

**Indian Trail Transportation Master Plan**  
Project Advisory Committee (PAC) Meeting #3

June 10, 2024  
1:00 PM-3:00 PM

---

Location: Virtual (Via Teams)

---

**Attendees: PAC Members**

Todd Huntsinger, Indian Trail Engineering  
Department  
Brandi Deese, Indian Trail Planning Department  
Bjorn Hansen, Union County Planning  
Department  
Paul Benton, CRTPO  
Theo Ghitea, NCDOT Division 10

**RS&H**

Erin Musiol  
Tom Kelly  
Allison Drake  
Sabrina Kosharek

---

Todd opened the meeting and thanked everyone for attending. Erin and Sabrina presented the PowerPoint. The following is a summary of the discussion and action items.

➤ **Meeting #2 Review & Updates**

- Erin reviewed the project schedule; project is on schedule
- The following data was collected since the last PAC meeting:
  - CONNECT Beyond GIS shapefiles
  - Travel time savings before and after RCI implementation on US 74 from Indian Trail-Fairview Rd to Sardis Church Rd
  - High-level TEAAS crash data for W Unionville Indian Trail/Faith Church Road and Unionville Indian Trail/ Corporate/Plyler Road intersections
- The first round of public input was completed and summarized
- Three intersections were selected for concept designs and cost estimates; traffic counts have been completed for these locations
- RS&H has begun to draft and format the plan document

➤ **Public Input #1 Results**

- A summary of the input received was provided to the PAC in advance of the meeting
- Sabrina reviewed the results
- In-person public engagement was conducted on March 23, 2024 at the Hop To It Event
- An online survey was open for a month and had almost 400 respondents
- Respondents identified several intersections for study in addition to the 8 proposed; however, all of the intersections were either already on the Union County Critical Intersection list, were outside of Town limits, or were already being improved
  - While we tried to convey why certain intersections were not being proposed for study as a part of this plan in the Experience Builder, it was obvious from the survey results that more education was needed
  - Todd requested that a map of intersections already being studied or improved be included in the next round of public input

- Erin said this map could also be displayed on the project webpage along with the survey results
- Theo suggested submitting the intersection at Idlewild Rd/Indian Trail Fairview Rd as a candidate intersection for the 2055 CRTPO MTP; Bjorn agreed
- The PAC discussed Public Input #2
  - RS&H will share the concept designs and cost estimates and final CTP maps with the PAC via email in advance of the second round of public input for review and comment
  - The 4<sup>th</sup> and final PAC meeting will be held after the second round of public input to discuss results and review the draft plan document
  - Bjorn said that since the MTP is going to be very tight fiscally it would be helpful to ask the public how to spend X dollars during the engagement process

➤ **Intersections Selected for Designs and Cost Estimates**

- The Town selected Chestnut Ln/Potter Rd, Unionville-Indian Trail Rd W/Faith Church Rd, and Indian Trail Fairview Rd/Younts Rd/Stinson Hartis Rd for concept designs and cost estimates
- Quality Counts conducted traffic counts last week and supplied the results to RS&H; RS&H will review the findings this week
- Todd will request detailed TEAAS reports for the selected intersections from NCDOT
- RS&H will use the data to identify needed improvements at these intersections
- RS&H will provide conceptual designs and cost estimates via email prior to the second round of public input for review and comment by the PAC

➤ **Recommended CTP Amendments**

- CTP Highway Recommendations
  - Union County supports a grade separation over US 74 at Wesley Chapel Rd; public priority to improve mobility across US 74; especially now that the widening of US 74 from 4 to 6 lanes from Indian Trail-Fairview Road to North Rocky River Road is funded in the STIP
  - Bjorn plans to engage with Monroe about proposing a grade separation at US 74/Rocky River Rd now that the grade separation at the CSX railroad and Rocky River Rd is a funded project in the STIP (propose a CTP amendment and MTP project)
    - This provides connectivity between the US 74 bypass and the airport and industrial uses
    - AADT in this location will likely increase substantially due to all the development activity in the area; the Wesley Chapel Rd intersection is more built out
  - Todd will talk to the Town Board about support for both grade separations before the CTP amendments are finalized; may show grade separation at US 74/Rocky River Rd on the CTP map even though it is outside of Town to get public feedback
  - Bjorn said both grade separations could be shown in the CTP and submitted to the CRTPO 2055 MTP as candidate projects; the project that scores better would be the one that is moved forward
  - Erin asked the group if the realignment of Hayes Rd and the proposed connections east of Hayes Rd should be removed from the map given the widening project on US 74 and that both Wesley Chapel Rd and Rocky River Rd seem like better locations for a grade separation; the PAC agreed that the realignment of Hayes Rd currently shown in the CTP should be removed and the proposed connections east of Hayes Rd should not be added to the map as recommended

- Future CTP Recommendations
  - The Chestnut Parkway and the Southfork Greenway alignments are incorrect in the CRTPO CTP (U-5808 alignment is also incorrect on the STIP Online Map)
  - Since both of these projects are under construction, it is recommended to wait until these projects are complete and then remove the incorrect alignments and add to the map as Existing
  - These amendments will not be shared with the public since they will occur at a later date
  - Paul agreed that attempting to realign the projects on the CTP before they are complete will likely cause confusion and unnecessary work for the Town; adding as Existing will likely be an administrative change
- CTP Bike Recommendations
  - The proposed amendments will ensure consistency between the Town's Bike and Ped Plan and the CTP
  - Todd confirmed that the Town was focused on building MUPs and not on-road bike facilities
  - One proposed greenway project may be impacted by approved development; RS&H to see if alignment is feasible (or another alignment is feasible) and adjust CTP bike map accordingly
- CTP Pedestrian Recommendations
  - The proposed amendments will ensure consistency between the Town's Bike and Ped Plan and the CTP
  - Erin noted that there were more locations where sidewalks were recommended in the CTP than were noted in the Bike and Ped Plan (CTP was more conservative)
  - Bjorn stated that all sidewalk recommendations in unincorporated Union County should remain as is since the County references the CTP when requiring sidewalks in new development; if the sidewalks were removed from the CTP it could result in gaps in the sidewalk network
  - Paul commented that he did see any harm in keeping all recommended sidewalks on the CTP pedestrian map even if the CTP bike map recommends an MUP; it could potentially help strengthen the need for an MUP since it also satisfies the pedestrian requirement
  - Bjorn stated that other jurisdictions have locations shown as both recommended sidewalk and recommended MUP and there have been no issues; showing on both the CTP bike and ped maps could help prevent things from falling through the cracks

➤ **2055 MTP Candidate Projects**

- Bjorn agrees with submitting the recommended intersection projects as candidate projects, assuming they meet the CRTPO criteria of "larger in scope"
  - The intersection of Mill Grove Rd/Idlewild Rd/Secret Short Cut Rd could be improved without widening or having to taper down the road when there was a change in jurisdiction
  - Erin stated that she is not sure how these intersections will score compared to other intersections in the planning area, but could be candidate projects at least until CRTPO provides additional guidance
- RS&H coordinated with NCDOT who confirmed locally owned or maintained roads are not eligible for federal funds
  - Indian Trail Rd was transferred to Town ownership so it should not be submitted as a 2055 candidate project
  - The Town is considering taking over ownership of Unionville-Indian Trail Rd; Todd is discussing this with the Town Board within the next week; this decision will impact whether the two widening projects on Unionville-Indian Trail Rd submitted for the 2050 MTP should be submitted as candidate projects for the 2055 MTP

- Erin asked the PAC whether 2055 MTP candidate projects should be shared in the second round of public engagement
  - Erin noted the public would have an opportunity to comment as a part of the 2055 MTP public engagement
  - Todd said to not get feedback from the public as a part of the plan since the list is not confirmed, but to include the recommendations in the plan document; Brandi agreed

➤ **Next Steps**

- Begin designs and cost estimates
- Share proposed designs and cost estimates with the PAC via email prior to the second round of public engagement for review and comment
- Develop Public Input #2 materials
- Conduct second round of public engagement in August

---

**Action Items**

**PAC**

- Todd to request detailed TEAAS data for the three intersections selected for conceptual designs and cost estimates. *Todd requested and provided to RS&H.*
- Todd to discuss recommended grade separations with the Town Board.
- Todd to provide design files for the Town Center project to RS&H.
- Town to post public input summary on website and email summary to those respondents that indicated they wanted to receive project updates.

**RS&H**

- Provide content to Town for webpage updates.
- Review traffic count data provided by Quality Counts.
- Review TEAAS data.
- Identify needed improvements at three intersections.
- Develop conceptual designs and cost estimates for three intersections.
- Revise CTP maps and circulate to PAC for review prior to Public Input #2.
- Revise 2055 MTP Candidate Project list and circulate to PAC.
- Continue writing and formatting the draft plan document.

**Attachments**

- PowerPoint Presentation

**Copies to**

- PAC members

---

Comments regarding these meeting notes will be received through June 21, 2024 by contacting Erin Musiol at [erin.musiol@rsandh.com](mailto:erin.musiol@rsandh.com). After that date, the meeting notes along with subsequently implemented comments will be considered final and an accurate record of the PAC Meeting.