternative which is what they will move forward with.

Tom Kelly expanded on what they have done with the traffic analysis out to 2035 by looking at rush hour in the morning and evening, how much delay at the intersections and assign it a service level grade which is determined by how long it takes to get through the intersection (A best to F worst) D is the worst level considered acceptable, along with the completion of Chestnut Parkway and the Monroe Bypass. Mr. Kelly went through each intersection and the options being considered for each of them (full movement or superstreet) and how they would affect traffic, each allowing for more

growth. He explained how coordinating the traffic signals would work to enable traffic to flow smoothly. Mr. Kelly also provided pedestrian crossing concerns and ideas for resolution.

The discussion continued onto bicycle and pedestrian pathways, requesting the towns provide input on their desires. There are many scenarios; multiuse path for bicycles and pedestrians, a shared roadway path for cyclist. The location of pathways need to be determined, multi use path on one side and sidewalk on the other. The Carolina Thread Trail is being considered, but municipalities must determine where they want these pathways and they will have to cross at safe areas to accommodate existing obstacles. Utility relocation will be replaced in kind, but if town wanted them buried it would incur the additional expense as it triples the cost.

Mr. Kelly explained that business, pedestrian and bicycle safety are considerations when designing the road. He presented a schedule, advising their hope was to get the alternatives and identify the preferred this summer. We understand the municipalities have a lot to consider, but we would appreciate an answer as soon as possible, keeping in mind that any decisions or workups will not be final; it will be tweaked right up to the end. He provided the schedule: Environmental assessment completed by end of this year; after that it will go out for Public Hearings where we will present our preferred alternatives; it will be tweaked until we go to our finding of no **skid free** impact, based on what we've seen so far we do not anticipate any significant impacts to elevate this to a higher level document; the final environmental document which would complete the NEPA phase next summer. Once that phase is done, we can move forward to ROW, final design phase currently scheduled for 2016.

Council had comments and questions throughout the presentation topics included: business concerns, right of way, pedestrian pathways, bicycle lanes, size of medians, turning lanes, size of sidewalks, utility locations, intersections, town cost responsibility, size of medians in other municipalities, curb and gutter, notification to businesses and safety of school students.

CLOSED SESSION

Gary Savoie, Council Member made a motion to enter closed session **NGS.143-318.11(a)(3) to protect attorney/client privilege.**

Council voted unanimously in favor of the motion.

Gary Savoie, Council Member made a motion to approve coming out of Closed Session Council voted unanimously in favor of the motion.

Mr. Fivas asked Council how they want to respond to NCDOT? He believes they want to know what the Council's opinion is on what we saw today. Staff will create a letter if that is Council's desire. By consensus Council requested Mr. Fivas create a letter for their review at the next meeting.

ADJOURN

Gary Savoie, Council Member made a motion to adjourn
Council voted unanimously in favor of the motion.

APPROVED:

Michael L. Alvarez, Mayor

Attest:

Peggy Piontek, Town Clerk