

Indian Trail Transportation Master Plan Q&A

Thank you to everyone who took the second Indian Trail Transportation Master Plan (TMP) survey. This survey was focused on obtaining feedback on the three intersections carried forward for designs and cost estimates and the recommended Charlotte Regional Transportation Planning Organization (CRTPO) Comprehensive Transportation Plan (CTP) amendments.

We have reviewed the concerns and feedback received and have prepared a Question and Answer (Q&A) document to provide clarity on certain topics. Questions and answers are provided below.

Intersections

1. Why did you pick these intersections? These are not the highest priority locations in town?

Many responses indicated there are higher priority intersections in town where improvements are preferred. Some of these intersections noted have recently been improved and/or are outside of town limits (Stallings). These include:

- Pleasant Plains Road / Potter Road (all four legs of intersection will have left turn lanes installed)
- Unionville Indian Trail Road / Corporate Boulevard / Plyer Road (four-way stop controlled)

There are 11 intersections in town already programmed for improvements as part of planned transportation projects – meaning the funding has been secured and the improvements are imminent.

These intersections and associated improvements are listed below.

Intersection	Improvement Type
Old Monroe Road / Chestnut Lane	Side Street Right In / Right Out with Island Separation
Old Monroe Road / Waxhaw Indian Trail Road / Indian Trail Road	Reduced Conflict Intersection (RCI)
Old Monroe Road / Glenn Valley Lane	Side Street Right In / Right Out
Old Monroe Road / Garmon Rd / Southfork Road	Main Line Dual Protected Left Turns, Both Side Streets will be Right In / Right Out

Old Monroe Road / Brandon Oaks Parkway / Midway Drive	Reduced Conflict Intersection (RCI)
Old Monroe Road / Mustang Drive	Dual Lanes Roundabout
Old Monroe Road / Wesley Chapel Stouts Road	Reduced Conflict Intersection (RCI) with Thru Lanes on the Side Street
Wesley Chapel Road / Sun Valley Commons	Three Leg Dual Lanes Roundabout
Old Monroe Road / Sun Valley Entrance / Public Entrance	Dual Lanes Roundabout
Indian Trail Road / Matthews-Indian Trail Road/Unionville Indian Trail Road	Signalized Intersection with 4 Left Turn Lanes and 2 Right Turn Lanes Added
Indian Trail Road / Gribble Road / Southfork Road	Signalized Intersection with Right Turn Lane Added Westbound Along Indian Trail Road

NCDOT has confirmed developer-funded improvements at the following intersections:

- W Unionville Indian Trail Road / Secrest Shortcut Road
- W Unionville Indian Trail Road / Poplin Road

These improvements are part of the approved Poplin Mixed-Use Development (April 2019).

Other intersections have already been identified as critical through the County's Critical Intersection Program. These include:

- Wesley Chapel Road / Rogers Road – Conceptual designs and cost estimates are being prepared for this intersection as a part of the 2024 Critical Intersection Analysis (CIA). Once these are available, the County can apply for discretionary funds through the CRTPO. If awarded, these funds will cover the majority (around 80%) of the costs. The town would be responsible for the remaining portion.
- Old Charlotte Highway / Faircroft Way / Hayes Road – No funding has been secured for improvements at this intersection, but the intent of the County's CIA Program is to improve all intersections identified as critical over time.

- Mill Grove Road / Idlewild Road and Idlewild Road / Secret Shortcut Road – No funding has been secured for improvements at this intersection, but the intent of the County’s CIA Program is to improve all intersections identified as critical over time.

The Indian Trail Transportation Master Plan sought to identify the highest priority intersections in town aside from those listed above.

2. Why was a roundabout not proposed?

A few respondents preferred a roundabout at one or more of the intersections for which designs and cost estimates were prepared as a part of this plan.

For Chestnut Lane / Potter Road and Unionville-Indian Trail Road / Faith Church Road intersections, a roundabout would improve safety but would not provide acceptable operations in the design year (2050). The roundabout could not accommodate 2050 traffic volumes, meaning it would fail (Level of Service F – essentially a constant traffic jam) by or before 2050. The improvements proposed will improve intersection operations, keeping them above a failing level of service.

A peanut roundabout serving both intersections was analyzed at Indian Trail Fairview Road / Younts Road / Stinson Hartis Road. The roundabout also could not accommodate 2050 traffic volumes.

3. How will these improvements be funded?

Many respondents felt improvements at these intersections would be too expensive or preferred that other intersections to be improved first.

As mentioned in the response for Question 1, funding has already been secured for improvements at several intersections in town. Improving the intersections studied in this plan would not impact the funding of intersections already programmed for improvements.

It is important to note that inclusion of designs and cost estimates in the plan for Chestnut Lane / Potter Road, Indian Trail Fairview Road / Younts Road / Stinson Hartis Road, and Unionville-Indian Trail Road / Faith Church Road does not mean that funding has been secured for the improvements. The town intends to apply for discretionary funds through CRTPO for the improvements. If awarded, these funds would cover the majority (around 80%) of the costs. The town would be responsible

for the remaining portion but would not pay the full costs for improvements at these intersections.

Indian Trail Fairview Road / Younts Road / Stinson Hartis Road was identified as a priority intersection by Union County through the Critical Intersection Program. The town could explore splitting the local funding match requirement for improvements at this intersection with Union County.

Additionally, the town intends to submit these intersections for discretionary funding over time. Staggering the submissions increases the likelihood for funding and provides time for the Town Council to approve and secure the needed local funding match requirement (minimum 20%).

4. Will improvements at Chestnut Lane / Potter Road and Unionville-Indian Trail Road / Faith Church Road include protected left turns (green arrows)?

Many respondents wanted to see protected left turns (green arrows) at these intersections. Protected left turns (green arrows) would be added for vehicles traveling northbound and southbound on Potter Road, as well as for vehicles traveling eastbound and westbound on Unionville-Indian Trail Road. These protected left turns mean that the traffic that could interfere with the turn is stopped by a red light as long as the green arrow is lit.

We have revised the callout boxes on the designs in the final plan to make this clearer.

5. Does the town have a plan for sidewalk construction?

The town does not have a mechanism for funding sidewalk projects. However, the town has identified 13 needed sidewalk gap projects and intends to bundle these projects into one sidewalk gap application and submit it for CRTPO discretionary funds during the fall 2025 call for projects.

These projects include over 14,000 linear feet of sidewalk on the following streets:

- Unionville-Indian Trail Road
- Indian Trail Fairview Road
- Poplin Road

- Sardis Road
- Wesley Chapel Road
- Waxhaw Indian Trail Road
- Chestnut Lane
- Faith Church Road
- Mill Grove Road

If awarded, these funds would cover the majority (around 80%) of the costs. The town would be responsible for the remaining portion.

The town also plans to submit the Price Mill Creek Greenway project for CRTPO discretionary funds during the fall 2025 call for projects.

The town requires sidewalk construction with new development and will continue to explore avenues for funding of needed sidewalk projects.

6. What is the process for deciding what transportation improvements will be funded by developers?

The town has a [*Guide for the Preparation of Traffic Impact Studies*](#) that is used to evaluate traffic impacts on local transportation facilities. A traffic impact study (TIS) is required under the following circumstances when certain thresholds are met:

- Request for a change in zoning
- Application for a subdivision
- Special use permit
- Site plan review

For projects on an NCDOT-owned road, developers must prepare an NCDOT Scoping Document if the project will generate 4,000 or more trips a day. NCDOT reviews the document and communicates to the developer what improvements are required.

For projects on a town-owned road, developers must prepare a Town Scoping Document if the project will generate 1,000 or more trips a day. The town provides the document to NCDOT for a courtesy review. Typically, the town requires the developer to construct the improvements recommended by NCDOT during their review.

7. Were any comments passed along to NCDOT?

Yes, relevant comments were shared with the NCDOT representative on the Project Advisory Committee (PAC). These comments included:

- A request to repaint the lines on Indian Trail Fairview Road at Secrest Shortcut Road in front of the Bridge Restaurant
- A request to reduce the speed limit on Faith Church Road to 25 miles per hour (mph)
- A request to address the drainage problem at the intersection of 14500 Hwy 74 and Unionville-Indian Trail Road

CRTPO CTP Amendments

1. What is the CTP and what is used for? What do all the lines on the map mean?

The Comprehensive Transportation Plan (CTP) is a state-required, multi-modal plan to identify transportation system improvements necessary to address future mobility needs over the next 25+ years. The CTP is developed by the CRTPO in collaboration with NCDOT, member jurisdictions, and residents.

The CTP is not fiscally constrained (meaning all needs are documented regardless of whether there is enough money to advance all the projects) and there are no minimum timeframes specified.

It is important for the town to make sure its portion of the CTP is up to date for several reasons. First, improvements must be reflected in the CRTPO CTP before the town can submit projects in those locations for funding through CRTPO and NCDOT. Additionally, the CTP serves as NCDOT's primary reference for Complete Streets-eligible facilities. When roadway improvements are planned, NCDOT refers to the CTP to see if pedestrian and/or bicycle accommodations are recommended. If pedestrian and/or bicycle accommodations are identified as needed, NCDOT constructs the accommodations as part of the roadway project. If needs were not identified, NCDOT might not construct them.

Many respondents were worried that the lines on the map meant the town was committing to funding improvements in all these locations. **No improvements identified in the CTP are funded.** This is a long-range plan to help think about existing and future needs. The purpose of updating the CTP is to position the town

to take advantage of opportunities as they become available. The intent is that most of these needed improvements will be funded by others.

2. Where does funding for these recommendations come from?

As stated in the response to CTP Question 1, the CTP is at the planning level stage and is not fiscally constrained – meaning no improvements identified on the map are funded.

The town is not committing to funding improvements at these locations, nor is there any timeframe for completion. The purpose of putting the improvements on the maps is: 1) to enable the town to submit projects at these locations through CRTPO and NCDOT; and 2) to ensure NCDOT considers pedestrian and bicycle accommodations along these roadways when undertaking a roadway project.

3. Please define existing, needs improvement, and recommended in the CTP.

The CRTPO categorizes each facility in one of three manners:

- Existing – The existing facility meets current needs. The facility may be considered adequate based on a variety of factors, such as appropriate design, expected future traffic volumes, consistency with adopted plans, or livability objectives. The facility may also be considered adequate based on its context within the larger transportation network or because it is unbuildable due to physical constraints.
- Needs Improvement – The existing facility or service is (or is expected to be) inadequate and should be changed to accommodate expected traffic volumes, improve inadequate design or identified safety issues, reflect pedestrian and bicycle facilities shown in adopted plans, improve poorly designed facilities, or fill in connectivity gaps.
- Recommended – There are no existing facilities or services, and a new facility or service is needed.

4. Why are you removing the Faith Church Road Ext between Old Monroe Road and US 74?

Since the last CTP was adopted, there have been other opportunities to provide overpass crossings within the town limits or right outside of Indian Trail town limits.

There are two programmed grade separations in the area, Wesley Chapel Stouts Road at the CSX railroad and Old Charlotte Highway at Rocky River Road. It is unlikely NCDOT will fund another grade separation in the area in the short term.

As part of this plan, the town initiated conversations with the City of Monroe about a potential grade separation at US 74 and N Rocky River Road. After multiple discussions, the Monroe City Council has decided to initiate the process to add this improvement to the CTP.

5. What is the difference between a sidewalk, bike lane, multi-use path, and greenway?

Sidewalks are pathways that run parallel to streets; they are between 4 and 8 feet wide (current minimum town standards on public right-of-way is 6 feet wide). They are separated from the roadway and are intended for use by pedestrians.

Bike Lanes are sections of a roadway designated for the exclusive or preferential use of bicyclists. Bike lanes are marked with pavement markings, signing, and striping. No on-road bike lanes are being recommended in Indian Trail as a part of this plan.

Multi-use paths are pathways that run parallel to roadways; they are between 8 and 12 feet wide to accommodate two-way travel. They are separated from the roadway and are intended for use by pedestrians and bicyclists.

Greenways are a type of multi-use path used for both recreational and transportation purposes that often run along creeks and streams instead of parallel to roadways. They are designed to be low-stress facilities for users of all ages and abilities.

For the CRTPO CTP, sidewalks are shown on the CTP Pedestrian Map. On-road bike lanes and multi-use paths are shown on the CTP Bicycle Map. The CTP Bicycle Map does not distinguish between multi-use paths and greenways.