

**MAYOR**  
Michael L. Alvarez

**MAYOR PRO TEM**  
David L. Cohn



**TOWN COUNCIL**  
Robert W. Allen  
Christopher M. King  
Darlene T. Luther  
David K. Waddell

Indian Trail Town Council Meeting  
April 10, 2012  
Civic Building  
6:30 p.m.

**1. CALL MEETING TO ORDER AND PLEDGE OF ALLEGIANCE**

**2. COMMITTEE APPOINTMENTS**

- a. Transportation Committee
  - 1) Mandy Alfaro
  - 2) Roland Geoffery
  - 3) Mike Knight
- b. Park, Tree & Greenway Committee
  - 1) Roger Franklin McWhorter
  - 2) Justin King
  - 3) Kim Nicholson
- c. Public Safety Committee
  - 1) Cathi Higgins
  - 2) John Krohn
  - 3) Roger Franklin McWhorter
  - 4) Ryan Christopher Moore
  - 5) Richard Riser
  - 6) Sherry Waddell

**3. ADDITIONS AND DELETIONS**

**action**

**4. MOTION TO APPROVE AGENDA**

**action**

**5. PRESENTATIONS**

- a. Mayor's Tree Education Initiative

**6. PUBLIC COMMENTS**

**7. CONSENT AGENDA**

**action**

- a. [Approval of March 27, 2012 minutes](#)

- b. Month End Tax Report for March 2012

**8. PUBLIC HEARINGS**

**action**

*None*

**9. BUSINESS ITEMS**

- a. Family Fun Day logistics – *This item was tabled from March 27, 2012 meeting.*
- b. Sidewalk Maintenance Policy
- c. Consider changes to Street Acceptance Policy
- d. Consider Neighborhood Traffic Calming Policy

**. DISCUSSION ITEMS**

- a. Do parks make cents?
- b. Bond Referendum process with Bond Counsel
- c. Budget priorities – *requested by Council Member Waddell*

**1 . MANAGERS REPORT**

**1 . COUNCIL COMMENTS**

**1 . CLOSED SESSION**

**action**

**1 . ADJOURN**

**action**

**To speak concerning an item on the Agenda, please print your name and address on the sign up sheet on the table prior to the meeting. Each speaker will be limited to 3 minutes.  
AS A COURTESY, PLEASE TURN CELL PHONES OFF WHILE MEETING IS IN PROGRESS**



**Town of Indian Trail**  
**Minutes of Town Council**  
**March 27, 2012**  
**Civic Building**  
**6:30 P.M.**

The following members of the governing body were present:

Mayor: Michael L. Alvarez

Council Members: Robert Allen, David Cohn, Christopher King, Darlene Luther, and David Waddell.

Staff Members: Town Manager Joe Fivas, Town Clerk Peggy Piontek, Town Attorney Keith Merritt, Planning Director Shelley DeHart, Finance Director Marsha Sutton, Town Engineer Scott Kaufhold, Tax Collector Janice Cook, and Human Resources Miriam Lowery.

**CALL MEETING TO ORDER AND PLEDGE OF ALLEGIANCE**

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

**ADDITIONS AND DELETIONS**

*None*

**MOTION TO APPROVE AGENDA**

Robert Allen made a motion to approve the agenda.  
Council voted unanimously in favor of the motion.

## **PRESENTATIONS**

### **a. Recognition of Master Trooper Mark Helms**

Mayor Alvarez read the Certificate of Recognition for Trooper Helms, thanked him for his service and congratulated him on his retirement.

### **b. Proclamation for National Donate Life Month**

Mayor Alvarez read the Proclamation.

## **PUBLIC COMMENTS**

Mr. David Drehs, 3216 Bow Club Trail, Indian Trail, NC spoke about the intersection by Sun Valley High School. He feels that putting all that traffic there was a mistake. He agrees with putting additional funds toward the safety of that intersection, but not for aesthetics.

Art Spur, 4100 Wood Creek Court, Indian Trail, NC stated he realizes that he will not get an apology and has forgiven those Council Members of their unprofessional, unethical behavior by their refusal to apologize to him and the citizens of Indian Trail.

## **CONSENT AGENDA**

- a. Approval of March 13, 2012 minutes
- b. Traffic and Safety Improvements Resolution (**Copy attached hereto and made a part of these minutes.**)

Christopher King made a motion to approve the Consent Agenda.  
Council voted unanimously in favor of the motion.

## **PUBLIC HEARINGS**

- a. **Annexation Ordinance #130 Portion of Phase 9 of**

**Brandon Oaks**  
**(28.112 total acres) A request for a public hearing for**  
**Annexation Petition #130 representing 91-parcels located**  
**within Brandon Oaks a Portion of Phase 9 consisting of a total**  
**of 28.112 acres. Applicant: Property Owners**

Planning Director Shelley DeHart advised that this was a voluntary annexation petition for 91 parcels submitted by Brian and Steven Pace of Pace Development. There are six lots in which the applicant was unsuccessful in obtaining the property owners signatures. Should those six property owners choose to come into the town, they can submit a voluntary annexation petition and go through the same process. Ms. DeHart advised this matter was advertised in the local paper and mailed a notice to each property owner that signed the petition.

Mayor Alvarez opened and closed the public comments portion of the hearing as no one had signed up to speak.

Christopher King made a motion The Town Council of Indian Trail finds that Pursuant to the requirements of NCGS 160A-31(d) that the proposed annexation Petition #130 offered by the applicant does in fact meet all requirements for a proper voluntary annexation under North Carolina law and is found to be valid in form and manner.

Motion Passed 4 - 1 with David Waddell opposing. **(Copy attached hereto and made a part of these minutes.)**

**BUSINESS ITEMS**

- a. **Consider approval of supplemental traffic and safety improvements on Old Monroe Road/Wesley Chapel Stouts Road.**

Mr. Fivas advised, as directed, staff is providing the cost to improve this intersection for the purpose of added safety only. The cost is \$137,000, to include countdown clocks on all four corners, curbs as a safety measure to keep people further away from turning vehicles, adding high visibility crosswalks at all four corners and an additional one on Mustang Drive. He informed Council that staff is working with Senator Tucker who

could potentially get us funds for another countdown clock, estimated at \$4-5,000. If that should happen we would deduct that amount from the \$137,000.

Robert Allen made a motion to approve and recommend that the safety improvements be items 1 through 3 up to \$137,000 with the understanding that should State funds become available they will be subtracted from that figure.

Motion Passed 4 - 1 with David Waddell opposing.

Mr. Fivas advised that NCDOT is expecting the improvements to begin midsummer. The intersection will have new blacktop with safety improvements, which is a good thing for the residents and students.

**b. Family Fun Day logistics**

Event Coordinator Rebecca Carter explained the options are to close Indian Trail Road at the intersection from Unionville Indian Trail Road to Blythe Drive. The other option is to hold it on Blythe Drive. The advantage to closing Indian Trail Road would increase visibility and attendance. The disadvantage is the limited access to several businesses. The event will need to be smaller if held on Blythe Drive.

Mr. Waddell and Mr. King feel that the road should stay open to assist the businesses in that area. Mr. Cohn feels the road should be closed, Ms. Luther feels the road should be closed, Mr. Allen feels the road should be closed.

David Cohn made a motion to table this matter to April 10th, so Council can talk to the business owners.

Council voted unanimously in favor of the motion.

**c. Community and Economic Development Department**

Mr. Fivas explained the reorganization of the Community and Economic Development Department advising that there will not be any changes to the number of already budgeted full time employees or any increases in the budget. It is simply a moving around of staff that we already have, while utilizing them to get out in our community and to get the information to the schools, HOA's.

David Cohn made a motion to approve Community and Economic Development Department reorganization.

Motion Passed 4 - 1 with David Waddell opposing.

## **DISCUSSION ITEMS**

Council took and returned from a brief break.

### **a. Workshop for Town Parks and Recreation activities**

Mayor Alvarez advised that he requested this matter because for years the Town has had a Master Plan that has been sitting tabled and a failed bond. He informed Council that invitations were extended for groups to provide their feedback and vision for what the Town may need and benefit from. He requested Council give this serious thought and come up with a plan for the near and far future.

Environmental Planner and Grant Writer, Hillary Pace provided some background on the Parks Master Plan that was adopted in February 2010 it is in our Comprehensive Plan. She advised that it provides long range vision. Ms Pace explained the purposes of many different size and kinds of parks and how each one has its benefits.

Mr. Fish explained how the Parks Trees and Greenway Committee worked to participate and create the Master Park Plan. He advised that the Pow Wow will find a possible home in one of our parks. Mr. Fish informed Council on how the residents can benefit by the parks, bike plan and thread trail. He believes that parks are critical to our future.

Maureen Mullhall a representative of Extreme Ice Center enlightened Council on how Indian Trail can benefit from events held at her facility by providing a scenario on how a youth hockey family spends money when a member is in one of the 15 tournaments held yearly at Extreme Ice Center.

Indian Trail Athletic Association President Mike Pasternak and Gene Walters VP, provided a brief history of the association, advising there are approximately 700 members and they are a nonprofit organization. He explained the many ways in which they raise revenue. He advised that space has always been an issue and to have more fields will enable them to keep the members they have in Indian Trail. He stated that it would be

beneficial to them if the town can partner with them for additional fields and to the citizens of Indian Trail by keeping the kids involved in sports and off the streets.

Mayor Alvarez advised that both Porter Ridge Athletics and Carolina Courts were invited this evening to provide their input on a vision but did not make it. He said that the purpose for tonight is we need to move forward in this town on several items. We have Master Plans around, we have a Council that communicates well and has the ability to accomplish great things.

Ms. Luther stated for a matter of public record that this has been a continuum from the Council that put away funds for the purchase of park land, to creating the Comprehensive Plan and Master Park Plan, creating the event park and purchasing land for another park. The Town has been highlighting park development.

Mr. Cohn agreed and likes the bond referendum being put in front of the residents again for a vote; he wants to get this going.

### **MANAGERS REPORT**

Mr. Fivas reminded everyone about the Hop To It event being held on Saturday, March 31 at Crossing Paths Park from 10 am to 12 pm.

### **COUNCIL COMMENTS**

Mayor Alvarez thanked everyone for the great synergy created amongst the new Council. We are elected officials to the community, sometimes we may not like what's being told to us but we must respect it.

David Cohn said he's glad to be here he missed last meeting. He's excited about the parks. He was the baseball commissioner for South Park when they won their tournament at Edna Love Park.

Mr. Waddell and Mr. Allen had no comments to make.

Ms. Luther is excited about park development and thrilled that everyone seems to be on board with the concept. She is looking forward to our near future discussions about it, believing it's a great thing for Indian Trail.

Mr. King had no comments.

**CLOSED SESSION**

David Cohn made a motion to enter closed session **NCGS 143-318.11(a)(4)** To discuss matters relating to the location or expansion of business in the area served by this body. **NCGS 143-318.11 (a)(5)** To establish or instruct the staff or agent concerning the negotiation of the price and terms of a contract concerning the acquisition of real property located at Indian Trail Rd. Tax ID# 07105035, Younts Road Tax ID #07063254 and associated parcels

Unionville Indian Trail Road Tax ID# 07066007

Oakwood Lane Tax ID# 07048017

Council voted unanimously in favor of the motion.

David Cohn made a motion to approve coming out of Closed Session.

Council voted unanimously in favor of the motion.

**ADJOURN**

Christopher King made a motion to adjourn

Motion Passed 4 - 1 with David Waddell opposing.

APPROVED:

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Michael L. Alvarez

Attest:

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Peggy Piontek, Town Clerk

2011 MARCH MONTH END TAX REPORT

TAX YEAR	STARTING BALANCE 3/1/2012	ENDING BALANCE 3/31/2012	CHARGES FOR YEAR	COLLECTION FOR YEAR	PERCENTAGE COLLECTED
2011	\$277,067.24	\$160,423.10	\$5,639,551.14	\$5,479,128.04	97.16%
2010	\$75,936.73	\$73,449.43	\$5,598,627.31	\$5,525,177.88	98.69%
2009	\$59,571.10	\$58,828.24	\$5,577,257.26	\$5,518,429.02	98.95%
2008	\$21,736.63	\$21,326.19	\$5,417,133.67	\$5,395,807.48	99.61%
2007	\$13,878.73	\$13,871.79	\$4,077,997.34	\$4,064,125.55	99.66%
2006	\$15,770.15	\$15,793.27	\$2,061,090.62	\$2,045,297.35	99.23%
2005	\$3,395.40	\$3,407.30	\$1,429,098.43	\$1,425,691.13	99.76%
2004	\$3,615.50	\$3,631.84	\$1,263,418.30	\$1,259,786.46	99.71%
2003	\$3,857.15	\$3,873.73	\$1,027,948.73	\$1,024,075.00	99.62%
2002	\$3,414.51	\$3,428.54	\$905,073.04	\$901,644.50	99.62%
2001	\$1,847.73	\$1,854.96	\$776,907.83	\$775,052.87	99.76%
2000	\$291.52	\$291.52	\$635,898.50	\$635,606.98	99.95%
1999	\$0.00	\$0.00	\$20,382.72	\$20,382.72	100.00%
1998	\$0.00	\$0.00	\$9,751.74	\$9,751.74	100.00%
1997	\$0.00	\$0.00	\$1,129.09	\$1,129.09	100.00%
1996	\$0.00	\$0.00	\$1,279.80	\$1,279.80	100.00%
1995	\$0.00	\$0.00	\$1,534.64	\$1,534.64	100.00%
1994	\$0.00	\$0.00	\$246.59	\$246.59	100.00%
<b>TOTALS</b>	<b>\$480,382.39</b>	<b>\$360,179.91</b>	<b>\$34,444,326.75</b>	<b>\$34,084,146.84</b>	<b>98.95%</b>
<b>Billing</b>		<b>\$121.04</b>	Lien (117.04) Addition to Advertisement Fee (4.00)		
<b>Release</b>		<b>(\$549.07)</b>	Union County Releases(503.19)/Write-offs (45.88)		
<b>Interest</b>		<b>\$2,173.94</b>	All delinquent years		
<b>Advertising Fee</b>		<b>\$1,074.00</b>	Newspaper Ad		
<b>Adjust Pay Down</b>		<b>\$758.04</b>	NSF checks		
<b>Adjust Bill Down</b>		<b>(\$232.82)</b>	Adjust stormwater land only(159.84)		
			Adjust advertising fee not allowed for Bankruptcy (70.00)		
			Adjust down (2.98) error in posting		
<b>Adjust Bill Up</b>		<b>\$100.70</b>	NSF check fees		
<b>Starting balance</b>		<b>\$480,382.39</b>			
<b>Billing</b>		<b>\$121.04</b>			
<b>Interest</b>		<b>\$2,173.94</b>	Page 1 of 8		
<b>Advertising fee</b>		<b>\$1,074.00</b>	Page 2-3 of 8		
<b>Adjust Pay Down</b>		<b>758.04</b>	Page 4-5 of 8		
<b>Adjust Bill Up</b>		<b>100.70</b>	Page 6 of 8		
<b>AdjustBill Down</b>		<b>(232.82)</b>	Page 7-9 of 8		
<b>Releases</b>		<b>(549.07)</b>	Balance sheet		
<b>Payments</b>		<b>(\$123,648.31)</b>	Starting balance		
<b>Ending Balance</b>		<b>\$360,179.91</b>	Ending balance		
			Collection rate		
			All activity for month		

**Tax Master Balance  
 Listing**

Customer Status: Active And Inactive

Year: All

(I) = Inactive

Customer Balance

Total Entries: 1655  
 Total Balance: \$480,382.39

Principal Total:	\$336,971.55	RES STORMWATER 1	\$16,456.66
Interest Total:	\$39,216.79	RES STORMWATER 2	\$10,117.73
Advertising Total:	\$3,354.26	COMMERCIAL STORMWATER	\$69,581.14
Late Listing Total:	\$4,684.26	Overage:	\$0.00

**Tax Totals By Year:**

Tax Year	Amount Owed
2000	\$291.52

Principal Balance:	\$147.56	RES STORMWATER 1	\$0.00
Interest Balance:	\$142.56	RES STORMWATER 2	\$0.00
Advertising Balance:	\$1.40	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.00		

2001 \$1,847.73

Principal Balance:	\$960.68	RES STORMWATER 1	\$0.00
Interest Balance:	\$874.10	RES STORMWATER 2	\$0.00
Advertising Balance:	\$12.95	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.00		

2002 \$3,414.51

Principal Balance:	\$1,853.22	RES STORMWATER 1	\$0.00
Interest Balance:	\$1,561.29	RES STORMWATER 2	\$0.00
Advertising Balance:	\$0.00	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.00		

2003 \$3,857.15

Principal Balance:	\$2,196.82	RES STORMWATER 1	\$0.00
Interest Balance:	\$1,654.12	RES STORMWATER 2	\$0.00
Advertising Balance:	\$6.21	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.00		

2004 \$3,615.50

Principal Balance:	\$2,179.35	RES STORMWATER 1	\$0.00
Interest Balance:	\$1,418.50	RES STORMWATER 2	\$0.00
Advertising Balance:	\$17.65	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.00		

# Tax Master Balance Listing

Customer Status: Active And Inactive

Year: All

(I) = Inactive

Customer Balance

Year	Total Balance		
<b>2005</b>	<b>\$3,395.40</b>		
Principal Balance:	\$2,183.48	RES STORMWATER 1	\$0.00
Interest Balance:	\$1,193.36	RES STORMWATER 2	\$0.00
Advertising Balance:	\$18.00	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.56		
<b>2006</b>	<b>\$15,770.15</b>		
Principal Balance:	\$10,119.69	RES STORMWATER 1	\$0.00
Interest Balance:	\$4,996.94	RES STORMWATER 2	\$0.00
Advertising Balance:	\$40.88	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$612.64		
<b>2007</b>	<b>\$13,878.73</b>		
Principal Balance:	\$7,780.43	RES STORMWATER 1	\$0.00
Interest Balance:	\$3,111.11	RES STORMWATER 2	\$2,054.10
Advertising Balance:	\$82.50	COMMERCIAL STORMWATER	\$400.00
Late Listing Balance:	\$450.59		
<b>2008</b>	<b>\$21,736.63</b>		
Principal Balance:	\$14,193.41	RES STORMWATER 1	\$832.92
Interest Balance:	\$4,076.37	RES STORMWATER 2	\$499.92
Advertising Balance:	\$121.30	COMMERCIAL STORMWATER	\$1,432.92
Late Listing Balance:	\$579.79		
<b>2009</b>	<b>\$59,571.10</b>		
Principal Balance:	\$44,033.40	RES STORMWATER 1	\$1,453.41
Interest Balance:	\$8,894.03	RES STORMWATER 2	\$1,008.08
Advertising Balance:	\$356.85	COMMERCIAL STORMWATER	\$2,916.00
Late Listing Balance:	\$909.33		
<b>2010</b>	<b>\$75,936.73</b>		
Principal Balance:	\$56,445.48	RES STORMWATER 1	\$2,899.12
Interest Balance:	\$6,211.99	RES STORMWATER 2	\$1,575.51
Advertising Balance:	\$1,153.16	COMMERCIAL STORMWATER	\$6,791.70
Late Listing Balance:	\$859.77		
<b>2011</b>	<b>\$277,067.24</b>		
Principal Balance:	\$194,878.03	RES STORMWATER 1	\$11,271.21
Interest Balance:	\$5,082.42	RES STORMWATER 2	\$4,980.12
Advertising Balance:	\$1,543.36	COMMERCIAL STORMWATER	\$58,040.52
Late Listing Balance:	\$1,271.58		

**Tax Master Balance  
 Listing**

Customer Status: Active And Inactive

Year: All

(I) = Inactive

Customer Balance

Total Entries: 1472  
 Total Balance: \$360,179.91

Principal Total:	\$258,121.11	RES STORMWATER 1	\$13,272.09
Interest Total:	\$38,652.18	RES STORMWATER 2	\$8,854.10
Advertising Total:	\$4,357.23	COMMERCIAL STORMWATER	\$32,416.52
Late Listing Total:	\$4,506.68	Overage:	\$0.00

**Tax Totals By Year:**

Tax Year                      Amount Owed  
 2000                              \$291.52

Principal Balance:	\$147.56	RES STORMWATER 1	\$0.00
Interest Balance:	\$142.56	RES STORMWATER 2	\$0.00
Advertising Balance:	\$1.40	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.00		

2001                              \$1,854.96

Principal Balance:	\$960.68	RES STORMWATER 1	\$0.00
Interest Balance:	\$881.33	RES STORMWATER 2	\$0.00
Advertising Balance:	\$12.95	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.00		

2002                              \$3,428.54

Principal Balance:	\$1,853.22	RES STORMWATER 1	\$0.00
Interest Balance:	\$1,575.32	RES STORMWATER 2	\$0.00
Advertising Balance:	\$0.00	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.00		

2003                              \$3,873.73

Principal Balance:	\$2,196.82	RES STORMWATER 1	\$0.00
Interest Balance:	\$1,670.70	RES STORMWATER 2	\$0.00
Advertising Balance:	\$6.21	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.00		

2004                              \$3,631.84

Principal Balance:	\$2,179.35	RES STORMWATER 1	\$0.00
Interest Balance:	\$1,434.84	RES STORMWATER 2	\$0.00
Advertising Balance:	\$17.65	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.00		

**Tax Master Balance  
 Listing**

Customer Status: Active And Inactive

Year: All

(I) = Inactive

Customer Balance

Year	Total Balance		
<b>2005</b>	<b>\$3,407.30</b>		
Principal Balance:	\$2,179.06	RES STORMWATER 1	\$0.00
Interest Balance:	\$1,209.68	RES STORMWATER 2	\$0.00
Advertising Balance:	\$18.00	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$0.56		
<b>2006</b>	<b>\$15,793.27</b>		
Principal Balance:	\$10,086.31	RES STORMWATER 1	\$0.00
Interest Balance:	\$5,056.78	RES STORMWATER 2	\$0.00
Advertising Balance:	\$40.88	COMMERCIAL STORMWATER	\$0.00
Late Listing Balance:	\$609.30		
<b>2007</b>	<b>\$13,871.79</b>		
Principal Balance:	\$7,746.36	RES STORMWATER 1	\$0.00
Interest Balance:	\$3,155.81	RES STORMWATER 2	\$2,040.00
Advertising Balance:	\$82.50	COMMERCIAL STORMWATER	\$400.00
Late Listing Balance:	\$447.12		
<b>2008</b>	<b>\$21,326.19</b>		
Principal Balance:	\$13,829.63	RES STORMWATER 1	\$790.44
Interest Balance:	\$4,055.50	RES STORMWATER 2	\$499.92
Advertising Balance:	\$137.99	COMMERCIAL STORMWATER	\$1,432.92
Late Listing Balance:	\$579.79		
<b>2009</b>	<b>\$58,828.24</b>		
Principal Balance:	\$43,281.98	RES STORMWATER 1	\$1,410.93
Interest Balance:	\$9,061.16	RES STORMWATER 2	\$906.32
Advertising Balance:	\$346.10	COMMERCIAL STORMWATER	\$2,916.00
Late Listing Balance:	\$905.75		
<b>2010</b>	<b>\$73,449.43</b>		
Principal Balance:	\$54,284.03	RES STORMWATER 1	\$2,592.81
Interest Balance:	\$6,428.67	RES STORMWATER 2	\$1,473.75
Advertising Balance:	\$1,031.12	COMMERCIAL STORMWATER	\$6,791.70
Late Listing Balance:	\$847.35		
<b>2011</b>	<b>\$160,423.10</b>		
Principal Balance:	\$119,376.11	RES STORMWATER 1	\$8,477.91
Interest Balance:	\$3,979.83	RES STORMWATER 2	\$3,934.11
Advertising Balance:	\$2,662.43	COMMERCIAL STORMWATER	\$20,875.90
Late Listing Balance:	\$1,116.81		

## Tax Collection Rate Report

<b>Tax Year</b>	<b>Charges For Year</b>	<b>Collections For Year</b>	<b>Collection Percentage</b>
2011	\$5,639,551.14	\$5,479,128.04	97.16%
2010	\$5,598,627.31	\$5,525,177.88	98.69%
2009	\$5,577,257.26	\$5,518,429.02	98.95%
2008	\$5,417,133.67	\$5,395,807.48	99.61%
2007	\$4,077,997.34	\$4,064,125.55	99.66%
2006	\$2,061,090.62	\$2,045,297.35	99.23%
2005	\$1,429,098.43	\$1,425,691.13	99.76%
2004	\$1,263,418.30	\$1,259,786.46	99.71%
2003	\$1,027,948.73	\$1,024,075.00	99.62%
2002	\$905,073.04	\$901,644.50	99.62%
2001	\$776,907.83	\$775,052.87	99.76%
2000	\$635,898.50	\$635,606.98	99.95%
1999	\$20,382.72	\$20,382.72	100.00%
1998	\$9,751.74	\$9,751.74	100.00%
1997	\$1,129.09	\$1,129.09	100.00%
1996	\$1,279.80	\$1,279.80	100.00%
1995	\$1,534.64	\$1,534.64	100.00%
1994	\$246.59	\$246.59	100.00%
<b>Totals</b>	<b>\$34,444,326.75</b>	<b>\$34,084,146.84</b>	<b>98.95%</b>

# Tax Transaction Journal Summary

**Totals By Year And Transaction Type**

Note: Adjustment transaction entries are reflected in revenues and adjustment transaction totals exclusively.

Year	Transaction Type	Trans Cnt	Amount
<b>2011</b>			
	Billing	3	\$121.04
	Payment	237	\$118,893.17
	Release	45	\$494.03
	Interest	950	\$1,111.21
	Advertising	537	\$1,074.00
	Adjust Pay Down	3	\$548.35
	Adjust Bill Down	39	\$190.34
	Adjust Bill Up	3	\$78.80
<b>2010</b>			
	Payment	23	\$2,814.34
	Release	2	\$53.45
	Interest	494	\$422.97
	Adjust Bill Down	1	\$42.48
<b>2009</b>			
	Payment	9	\$1,071.24
	Interest	376	\$328.38
<b>2008</b>			
	Payment	5	\$748.45
	Interest	234	\$106.42
	Adjust Pay Down	1	\$209.69
	Adjust Bill Up	1	\$21.90
<b>2007</b>			
	Payment	4	\$63.74
	Release	1	\$1.59
	Interest	177	\$58.39
<b>2006</b>			
	Payment	2	\$52.89
	Interest	163	\$76.01
<b>2005</b>			
	Payment	1	\$4.48
	Interest	93	\$16.38

# Tax Transaction Journal Summary

Transaction Type	Trans Cnt	Amount
<b>2004</b>		
Interest	142	\$16.34

Transaction Type	Trans Cnt	Amount
<b>2003</b>		
Interest	120	\$16.58

Transaction Type	Trans Cnt	Amount
<b>2002</b>		
Interest	124	\$14.03

Transaction Type	Trans Cnt	Amount
<b>2001</b>		
Interest	65	\$7.23

**Grand Totals**

Transaction Type	Trans Cnt	Amount
Billing	3	\$121.04
Payment	281	\$123,648.31
Release	48	\$549.07
Interest	2,938	\$2,173.94
Advertising	537	\$1,074.00
Adjust Pay Down	4	\$758.04
Adjust Bill Down	40	\$232.82
Adjust Bill Up	4	\$100.70
<b>Grand Totals:</b>	<b>3,855</b>	<b>\$128,657.92</b>



**TO:** Mayor and Town Council

**FROM:** Rebecca Carter, Events Coordinator

**DATE:** April 10, 2012

**SUBJECT:** Family Fun Day

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At the last meeting, staff presented to Council a brief outline of this event being held on June 2<sup>nd</sup>. The presentation included two set-up options for Council consideration:

- 1) Close Indian Trail Road for about 8 hours on June 2<sup>nd</sup>.
- 2) Put the event entirely on Blythe Drive, and we do not have to close Indian Trail Road

A motion was made to table this item until the April 10<sup>th</sup> meeting to provide Council the opportunity to speak with the businesses that will be affected by the street closing option.

Staff is now requesting Council direction on which set-up option is to be applied.



**Town of Indian Trail**  
Engineering Department

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**Memo**

**TO:** Mayor and Town Council  
**FROM:** Scott J. Kaufhold, P.E., Town Engineer  
**DATE:** April 4, 2012  
**COUNCIL DATE:** April 10, 2012  
**SUBJECT:** Sidewalk Maintenance Policy

---

**General Information:**

The purpose of the Sidewalk Maintenance Policy is to formalize inspection, inventory, and maintenance procedures with respect to sidewalk infrastructure management and balance fiscal responsibility with public safety on municipal sidewalks.

Staff recommends adoption of the Sidewalk Maintenance Policy.

**Required actions:**

Council Approval

**Attachment:**

Sidewalk Maintenance Policy

# SIDEWALK MAINTENANCE POLICY



*Adopted by Town Council on \_\_\_\_\_*



## Sidewalk Maintenance Policy

According to the North Carolina Department of Transportation’s Street-Aid (Powell Bill) Program, maintenance of sidewalk located within public right-of-way is the responsibility of local governments. The Powell Bill program provides funds for construction and maintenance of sidewalks along public streets. The purpose of the Sidewalk Maintenance Policy is to formalize inspection, inventory, and maintenance procedures with respect to sidewalk infrastructure management and balance fiscal responsibility with public safety on municipal sidewalks.

### Inventory and Inspection

An inventory of all sidewalks in public right-of-way will be maintained by the Engineering and Public Works Department, which will include a history of inspections, construction, and maintenance information. Town sidewalks will be inspected on a rotating basis with a maximum time between inspections of 3 years. Citizens may also request sidewalk inspection by either calling the Engineering and Public Works Department at 704-821-1314 or by submitting a Service Request Form located at: <http://www.indiantrail.org/stormwaterrequest.php>. Once the request is documented, an inspection will be performed within five (5) working days. The sidewalk in question will be given a ranking identification number and an estimated time to complete repairs.

### Sidewalk Repair Assessment

In determining if a section of sidewalk is eligible for repair under this policy, the following criteria will be used:

Rating	Sidewalk Assessment Criteria			Schedule
	Raised or Sunken	Cracks or Opening	Vertical Separation	
3	Greater than 3"	Greater than 3/4"	Greater than 3/4"	2-6 calendar weeks
2	Between 2" and 3"	Between 1/2" and 3/4"	Between 1/4" and 3/4"	February-April
1	Between 0" and 2"	Between 1/8" and 1/2"	Between 1/8" and 1/4"	None (Ongoing Monitoring)

As funds are allocated, sidewalk sections rated **2** or **3** will qualify for repair, while sections ranked a **1** will be monitored on a yearly basis.

When sidewalk repairs and/or replacement are necessitated due to the impact of utility systems, the appropriate utility system owner will be notified that they are responsible for the repair and/or replacement of the sidewalk.

**Sidewalk Repair Methods**

Repair methods to be utilized by the Town vary and may include, but are not limited to:

- Removal and Replacement
- Edge Grinding
- Replacement with approved alternate surfacing materials

**Sidewalks along Private Streets**

Sidewalks along private streets are the responsibility of the Home Owners Association or the street's residents.



**Town of Indian Trail**  
Engineering Department

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**Memo**

**TO:** Mayor and Town Council  
**FROM:** Scott J. Kaufhold, P.E., Town Engineer  
**DATE:** April 4, 2012  
**COUNCIL DATE:** April 10, 2012  
**SUBJECT:** Street Acceptance Policy - Revised

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**General Information:**

Council approved the current Street Acceptance Policy on June 10, 2008. The purpose of this revision is to provide residents on state maintained streets an assessment district option to fund repairs necessary for the Town to accept for maintenance.

Staff recommends adoption of the revised Street Acceptance Policy.

**Required actions:**

Council Approval

**Attachment:**

Street Acceptance Policy

# **STREET ACCEPTANCE POLICY**



*Revised April 10, 2012*



## Street Acceptance Policy

The Town of Indian Trail may consider the acceptance of existing streets upon the written request of the owning entity. Construction of all buildings on adjoining lots must be complete prior to acceptance.

If a development has a Home Owners Association (HOA), the HOA will be considered the responsible party the Town will communicate with regarding acceptance of streets for Town maintenance.

The Town reserves the right to refuse acceptance of maintenance of streets which in its judgment, require extensive repair work to bring the street(s) up to current standard.

### PRIVATELY OWNED STREETS

To initiate the acceptance procedure for privately owned streets, the following information shall be submitted to the Town Manager's office:

1. A letter to the Town Manager requesting that the Town consider accepting subject streets for public maintenance; and:
2. One (1) copy of the recorded map(s) of the subject street(s); and:
3. One (1) completed "Petition for Street Maintenance Acceptance" form(s) of the subject street(s) signed by the Home Owners Association if applicable, or by 75% of the street's residents; and:
4. One (1) Pavement Core Results Report. The report will include a cover letter, table of contents, project scope, data collection methodology, description of project limits, a map at a legible scale of the project limits containing street names, lengths, widths, and the location of the pavement core samples. The report will also include a core results table with street name, applicable Town of Indian Trail Land Development Standard (ITLDS) Typical Section, core result material and thickness (in inches), a statement of whether or not the core result meets the current minimum design standard per the ITLDS Typical Section. Pavement core samples shall be taken at 500' intervals (minimum of 1 core per street block), and no more than 4.0' from the centerline of the road. This report must be signed, dated, and stamped by a North Carolina registered professional engineer. The Town may acquire its own pavement core samples as a quality control measure.

Once the Pavement Core Results Report has been submitted, an inspection shall be conducted by the Town of the subject street(s). The Town shall notify the owning entity of all construction deficiencies required to be corrected. Upon satisfactory completion of corrective measures, re-inspection, and approval by the Town Engineer, the Town Council shall accept the subject street(s) for maintenance.

5. Street Right-of-Way must be conveyed to the Town.

**NCDOT MAINTAINED STREETS**

To initiate the acceptance procedure for NCDOT maintained streets, the following information shall be submitted to the Town Manager's office:

1. A letter to the Town Manager requesting that the Town consider accepting subject streets for public maintenance; and:
2. One (1) copy of the recorded map(s) of the subject street(s); and:
3. One (1) completed "Petition for Street Maintenance Acceptance" form(s) of the subject street(s) signed by the Home Owners Association (HOA) if applicable, or by 75% of the street's residents.

Once the completed "Petition for Street Maintenance Acceptance" has been submitted, an inspection shall be conducted by the Town of the subject street(s). The Town shall notify the NCDOT of all construction deficiencies required to be corrected. Upon satisfactory completion of corrective measures, re-inspection, and approval by the Town Engineer, the Town Council shall accept the subject street(s) for maintenance.

In the event that the NCDOT cannot make the required repairs, the HOA or the street's residents may decide to collectively provide funding and contract out the repairs. Another option is for the HOA or the street's residents to petition the Town for an Assessment District. For further information on this process please contact the Engineering Department at 704-821-1314.

**NEWLY CONSTRUCTED STREETS PLATTED FOR TOWN MAINTENANCE**

To initiate the acceptance procedure for newly constructed streets platted for town maintenance, the following information shall be submitted to the Town Manager's office:

1. A letter to the Town Manager requesting that the Town consider accepting subject streets for public maintenance; and:
2. One (1) copy of the recorded map(s) of the subject street(s); and:
3. One (1) Pavement Core Results Report. The report will include a cover letter, table of contents, project scope, data collection methodology, description of project limits, a map at a legible scale of the project limits containing street names, lengths, widths, and the location of the pavement core samples. The report will also include a core results table with street name, applicable Town of Indian Trail Land Development Standard (ITLDS) Typical Section, core result material and thickness (in inches), a statement of whether or not the core result meets the current minimum design standard per the ITLDS Typical Section. Pavement core samples shall be taken at 500' intervals (minimum of 1 core per street block), and no more than 4.0' from the centerline of the road. This report must be signed, dated, and stamped by a North Carolina registered professional engineer. The Town may acquire its own pavement core samples as a quality control measure.

Once the Pavement Core Results Report has been submitted, an inspection shall be conducted by the Town of the subject street(s). The Town shall notify the owning entity of all construction

deficiencies required to be corrected. Upon satisfactory completion of corrective measures, re-inspection, and approval by the Town Engineer, the Town Council shall accept the subject street(s) for maintenance.

4. A two (2) year warranty is required for construction of all new subdivision streets and drainage facilities.
5. A warranty surety for 1/3 of the original cost of all the street improvements is required during the warranty period to secure repair of any deficiencies or failures.



**Town of Indian Trail**  
**Engineering Department**

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**Memo**

**TO:** Mayor and Town Council  
**FROM:** Scott J. Kaufhold, P.E., Town Engineer  
**DATE:** April 4, 2012  
**COUNCIL DATE:** April 10, 2012  
**SUBJECT:** Neighborhood Traffic Calming Policy

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**General Information:**

The Neighborhood Traffic Calming Policy reflects the continued commitment of the Town of Indian Trail to address a wide range of community goals and objectives, which include transportation mobility, efficiency, and safety. A comprehensive traffic calming policy will help create a safer community, enhance the street environment, and improve the overall quality of life.

Staff recommends adoption of the Neighborhood Traffic Calming Policy. If approved by the Council, this program will not begin until July 1, 2012.

**Required actions:**

Council Approval

**Attachment:**

Neighborhood Traffic Calming Policy

# NEIGHBORHOOD TRAFFIC CALMING POLICY



*Adopted by Town Council on \_\_\_\_\_*



## Neighborhood Traffic Calming Policy

**Traffic Calming** is the combination of physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for both motorized and non-motorized street users.

### **Traffic calming objectives include:**

- Achieving speeds for motor vehicles that are reasonable for a neighborhood setting
- Increasing the safety and the perception of safety for non-motorized users of the street(s)
- Reducing collision frequency and severity
- Reducing the need for police enforcement

The Town of Indian Trail continually strives to strengthen and protect its neighborhoods by improving the quality of life in residential areas. Speeding traffic on residential streets creates safety hazards and can greatly affect neighborhood livability. When traffic problems become a daily occurrence, our sense of community and personal well-being are threatened. The Town is committed to balancing the needs of the citizens with the operational and mobility needs of the Towns road system while giving those who live and work in the project area the opportunity to become actively involved in the planning and decision making process.

The Town of Indian Trail's *Neighborhood Traffic Calming Policy* was developed to guide Town Engineering Staff and inform residents about the processes and procedures for implementing traffic calming on residential streets. Under this policy, the Town Engineering Department will work with a Neighborhood Representative at their initiation, to identify traffic problems in their neighborhood and engineer appropriate solutions. A neighborhood representative must be a Home Owners Association (HOA) member and endorsed by the HOA by official letter; or in neighborhoods without an HOA, have the support of 3 other households (must provide names, address, and signatures of supporting household representatives).

This Policy incorporates **Education**, **Enforcement**, and **Engineering** into resolving traffic issues in neighborhoods. Residents can actively participate through neighborhood committees providing education and awareness of the issues and solutions available. Increased education, enforcement through spot speed checks, and increased police visibility effectively cause self-enforcement of speed regulations. Finally, where increased education and law enforcement have not reduced speeds, engineering measures (speed reduction through physical means) may be explored.

**What Streets will be addressed under this Policy?**

Two types of streets are addressed under this policy, Residential Local and Residential Collector.

- Residential Local service streets make up the majority of Indian Trail’s street system. These streets serve local circulation needs for motor vehicle, bicycle, and pedestrian traffic and primarily provide access to residences and on occasion, businesses.
- Residential Collector streets are more difficult to define. Collector streets provide access between local service streets or from local service streets to thoroughfares. To be considered under this Policy, a collector street must have direct access to residences (i.e. driveways).

**Neighborhood Awareness Campaign**

Many people exceed the posted speed limit in their own neighborhoods. “Speeders” are not always nonresidents – most are neighbors and friends who are committed to safe, peaceful neighborhoods. Nevertheless speeding in residential areas is a bad habit, and it takes a unified effort to help break it. That’s why neighborhood activity is so important. Neighbors should remind neighbors to pay attention to their driving habits and of their mutual responsibility to the residents living in the community. HOA’s and residents can take it upon themselves to use several creative methods of reducing traffic problems in neighborhoods:

- Hold discussions at scheduled neighborhood meetings
- Write letters to local newspapers or neighborhood/community newsletters letting drivers know the threat posed by speeding on our sense of community and wellbeing
- Hold a “slow down” block party to get people to think about their driving habits
- Groups of residents can walk the neighborhood with door hangers and talk to neighbors about neighborhood traffic safety
- Leave the cars at home. Encourage family and friends to ride bicycles, or walk to the destinations. This will reduce the traffic volume and speeding in the neighborhood. In addition, the presence of people (not just people in cars) along the street reminds drivers that they are in a neighborhood, not on an interstate highway.

These are just a few examples of ideas to assist residents in the education and enforcement of neighborhood traffic problems. It is the responsibility of the neighborhood representative to begin this process and to keep the Town Engineering Staff apprised of the methods that are being employed.

**Procedure for initiating a neighborhood traffic study:**

1. A Neighborhood Representative (as defined above) should contact the Town of Indian Trail Engineering Department at 704-821-1314 or submit a request form to request Traffic Calming. The form for such a request is attached or can be downloaded and submitted electronically from the Town of Indian Trail website: [CLICK HERE](#). Each request will be electronically filed and the status can be tracked on the Town webpage.
2. Staff will meet with the Neighborhood Representative to discuss the process that will be followed.
3. Staff collects and analyzes data related to the traffic issues identified and presents the findings to the representative. This process is typically completed within 60 days, depending on the traffic calming request backlog. During the data collection and analysis period, it will be the responsibility of the representative to initiate a minimum of three tasks from the Neighborhood Awareness Campaign. This campaign is entirely the responsibility of the HOA or neighborhood; no Town funds will be used.
4. If warrants for traffic calming measures are not met, traffic calming devices will not be considered under this policy. The street will not be eligible for re-evaluation for a period of 1 year. If the criteria for traffic calming measures are met, then *Type 1* options will be initiated. These are as follows:

**Type 1 Options**

- Request increased police presence
  - Evaluate traffic control signage and regulatory signage to ensure minimum requirements are met
  - Installation of temporary driver feedback signage (Radar)
5. A follow-up data collection survey and analysis will be conducted within 90 days after *Type 1* options are implemented. If *Type 1* options are ineffective at controlling the undesired traffic conditions, then *Type 2* options will be examined. A description of device types can be found in Appendix A.

**Type 2 Options**

- Center Island Narrowing
- Chicane
- Choker
- Speed Cushion
- Speed Hump/Table
- Traffic Circle
- Pavement Striping for lane narrowing purposes (Center line, Edge line, etc.)
- Multiway STOP (If Warranted)
- Other methods approved by Staff

6. If applicable, Town Staff will engineer a recommended traffic calming plan using *Type 2* options. The staff recommended plan will be presented to the Town Council and a public hearing will be advertised and scheduled to take citizen input. At a subsequent Town Council meeting, the Town Council will vote to approve, deny, or modify the plan.

### **Traffic Calming Warrants**

To qualify for traffic calming in the Town of Indian Trail, the following warrants must be met:

- The street must be classified as a Town maintained two-lane Residential Local or Residential Collector street
- The street cannot be designated as a primary emergency response route, transit route, or classified as a Thoroughfare
- The street cannot be more than two travel lanes wide and must be less than or equal to 40 feet
- 15 % of the traffic on the street exceeds the posted speed limit by more than 5 mph, as determined by the field analysis
- The street's speed limit must be posted at 25 mph or less
- The Neighborhood Representative must provide proof of participation in the Neighborhood Awareness Campaign (Minimum of three tasks)

### **Implementation, Evaluation, and Funding**

The Town of Indian Trail will be solely responsible for engineering and implementing traffic calming devices that are deemed warranted by the field study. Town Staff will present findings to the Town Council and the Neighborhood Representative. All *Type 1* nonphysical traffic calming recommendations will be implemented by Town Staff. *Type 2* option plans will be implemented as funds are made available and require Town Council review and approval. Traffic calming measures are funded through an appropriation determined by the Town Council.

### **Re-evaluation and Monitoring**

Town Staff will review the effectiveness of each measure after implementation. If the measures prove to be ineffective or should traffic conditions change, Town Staff can recommend removal of the devices. The Town Council must approve any recommendation to remove installed devices.

# Appendix A: Description of Traffic Calming Devices

(Courtesy of Institute of Transportation Engineers)

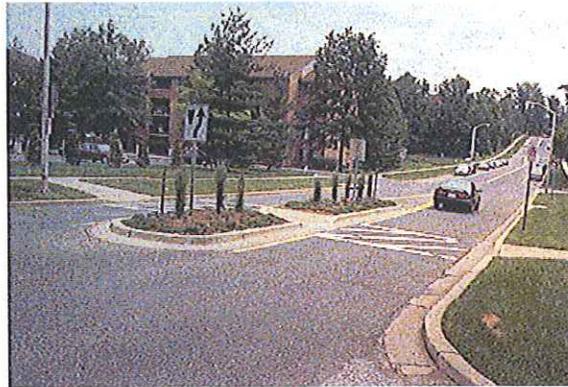
# Center Island Narrowing

## **Description:**

- raised islands located along the centerline of a street that narrow the travel lanes at that location
- sometimes called midblock medians, median slow points, or median chokers

## **Applications:**

- are often nicely landscaped to provide visual amenity and neighborhood identity
- can help pedestrianize streets by providing a mid-point refuge for pedestrians crossings
- sometimes used on wide streets to narrow travel lanes
- work well when combined with crosswalks



## **Potential Impacts:**

- may reduce parking and driveway access
- reduces pedestrian crossing width
- may visually enhance the street through landscaping but may also limit visibility of pedestrian crossings
- bicyclists prefer not to have the travel way narrowed into path of motor vehicles
- collision, speed and volume data are not available

## **Emergency Response Issues:**

- preferred by fire department/emergency response agencies to most other traffic calming measures

# Chicanes

## **Description:**

- a series of narrowings or curb extensions that alternate from one side of the street to the other forming S-shaped curves
- also called deviations, serpentine, reversing curves, twists, and staggering

## **Applications:**

- appropriate for midblock locations only
- most effective with equivalent volumes on both approaches
- typically, is a series of at least three curb extensions
- can use on-street parking to create chicane



## **Design/Installation Issues:**

- unless well-designed, chicanes may still permit speeding by drivers cutting straight paths across the center line
- European manuals recommend shifts in alignment of at least one lane width, deflection angles of at least 45 degrees, and center islands to prevent drivers from taking a straight "racing line" through the feature

## **Potential Impacts:**

- no effect on access
- limited data available on their effect on speed, volume, and collisions
- street sweeping may need to be done manually
- can impact parking and driveway access
- provides opportunity for landscaping

## **Emergency Response Issues:**

- limited data available on their effect on delay to emergency response
- emergency response typically prefer two-lane chicanes to speed humps

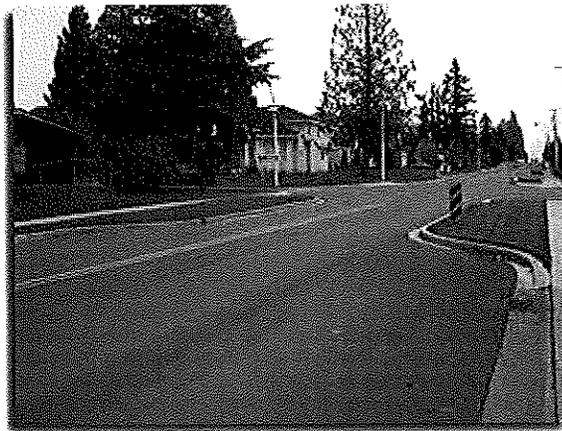
# Chokers

## **Description:**

- curb extensions at midblock or intersection corners that narrow a street by extending the sidewalk or widening the planting strip
- can leave the cross section with two narrow lanes or with a single lane
- at midblock, sometimes called parallel chokers, angled chokers, twisted chokers, angle points, pinch points, or midblock narrowings
- at intersections, sometimes called neckdowns, bulbouts, knuckles, or corner bulges
- if marked as a crosswalk, they are also called safe crosses

## **Applications:**

- local and collector streets pedestrian crossings
- main roads through small communities
- work well with speed humps, speed tables, raised intersections, textured
- crosswalks, curb radius reductions, and raised median islands



## **Design/Installation Issues:**

- some applications use an island which allows drainage and bicyclists to continue between the choker and the original curb line
- typically designed to narrow road to 20 feet for two-way traffic; typically avoid the use of widths between 13 and 17 feet
- adequate drainage is a key consideration
- provides opportunity for landscaping
- vertical delineators, bollards or object markers are often used to make visible to snowplow operators

**Potential Impacts:**

- can impact parking and driveway access
- reduces pedestrian crossing width and increases visibility of pedestrian
- speeds have typically been reduced on average by 4 percent for two-lane chokers and 14 percent for one lane chokers
- minor decrease in traffic for two-lane and 20 percent reduction for one-lane chokers
- collision data not available
- bicyclists prefer not to have the travel way narrowed into path of motor vehicles

**Emergency Response Issues:**

- preferred by many fire department/emergency response agencies to most other traffic calming measures

**Other/Special Considerations:**

- one-lane chokers rely on regulatory signs and driver courtesy to work

# Speed Cushion

## **Description:**

- modular units; either pre-manufactured or constructed with asphalt
- sometimes called speed pods

## **Applications:**

- local and collector streets
- designed to allow wider wheel-based vehicles (emergency vehicles) to straddle and pass with minimal delay



## **Design/Installation Issues:**

- typically 6.5 feet X 6.5 feet in size
- most common height is 3 inches
- pre-manufactured unit shall be installed on roads with adequate pavement
- structure to allow for anchoring
- number of pods determined by street width

## **Potential Impacts:**

- no effect on access
- traffic volumes have been reduced on average by 15-25 percent depending on alternative routes
- pods require the driver to slow below posted speed to have comfortable ride
- cyclist travel is unimpeded

## **Emergency Response Issues:**

- generally less than 2 seconds of delay per hump for fire trucks

# Speed Tables

## Description:

- long raised speed tables with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- sometimes called flat top speed humps, trapezoidal humps, speed platforms, raised crosswalks, or raised crossings

## Applications:

- local and collector streets
- main roads through small communities
- typically long enough for the entire wheelbase of a passenger car to rest on top
- work well in combination with textured crosswalks, curb extensions, and curb radius reductions
- can include a crosswalk



## Design/Installation Issues:

- typically 22 feet in the direction of travel with 6 foot ramps on each end and a 10 foot flat section in the middle; other lengths (32 and 48 feet) reported in U.S. practice
- most common height is between 3 and 4 inches (and reported as high as 6 inches)
- ramps are typically 6 feet long (reported up to 10 feet long) and are either parabolic or linear careful design is needed for drainage

**Potential Impacts:**

- no effect on access
- speeds are reduced, but usually to a higher crossing speed than at speed bumps (typically between 25 and 27 miles per hour)
- traffic volumes have been reduced on average by 12 percent depending on alternative routes available
- collisions have been reduced on average by 45 percent on treated streets (not adjusted for traffic diversion)
- reported to increase pedestrian visibility and likelihood that driver yields to pedestrian
- adverse impact on transit/service vehicles and cyclists

**Emergency Response Issues:**

- typically preferred by fire departments over 12 to 14-foot speed humps
- generally less than 3 seconds of delay per hump for fire trucks

# Traffic Circles

## **Description:**

- raised islands, placed in intersections, around which traffic circulates
- motorists yield to motorists already in the intersection
- require drivers to slow to a speed that allows them to comfortably maneuver around them
- sometimes called intersection islands
- different from roundabouts

## **Applications:**

- intersections of local or collector streets
- one lane each direction entering intersection
- not typically used at intersections with high volume of large trucks and buses turning left



## **Design/Installation Issues:**

- typically circular in shape, though not always
- usually landscaped in their center islands
- often controlled by YIELD signs on all approaches
- key design features are the offset distance (distance between projection of street curb and center island), lane width for circling the circle, the circle diameter, and height of mountable outer ring for large vehicles such as school buses and trash trucks

## **Potential Impacts:**

- no effect on access
- reduction in midblock speed of about 10 percent; area of influence tends to be a couple hundred feet upstream and downstream of intersection
- only minimal diversion of traffic

- intersection collisions have been reduced on average by 70 percent and overall collisions by 28 percent
- can result in bicycle/auto conflicts at intersections because of narrowed travel lane

**Emergency Response Issues:**

- emergency vehicles typically slow to approximately 13 mph; approximate delay of between 5 and 8 seconds per circle for fire trucks
- fire trucks can maneuver around traffic circles at slow speeds provided vehicles are not parked near the circle

**Other/Special Considerations:**

- large vehicles may need to turn left in front of the circle (which could be unsafe at higher volumes); legislation may be required to legally permit this movement
- quality of landscaping and its maintenance are key issues
- landscaping needs to be designed to allow adequate sight distance
- care must be taken to avoid routing vehicles through unmarked crosswalks on sidestreet approach



**TO:** Mayor and Town Council

**FROM:** Joseph A. Fivas

**DATE:** April 5, 2012

**SUBJECT:** Do Parks Make Cents?

---

Staff will give a brief presentation on social and economic costs and benefits of parks, recreation, and cultural services. The staff will deliver information that summarizes other North Carolina community's parks, recreation and cultural amenities that are similarly situated to Indian Trail in terms of high development suburban areas.

jaf



**TO:** Mayor and Town Council

**FROM:** Joseph A. Fivas

**DATE:** April 5, 2012

**SUBJECT:** Bond Counsel Presentation

---

At the last Council meeting, the Town Council requested further information on the bond referendum process. We have invited Scott Leo from Parker Poe Law Firm in Charlotte to give a brief presentation on bonds in general and the bond development process.

jaf



Parker Poe

# **Town of Indian Trail General Obligation Bonds**

**April 10, 2012**

**Scott E. Leo, Esq.**

# What is a GO Bond?

- Bonds evidence a debt obligation, i.e. a loan from the buyers of the Bonds to the Town. Town uses the money to build projects and promises to repay the loan, with interest, over time
- Town's promise to repay the bonds is a "general obligation" payable from the Town's "full faith and credit" – the taxing power of the Town
- Requires approval by a majority of voters – citizens of the Town agree to tax themselves what is necessary to repay the bonds
- NC Statutes are specific about the process by which you gain voter approval to issue GO bonds

# Compare/Contrast to other types of Financings

- Installment Financing – no voter approval needed; not legally considered “debt” because it is subject to “annual appropriation” by the Town Council; secured by property financed
- Revenue Bonds – bonds issued for an enterprise of the Town, e.g. water/sewer system, and repaid solely from the revenues of the enterprise – not really applicable for general governmental projects like parks and streets because there are no direct revenues to pledge

# From April 10, 2012 to Money in Hand...

- 1) Council decides what types of projects and for how much
- 2) Undertake the process set forth in the NC Statutes to get the referendum on the ballot
- 3) Inform voters
- 4) Voters have their say
- 5) If approved, issue bonds

# 1) For What and How Much?

- *Here is the Parks/Rec Question used in 2011:*

*SHALL* the order authorizing \$4,500,000 of bonds to pay the costs of providing for the acquisition, construction, renovation, improvement and equipping of parks and recreation facilities for the 51-acre community park owned by the Town of Indian Trail, including the acquisition of land, rights-of-way and easements related thereto, if necessary, and a tax to be levied for the payment thereof be approved?

## 2) Undertake the Process

- Sequence of Council actions over the course of 3 meetings
  - Making certain findings and authorizing application to the LGC; introducing the bond orders (i.e. the bond questions); holding public hearing; adopt the bond orders; set the bond referendum
- Staff will make application to the LGC; publish notices in newspaper
- Need to get started in time to meet statutory and Board of Election timeline requirements

## 3) Inform

- Voter Education – describe types of projects and financial impact
  - Cannot spend Town money to advocate directly or indirectly, but can to inform the voters

## 4) Vote

- Election Day – need majority of those voting; each question stands on its own
- Board of Election and Town Council certifies the vote after the election

## 5) Issue Bonds

- Authorized for purposes and up to amount, but not required to issue
- Authorized for 7 years (extendable to 10)
- LGC is highly involved in bond issuance process; helps determine when (dovetailing construction process with need for funding) and how to issue the bonds (private sale vs. public sale)
- Bond Ratings
- Terms of the bonds – repayment schedule, interest rates
- LGC issues the bonds on behalf of the Town and money is available to fund projects



Parker Poe



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