



Prepared by

RS&H



Indian Trail Transportation Master Plan

Project Advisory Committee Meeting #3

June 10, 2024



Agenda

- 1** Meeting #2 Review & Updates
- 2** Public Input #1 Results
- 3** Intersections Selected for Designs and Cost Estimates
- 4** Recommended CTP Amendments
- 5** 2055 MTP Candidate Projects
- 6** Next Steps





ITEM

1

Meeting #2 Review & Updates



Project Schedule

Project Tasks	2023	2024									
	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Project Advisory Committee Meeting											
Existing Conditions & Needs Assessment	[Blue bar]										
Public Outreach				R1					R2		
Identification of Corridors & Potential Improvements				[Blue bar]							
Screening & Prioritization						[Blue bar]					
Conceptual Alignments & Cost Estimates								[Blue bar]			
Funding & Implementation										[Blue bar]	
Prepare Document									[Blue bar]		
Council Presentations											
Legend	Notice to Proceed	Status Update/Info	Draft Plan	Final Plan Adoption	R1 Round 1	R2 Round 2					



Meeting #2 Updates

- Collected Since Last PAC Meeting
 - CONNECT Beyond files
 - RCI information from NCDOT
 - TIA information
 - TEAAS reports
- Map Revisions
 - All CTP maps
 - Existing & Planned Transit
- Collected Public Input
 - Public survey
 - In-person event
- Selected Intersections for Designs and Cost Estimates
- Reviewed CTP Recommendations
- Reviewed 2055 MTP Candidate Projects
- Drafted Plan Language to Date and Started Formatting



ITEM

2

Public Input Results



Public Input #1

- Hop To It Event
 - March 23, 2024
- Social Media (Town, County, CRTPO)
 - Facebook
 - Nextdoor
 - Instagram
 - X (Formerly Twitter)
- Additional Outreach
 - E-newsletters
 - Town website's News Flash feature

IN TOTAL

377 surveys were completed and submitted for the general survey

97 likes of posted comments were submitted,

50 comments were placed on the Crowdsourc Reporter map

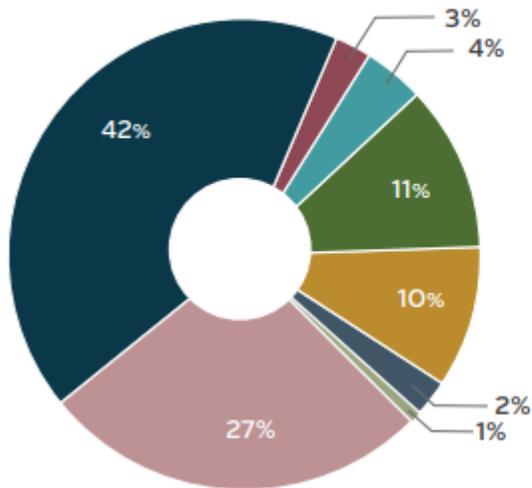
55 respondents took the intersection survey

A summary of the responses and comments is provided on the following pages:



General Survey Questions

Q1: The biggest transportation issue in Town is (choose one):



Total Number of Responses: 374, 3 Skipped

LEGEND

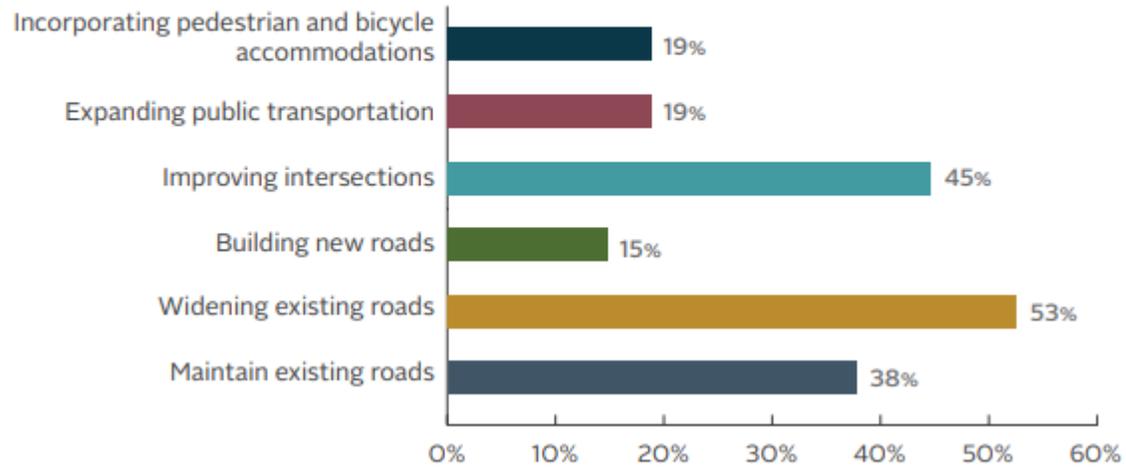
- Other (9 Responses)
- Lack of transportation options (37 Responses)
- Unsafe roads and intersections (43 Responses)
- Lack of north-south connectivity (15 Responses)
- Lack of east-west connectivity (10 Responses)
- Congestion on local roads (159 Responses)
- Congestion on major roads (101 Responses)
- Skipped (3 Responses)

OTHER RESPONSES

- The side roads are nasty. Not right turns, people don't stay in the proper uturn lanes and the green lights on side roads are way too short.
- The intersection planning for Wesley Chapel to Independence boulevard has been a disaster. This has made it so much longer to drive.
- People
- No sidewalks. Town is dirty trash. No trees
- Lack of pedestrian and bicycle options connecting neighborhoods to schools, stores, parks, etc.
- I believe it's congestion on main roads, but also secondary roads. So many developments get built without widening roads first.
- Defined line (designated lanes)



Q2: Which **two (2)** of the following are your highest priorities for transportation investment in Town?



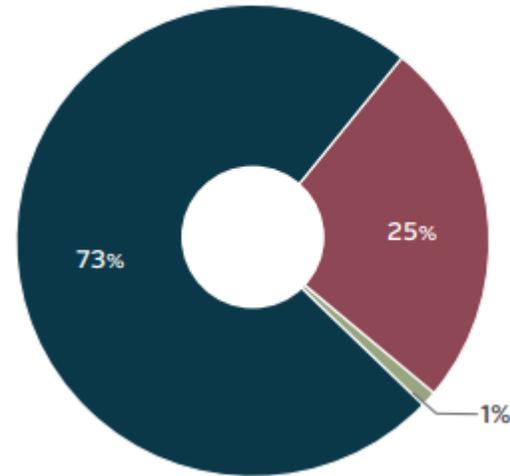
Total Number of Responses: 377

LEGEND

- Incorporating pedestrian and bicycle accommodations (70 Responses)
- Expanding public transportation (73 Responses)
- Improving intersections (170 Responses)
- Building new roads (57 Responses)
- Widening existing roads (199 Responses)
- Maintaining existing roads (143 Responses)



Q3: Do you support extending bus service from Mecklenburg County to Union County?

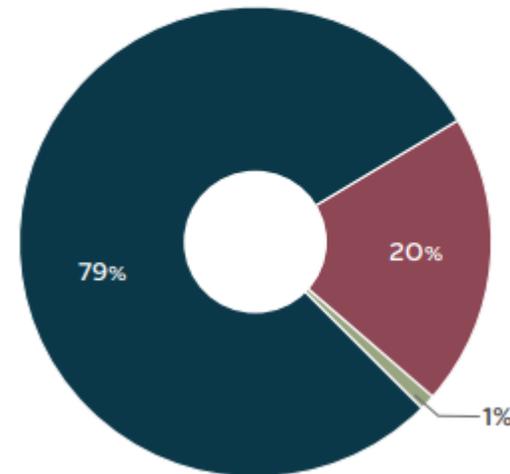


Total Number of Responses: 372, 5 Skipped

LEGEND

- Yes (277 Responses)
- No (95 Responses)
- Skipped (5 Responses)

Q4: Do you support extending the Silver Line from Mecklenburg County to Union County?



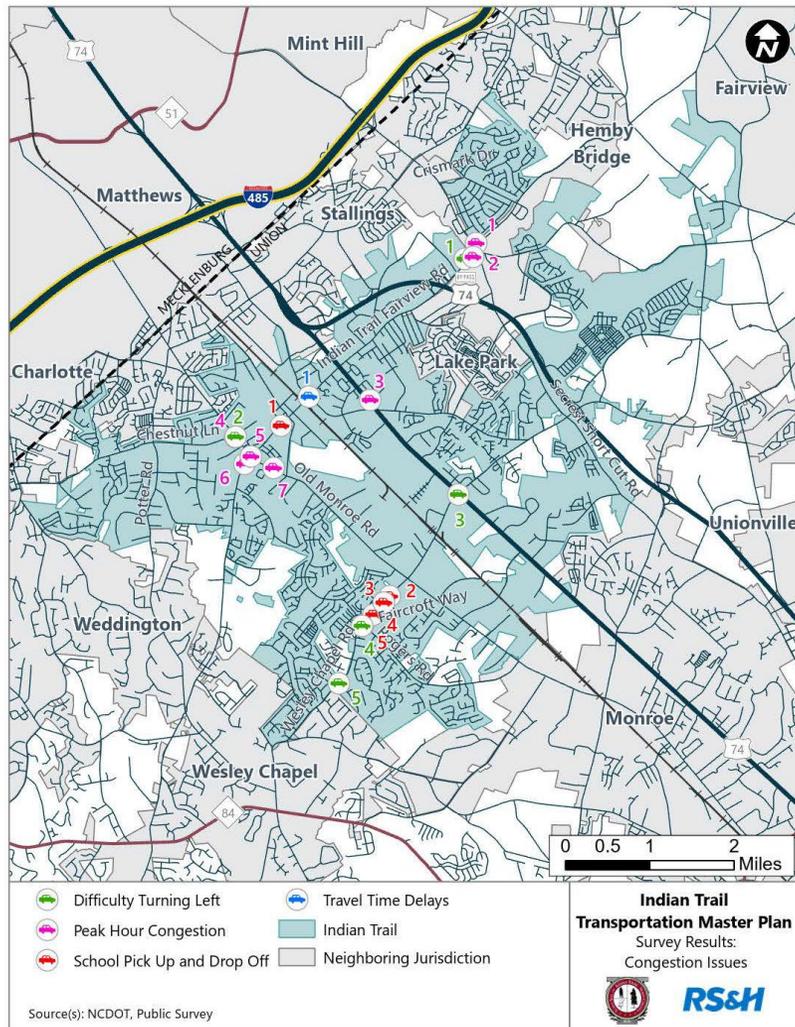
Total Number of Responses: 373, 4 Skipped

LEGEND

- Yes (298 Responses)
- No (75 Responses)
- Skipped (4 Responses)



Where do you experience congestion issues?

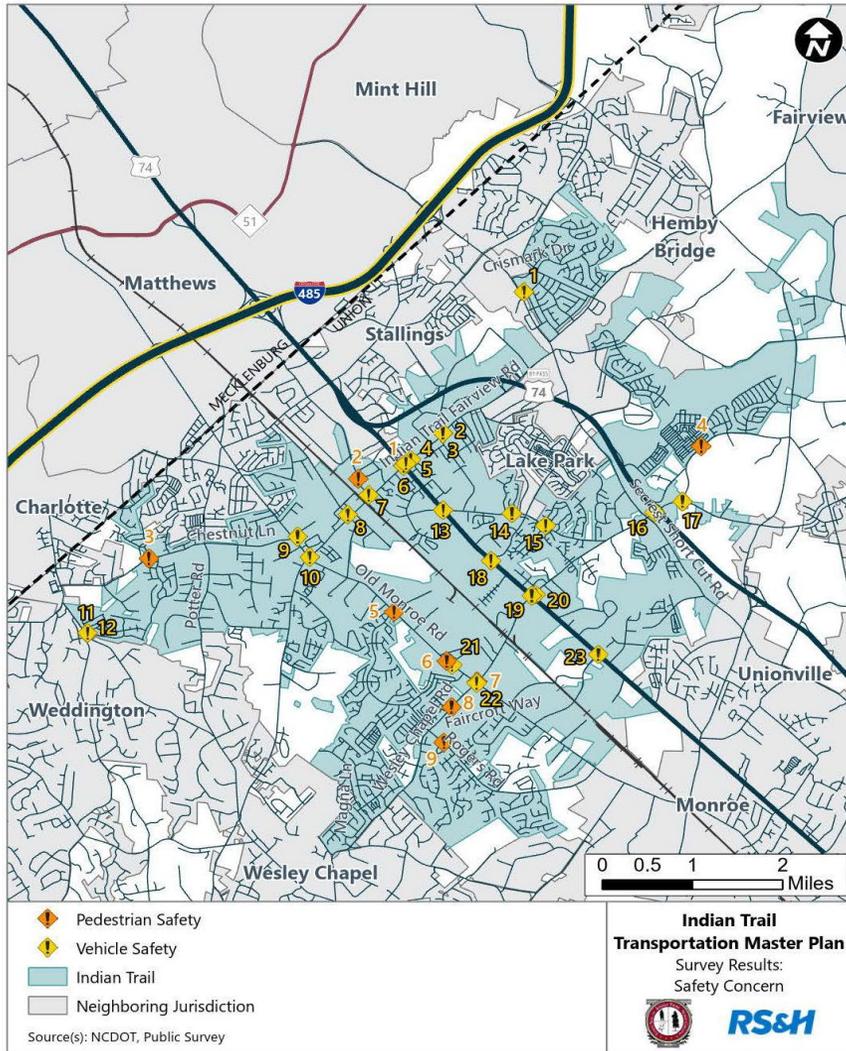


Map Number	Comment	Number of Likes
Peak Hour Congestion		
1	This entire area is heavily congested during the afternoon but also to a degree in the morning as well. It is very frustrating to sit through multiple traffic light cycles at Idlewild/Mill Grove AND on Indian Trail Fairview Rd at Idlewild Rd at the Bridge Restaurant.	3
2	HEAVY backups during afternoon hours between 4PM-6:30PM and if it rains you can expand on those times. Traffic will back up from Indian Trail Fairview Rd and Idlewild Rd at the Bridge Restaurant all the way back to the toll highway.	2
3	Very difficult to enter US 74 from shops and restaurants nearby due to continuous traffic on US 74.	2
4	Chestnut is a highly-traveled road, as it provides access to the Austin Village center. The intersection becomes highly congested, especially when drivers traveling south don't leave the intersection open for those trying to make a left on Chestnut. A possible solution would be to place a sign that says "dont block the intersection", and adding some striping.	1
5	Leading up to this intersection there is so much traffic. Very congested.	0
6	None	2
7	None	1
Difficulty Turning Left		
1	This intersection (and roads) is way too narrow for the population of this area. Indian Trail Fairview Rd and Idlewild Rd at the Bridge Restaurant is impossible to make a left during morning but especially evening rush hour (starting at 4pm sometimes). Add rain and forget it. For ALL 4 directions at that intersection is very difficult to make left turns and therefore it backs traffic up to the toll hwy sometimes. However ALL directions experience backups so bad we wait 5 or more light cycles to get through that light at the Bridge Restaurant.	2
2	Very congested area and hard to turn left. Need a light.	0
3	Due to having to take a right to go left and no right on red, cars get extremely backed up and the light is not long enough to allow more cars through.	2
4	The most difficult left turn at this intersection is for those that are traveling northeast on WCS Rd, turning left into HollyPark. Whenever there is a driver on the opposite side waiting to turn left into Rogers Rd, their headlights blind you, because they seem to be at a higher elevation. They also block one's view of the incoming traffic, due to the angle of the lane and street. It is dangerous to turn left in those conditions, because you are risking being surprised by a fast car that you could not see.	0
5	Difficulty turning right! When turning right onto WCS Rd, from Pinewood Forest, it is dangerous because there is not enough room to make a soft turn. One has to make a sharp right in order to avoid driving over the dirt/ditch. Widening and laying asphalt over the turn radius could solve this.	0

Map Number	Comment	Number of Likes
Travel Time Delays		
1	This intersection could be back upped due to one lane	6
School Pick Up and Drop Off		
1	None	3
2	None	0
3	In addition to school pickup/drop off congestion (and even with a crossing guard directing traffic), it's dangerous for the middle school students to cross the street. Because of the stopped school traffic, many people cut through Holly Park. It's caused a significant increase in thru traffic in a neighborhood where many children walk to school. I personally witness thru traffic blow through stop signs on a daily basis. It's also very difficult for residents to make a left turn from Treese Lane onto Wesley Chapel Stouts.	2
4	None	0
5	Need to widen the road but also have better direction of traffic for school time	1



Where do you have safety concerns?



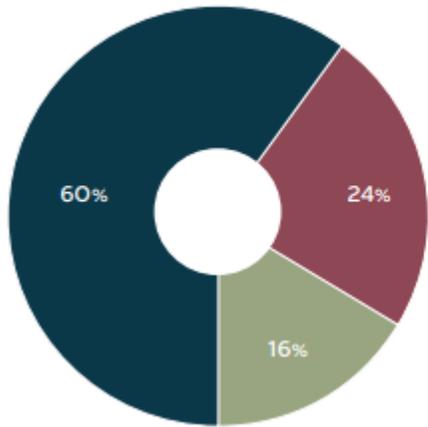
Map Number	Comment	Number of Likes
1	Always a guessing game when trying to turn left onto Idlewild from Rockwell Dr because you never know if a car is going to come speeding over the hill, and then they blow their horn at you as if we did it on purpose.	2
2	Limited Site Distance because of hump in road.	5
3	Limited sight distance	5
4	High traffic. Impossible to turn towards 74. Needs to be a roundabout. Also encourages traffic to go through neighborhoods.	2
5	Congested with traffic to/from 74. Cars going in/out of chik-fila and Kangaroo express.	1
6	Horrible intersection. Needs to be a bridge to connect Indian Trail.	2
7	Very bad intersection. Stops traffic during rush hour. Needs to be a roundabout.	8
8	The Learning Habitat makes use of the church auxiliary hall M-F. Many cars fly down this section of street while parents are carefully trying to back out of on-street parking spaces. I've witnessed many close calls, and unfortunately most cars passing by do not even stop for cars that are backing out. They just whip around into the oncoming lane.	2
9	Hard to turn left	2
10	Highly congested area	1
11	This intersection needs a stoplight! The Town of Weddington has offered to split the cost with the town and the residents of Brookhaven want this to happen!	0
12	Castleford and Forrest Lawn Lane intersection is a nightmare at schools drop/pickup times and a death trap any other time.	3
13	Needs to be a bridge. Breaks Indian Trail in half.	2
14	Multiple accidents	0
15	No visibility of cars coming because of a hill, no signs to slow down	0
16	Very hard to make a left turn. Needs a roundabout	1
17	Very hard to make a turn out of Poplin onto Unionville Indian Trail Rd W. Needs a roundabout	1
18	Need road from Faith Church to Old Monroe to alleviate congestion on Wesley-Chapel and Indian Trail roads	0
19	Intersection should be designed like many intersection in Matthews at Rte 51 with 2 turning lanes	0
20	Needs to be a bridge instead of U turns. Very congested area.	5
21	The utter lack of planning around entry into the ABC store is just unacceptable. Westbound traffic needs a better option than a U-Turn on a single lane road. The eventual road widening will eventually solve for this, I assume, but it would be nice to have something done to address this.	6
22	Timing of the lights here make left turns onto Old Monroe very troublesome. Green left turn arrows are too short and during heavy traffic periods, turning left on flashing yellow becomes nearly impossible. Cars are frequently stuck in the middle of the intersection when the light turns red.	3
23	None	2

Map Number	Comment	Number of Likes
1	At-grade intersection still leaves little safety concerns to be alleviated by pedestrians and cyclists.	5
2	Vehicles excessively speed around this area and peds have to yield to vehicles, not the other way around.	1
3	There is no sidewalk or crosswalk by the bridge on Chestnut. Kids coming leaving the Callonwood subdivision must walk into the street where cars travel very fast down a blind turn on Chestnut. This is the only way to get to the Austin Village stores on foot. It is a very dangerous situation.	2
4	Children/Parents crossing from the school are in danger, especially with new construction adding many more cars to the road. Add a traffic light, or at least stop signs.	0
5	No sidewalk to go to Sunvalley area or Plazas toward South Fork Road	1
6	Pedestrians and bicyclists will travel in the road because there is no sidewalk.	2
7	This intersection is a disaster. Vehicular traffic needs to be managed better to elevate pedestrian safety at this intersection.	2
8	Pedestrian bridge is needed over Wesley Chapel. Pedestrians, especially high school students, will try to use this crosswalk near the middle school. Most drivers do not stop and it makes for a very dangerous situation.	4
9	Sidewalk ends at Shiloh Valley, leading to pedestrians illegally crossing the road that far down on rogers rd. extend sidewalk or add in a ped. crosswalk like at the beginning of meriweather subdivision	0



Intersection Survey Questions

Q1: Do you agree with the intersections on the list?



Total Number of Responses: 46, 9 Skipped

LEGEND

- Yes (33 Responses)
- No (13 Responses)
- Skipped (9 Responses)

Q2: I would add the following intersections(s) to the list (please list any intersections missing from the list):

- Waxhaw Indian Trail Rd/Old Monroe Rd
- Unionville Indian Trail Rd/Rocky River Rd
- Secrest Short Cut Rd/Indian Trail Fairview Rd
- Potter Rd/Pleasant Plains Rd (2)
- Idlewild Rd/Stevens Mill Rd
- US 74/Wesley Chapel Stouts Rd; US 74/Indian Trail Fairview Rd

Total Number of Responses: 7

Q3: I would remove the following intersections(s) from the list (check all that apply)

- W Unionville-Indian Trail Rd/Secrest Short Cut Rd
- W Unionville-Indian Trail Rd/Faith Church Rd Extn/Faith Church Rd
- Indian Trail Fairview Rd/Peace Dr
- Wesley Chapel Rd/Rogers Rd
- W Unionville-Indian Trail Rd/Poplin Rd
- Chesnut Ln/Potter Rd
- Stinson-Hartis/Younts/Indian Trail Fairview Rd

Total Number of Responses: 7, 48 Skipped

Q4: My top three intersections for study as a part of this plan are (list in priority order).



Intersection No.	Intersection	Highest Priority	Second Highest Priority	Third Highest Priority	Total in top 3
1	Chestnut Ln/Potter Rd	14	2	2	18
2	Indian Trail Fairview Rd/Peace Dr	4	4	4	12
7	W Unionville-Indian Trail Rd/Secrest Short Cut Rd	1	7	1	9
3	Stinson-Hartis/Younts/Indian Trail Fairview Road	1	2	5	8
4	Waxhaw Indian Trail Rd/Fincher Rd		5	3	8
5	Unionville Indian Trail Rd/Corporate Blvd/Plyer Rd	3	2	3	8
6	W Unionville-Indian Trail Rd/Faith Church Rd Extn/Faith Church Rd	3	1	3	7
8	W Unionville-Indian Trail Rd/Poplin Rd	2	1	1	4
	Wesley Chapel Rd/Rogers Rd ¹	2	2		4
	Chestnut Ln and Old Monroe Rd ²	2			2
	Stevens Mill Rd/Idlewild Rd ³			2	2
	Waxhaw Indian Trail Rd and Old Monroe ²	1			1
	Unionville Indian Trail Rd and Potter Rd ⁴	1			1
	Potter Rd and Pleasant Plains ³	1			1
	Monroe Rd and Wesley Chapel Stouts ²	1			1
	Indian Trail Fairview/Secrest Short Cut ^{1,3}	1			1
	Indian Trail Fairview Rd and Idlewild Rd at the Bridge Restaurant. Both directions ^{1,3}	1			1
	Backstretch/Poplin Rd ⁴	1			1
	Old Monroe Rd and N Rocky River Rd ³		1		1
	Old Monroe Rd and Pleasant Plains ³		1		1
	Idlewild Rd and Mill Grove Rd ¹		1		1
	Faith Church Rd/Secrest Short Cut ³		1		1
	Potter Rd and Wesley Chapel Stouts ³			1	1
	Old Monroe and Catawba Circle S ³			1	1
	Indian Trail Rd S and Matthews Indian Trail Rd ²			1	1
	don't get a go about the rest of them ⁴			1	1

1. On the 2023 Union County Critical Intersection List
2. Already being improved as part of a funded transportation project
3. Not in town limits
4. Not an intersection



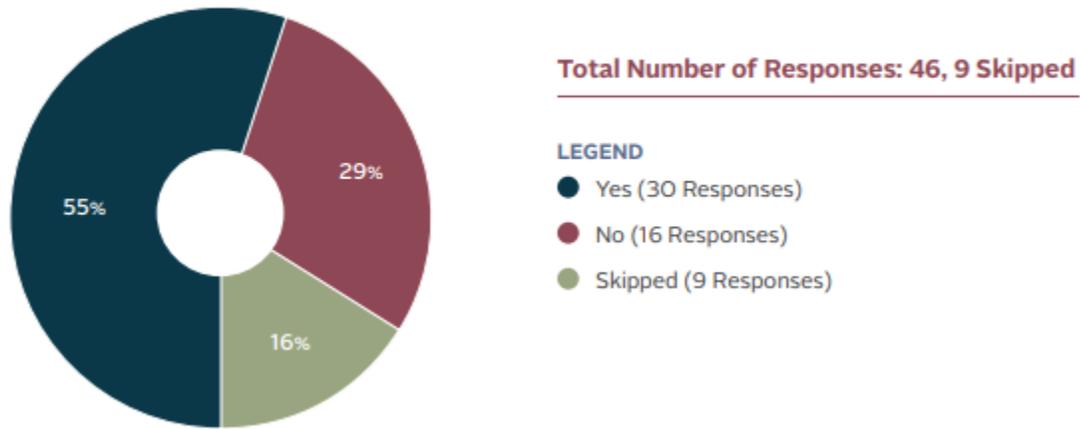
Q5: Do you have any questions or general transportation comments?

Total Number of Responses: 20, 35 Skipped

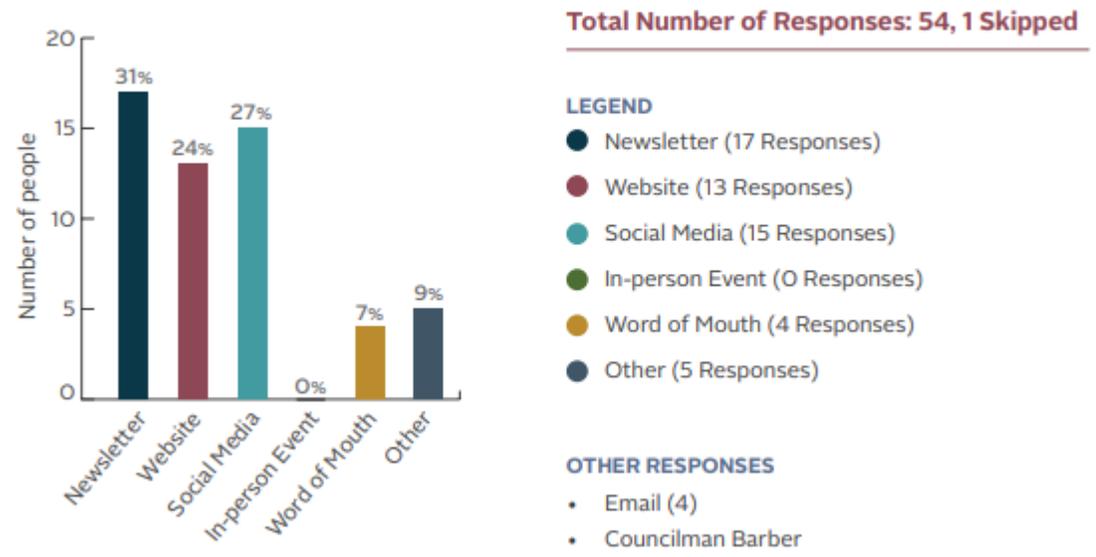
1. You list 8 intersections on the map but have 9 intersections above. Wesley Chapel Rd/Rogers Rd is missing on the map.
2. We should focus on connecting Indian Trail across 74. Through bridges or tunnels.
3. We need bike lanes!
4. Turn lanes @ Unionville Fairwood/Rocky River. The light there is awful and if someone turns left nobody else can go through the entire light cycle. Traffic backs up in the morning. Please do normal lights and not 1000 roundabouts next to one another.
5. Traffic is terrible in the afternoon. Can't get anywhere from 1-6.
6. Traffic going away from 74 on Indian Trail Fairview Rd toward the Idelewild Rd traffic light will very often back up to the toll hwy. It can take 7 or more traffic light cycles just to get to that Indian Trail Fairbiew Rd/Idlewild traffic light!
7. There should be more pedestrian and bike paths for people that don't or can't drive in Indian Trail. Most car trips are under 5 miles and that is perfect for biking.
8. There is a lot of rapid growth. Without future updates, the area is already congested and consists of numerous vehicale accidents.
9. Stop building new homes, condos, and apartments, you greedy idiots! Even with these so-called transportation improvements, the infrastructure cannot handle!!!!
10. Roads need to be built to accommodate for future development. This area is growing, there is no reason why infrastructure is not being updated to accommodate the growth. I think we all knew that when the bypass was being built that more congestion was coming.
11. Repair the roads, pave where needed while the studies are being done.
12. Public transport and walking/bike paths should be part of the new construction, not just residential.
13. Old Monroe near SVHS needs to be addressed sooner rather than later. At some point, this will stop the growth in the 3 shopping plazas.
14. No
15. More sidewalks down Chestnut Lane towards Potters
16. More dense urban development. Less carcentric solutions. Less parking lots. Make it easier to walk everywhere.
17. I'm hoping the Unionville-Indian Trail Rd/ Secret Short Cut Rd is referring to the bypass intersections.
18. I absolutely detest the 'super streets' intersections constructed in the last few years. So many more close calls.
19. Fix the worst roads in what feels like a 3rd world country union county nc
20. Don't be like the DOT and wait until a road has been out of date for 40 years to fix it.



Q6: Would you like to receive project updates?



Q7: How did you learn about this survey?





ITEM

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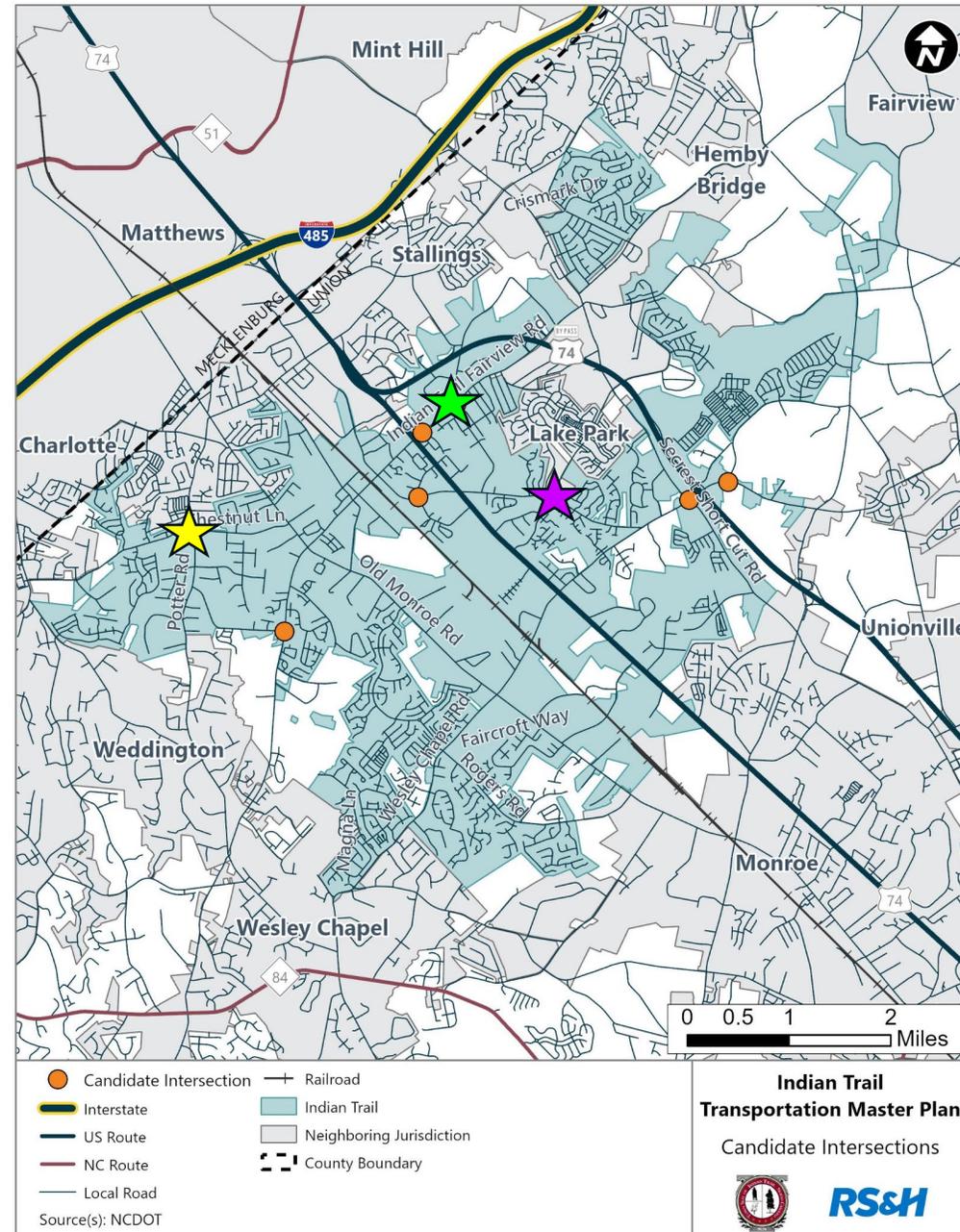
Intersections Selected for Designs and Cost Estimates



Selected Intersections

1. Chestnut Ln/Potter Rd ★
2. Unionville-Indian Trail Rd W/Faith Church Rd ★
3. Indian Trail Fairview Rd/Younts Rd/Stinson Hartis Rd ★

NOTE: Traffic counts were conducted at these locations last week.





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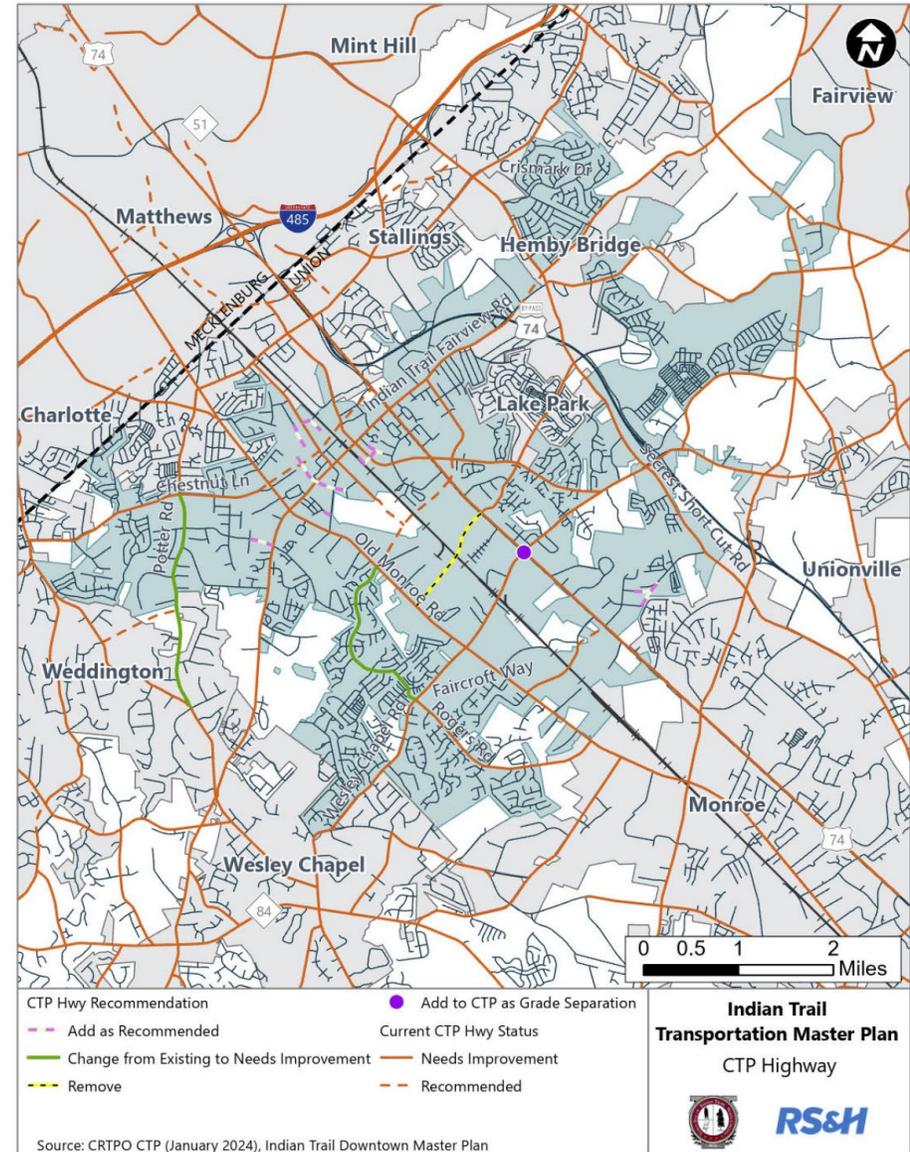
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Recommended CTP Amendments



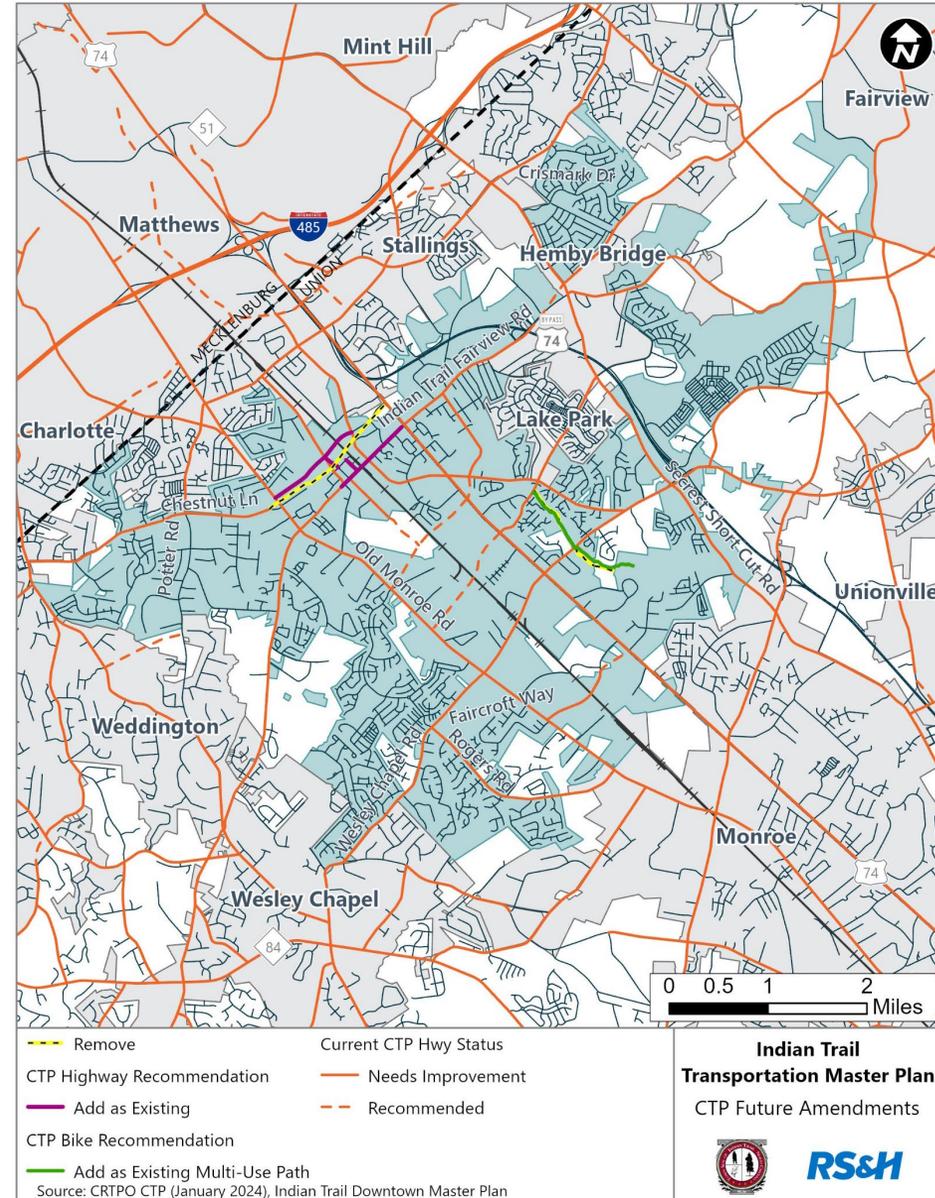
CTP Highway Recommendations

- Add as Recommended
 - Connections from Downtown Master Plan
 - McLendon Rd to Pioneer Ln
 - Haywood Rd to either Persimmon Ct or Starcrest Dr
 - Stratford Dr to Southfork Rd
 - US 74/Wesley Chapel Stouts Rd (grade separation)
- Change from Existing to Needs Improvement
 - Potter Rd
 - Brandon Oaks Pkwy
- Remove
 - Faith Church Rd Extn



CTP *Future* Recommendations

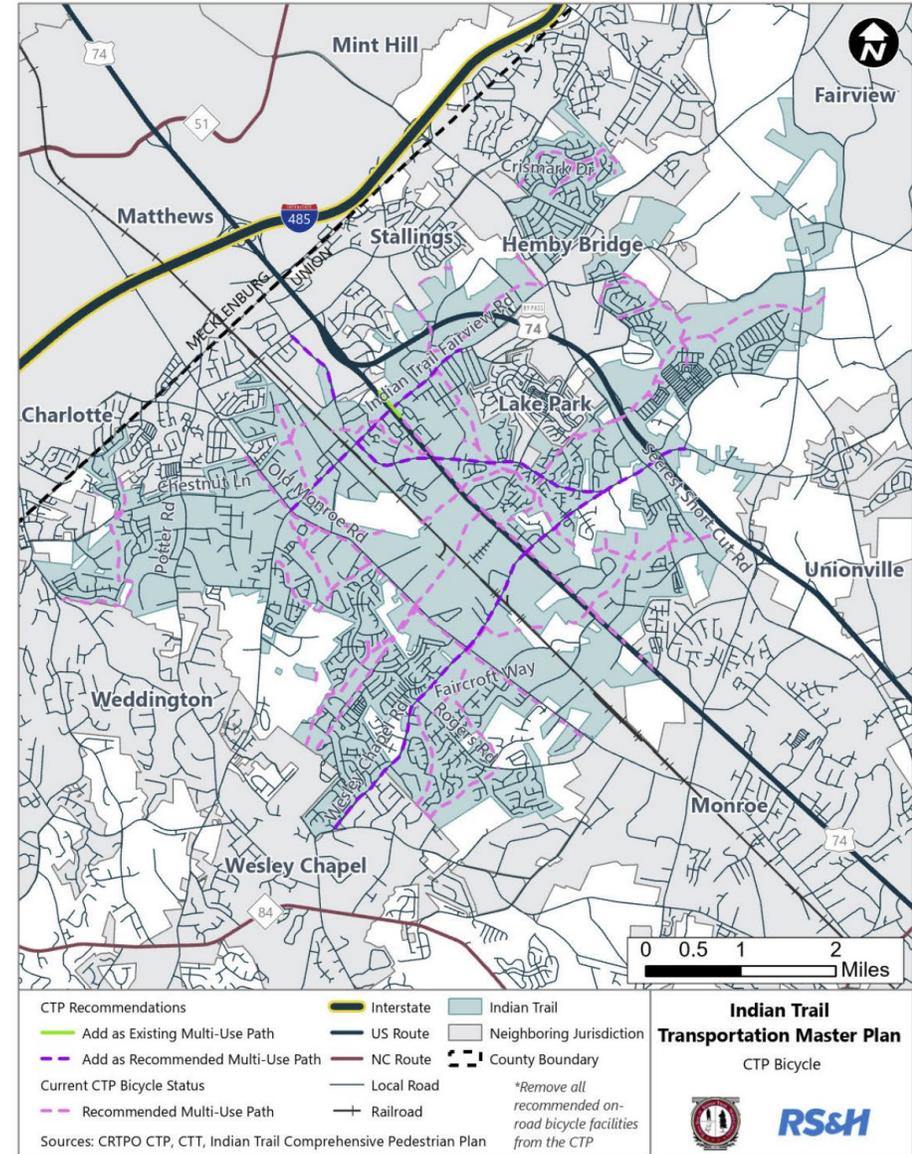
- Remove
 - Chestnut Ln Extn
- Add as Existing (Hwy)
 - Chestnut Pkwy (correct alignment)
 - Indian Trail Rd
- Remove
 - Southfork Greenway
- Add as Existing (MUP)
 - Southfork Greenway (correct alignment)





CTP Bike Recommendations

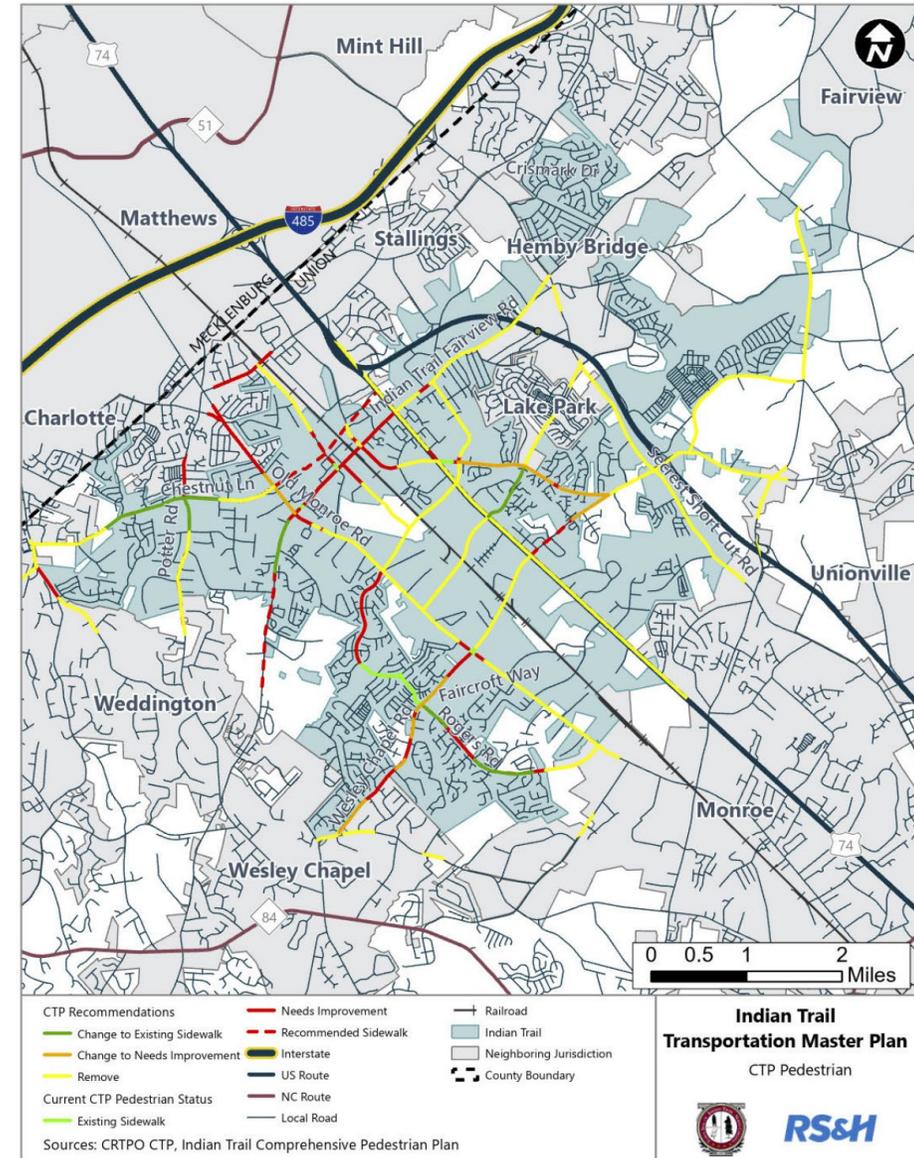
- Add as Existing MUP
 - US 74, near Indian Trail Fairview Rd
- Add as Recommended MUP
 - Matthews-Indian Trail Rd
 - Indian Trail Rd/Indian Trail Fairview Rd
 - Unionville-Indian Trail Rd/Unionville-Indian Trail Rd W
 - Sardis Church Rd/Wesley Chapel Stouts Rd/Wesley Chapel Rd
 - Greenway near Park Rd and Edna Love Park?
- Remove
 - All on-road bicycle facilities





CTP Pedestrian Recommendations

- Change to Existing Sidewalk
 - Chestnut Ln
 - Rogers Rd
 - Faith Church Rd
 - Potter Rd
 - Waxhaw Indian Trail Rd
- Change to Needs Improvement
 - Old Monroe Rd (between Chestnut Ln and Waxhaw Indian Trail Rd)
 - Wesley Chapel Rd
 - Unionville-Indian Trail Rd W
 - Sardis Church Rd
- Remove Sidewalks
 - Recommended as MUPs
 - Not in Ped/Bike Plan





ITEM

5

2055 MTP Candidate Projects

Previously Submitted Projects



Project Name	Extents	2050 MTP Score / P7.0	Recommendation/Comments
Idlewild Rd Widening (2 to 4 lanes)	Stevens Mill Rd to Indian Trail-Fairview Rd Note – Extents are different than what was previously submitted to MTP	193 (Drop in Tier II) P7.0	Submit
Old Monroe Widening (2 to 4 lanes)	Airport Rd to Wesley Chapel Rd	187 (Dropped in Tier II) P7.0	Submit
Wesley Chapel-Stouts Rd Widening (2 to 4 lanes)	US 74 to Rogers Rd Note – Extents are different than what was previously submitted to MTP	181 (Dropped in Tier II) P7.0	Submit
Unionville-Indian Trail Rd Widening (2 to 4 lanes)	Indian Trail Rd to Sardis Church Rd	111 (Drop in Tier I)	Revise limits? Town taking over?
Indian Trail Fairview Rd Widening (2 to 4 lanes)	US 74 to Idlewild Rd	104 (Drop in Tier I)	Middle score – could submit, but unlikely to make FC list
Secret Short Cut Rd Widening (2 to 4 lanes)	Faith Church Rd to Rocky River Rd	91 (Drop in Tier I)	Middle score – could submit, but unlikely to make FC list
Unionville-Indian Trail Rd Widening (2 to 4 lanes)	Sardis Church Road to Rocky River Rd	89 (Drop in Tier I)	Revise limits? Town taking over?
Waxhaw Indian Trail Rd Widening (2 to 4 lanes)	Potter Rd to Old Monroe Rd	83 (Drop in Tier I)	Middle score – could submit, but unlikely to make FC list
Sardis Church Rd Widening (2 to 4 lanes)	Unionville Indian Trail Rd to US 74	77 (Drop in Tier I)	Middle score – could submit, but unlikely to make FC list
Faith Church Rd Extn	US 74 to Old Monroe Rd	208 (Drop in Tier II)	No longer feasible; removing from CTP
Indian Trail Rd Widening (2 to 3 lanes)	US 74 to Old Monroe Rd	182 (Drop in Tier II)	Transferred to Town Ownership
Chestnut Ln Widening	Potter Rd to Old Monroe Rd	60 (Drop in Tier I)	Don't Submit
Rogers Rd Widening (2 to 4 lanes)	Wesley Chapel Rd to Old Charlotte Hwy	41 (Drop in Tier 1)	Don't Submit

New 2055 MTP Candidate Projects



Project Name	Extents	Reasoning
Brandon Oaks Pkwy Extn	Old Monroe Rd to Unionville-Indian Trail Rd	Replaces Faith Church Rd Extn that is no longer feasible
Wesley Chapel Rd at US 74 grade separation		Adding to CTP; needed for mobility across US 74
Old Charlotte Hwy / Faircroft Way / Hayes Rd	N/A	Identified as priority intersection in 2023 UC CIA; CRTPO accepting intersections larger in scope as candidate projects; need to see what parameters are provided
Mill Grove Rd / Idlewild Rd / Idlewild Rd / Secrest Short Cut Rd	N/A	Identified as priority intersection in 2023 UC CIA; CRTPO accepting intersections larger in scope as candidate projects; need to see what parameters are provided
Hayes Rd realignment / grade separation	N/A	Is it more important to construct a grade separation at an existing crossing or have a new grade separation? Based on answer, may choose to submit this grade separation.

Note: Rocky River Grade Separation is not in Indian Trail



ITEM

6

Next Steps



Next Steps

- Post Summary of Public Input on Project Webpage
- Designs and Cost Estimates for Selected Intersections
- Public Outreach #2

Thank you!

