

# E. John Street/Old Monroe Road Improvements



STIP No. U-4714

# SUMMARY

MULTI-DAY DESIGN CHARRETTE



Matthews, Stallings, Indian Trail, Mecklenburg County, and Union County



## **SUMMARY - STIP No. U-4714 Multi-Day Design Charrette**

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### **E. John Street/Old Monroe Road Improvements Towns of Matthews, Stallings, and Indian Trail Mecklenburg and Union County**

#### **Summary Organization**

This summary of the design charrette is organized into the following four sections:

1. Design Charrette Purpose & Overview
2. Event Notification
3. Design Charrette Summary
4. Summary of Design Concepts from the Design Charrette
5. Next Steps

#### **Attachments**

The following appendices are included with this summary:

- Appendix A E-blast Invitation and Participants Distribution List
- Appendix B Press Releases/Newspaper Articles/Media Coverage
- Appendix C Event Schedule and Event Description
- Appendix D Sign-in Sheets/Attendees List
- Appendix E Displays and Presentations
- Appendix F Closing Night Opinion Exercise and Public Comments

***From August 27-29, 2013***, residents, business owners, and government officials in ***Matthews, Stallings, and Indian Trail*** gathered together with the North Carolina Department of Transportation (NCDOT) at South Piedmont Community College to participate in a ***three-day planning and design event***. ***The event was used*** to contemplate early alternatives for future transportation improvements to a 6.5-mile stretch of ***East John Street/Old Monroe Road***. ***The charrette consisted of:***

- *Topic Area Group Meetings (Day 1, Day 2, Day 3)*
- *Opening Presentation and Hands-on Work Session (Evening of Day 1)*
- *Public Pin-up Review (Evening of Day 2)*
- *Closing Presentation (Evening of Day 3)*

## **1. DESIGN CHARRETTE PURPOSE & OVERVIEW**

### ***What is a design charrette and why did the NCDOT use this meeting format?***

A design charrette is an accelerated, collaborative approach to developing consensus in a community. It brings together residents, business leaders, government officials, town leaders, and planning and design professionals (all in one location) for a focused, multi-day event aimed at identifying alternatives for planning and designing a transportation corridor. Short feedback loops and a transparent planning process ensure that the community is well-informed and included in the decision-making process. Other characteristics of the design charrette include:

- An informal environment that encourages ALL to participate;
- Emphasis on context sensitive design solutions that reflect community desires for the corridor;
- Meaningful and productive dialog among key stakeholders to seriously vet all alternatives, but a focus on design feasible options for meeting several (sometimes conflicting) objectives for the corridor.

### ***What was the goal of the design charrette for the East John Street/Old Monroe Road Improvements Study?***

The design charrette for the project is an opportunity for community-led input to develop multiple design concepts for the corridor, creating shared-responsibility and a partnership for moving forward to find a feasible solution. The partnership and trust built through a transparent planning process should extend for the life of the project.

The consultant team for the East John Street/Old Monroe Road Improvements Study (STIP No. U-4714) set up a full working studio near the corridor for a three-day design charrette. It was used to bring together key stakeholders from the Towns of Matthews, Stallings, and Indian Trail with the NCDOT to identify big ideas for design alternatives to consider in the Environmental Assessment.

Residents, business owners, and elected officials attended the event. Their input was used to identify and prioritize key features inside the right-of-way. Specifically, ideas and preferences voiced on specific design alternatives developed at the event will help inform functional design alternatives and



preliminary design concepts in the detailed study alternatives required for the Environmental Assessment.

## 2. EVENT NOTIFICATION

The NCDOT, its consultant, and the project team used several methods to 'get the word out' and invite people to attend the design charrette. These included:

- E-blasts, phone calls, and mailings to homeowners associations (HOAs), businesses, and landowner contacts provided by the three municipalities (see **Appendix A**).
- Press releases, newspaper advertisements, and media coverage leading up to, and during, the three-day event (see **Appendix B**).
- Large posters (photo to the right) displayed throughout the corridor in high-traffic areas (with permission from business owners).
- Key information and an event schedule posted on the official websites for the Towns of Matthews, Stallings, and Indian Trail.
- Two Dynamic Message Signs (photos below) in the Towns of Matthews (east of Trade Street) and Indian Trail (west of the Waxhaw-Indian Trail Road intersection) displaying day-of-event times for public meetings each day.



In addition, event organizers encouraged people to spread the word among neighborhoods, other businesses, etc. in the study area. The design charrette used a drop-in any time, open studio policy to engage as many participants as possible.



### 3. DESIGN CHARRETTE SUMMARY

#### *Where and when was the charrette held?*

The design charrette was held near the terminus of the project at the South Piedmont Community College (SPCC) — Monroe Campus (4209 Old Charlotte Highway). The event ran from Tuesday, August 27 through Thursday, August 29, 2013 from 9:00 a.m. to 8:00 p.m. each day. The program for the event (see **Appendix C**) accommodated a wide diversity of interests and schedules. Citizens were encouraged to identify time(s) where they could participate and share their thoughts on the project. No one was expected to attend the entire event, and citizens were encouraged to pick and choose special topic meetings important to them or better for their schedule.

#### *Who attended the charrette?*

Nearly 100 people (i.e., residents, property owners, business owners, municipal staff, etc.) participated in the three-day design charrette. Participation varied by day and time of day with many people attending multiple events: 45 signed in for Tuesday, 30 signed in for Wednesday, and 18 signed in for Thursday. Representatives from the NCDOT and their consultant team were also present throughout the event to make presentations, lead small group discussions, provide technical opinions, and generally participate in the planning process. Sign-in sheets and NCDOT/consultant project team members are included in **Appendix D**.

#### *How was the charrette organized?*

##### **The Big Ideas**

Large group presentations were used each evening of the design charrette to communicate big ideas and solicit feedback from the audience. A brief summary of the large group presentations follows:

##### **Opening Night (Building a Foundation)**



NCDOT/Consultant representatives officially kicked off the charrette by presenting an overview of:

- Project location/description, the project development process
- Why/how NCDOT and the consultants are required to study the project, the project purpose and need (preliminary), and the project goals.

The presentation then centered on the following topics prior to respective breakout sessions (see **Appendix E**):

- Location of improvements (no breakout specific to location of improvements was held)
- Typical sections (e.g. how the road should look)
- Access control measures (e.g. median breaks, intersections, etc.)

The presentations served to ‘translate the world of engineers and planners’ by informing/educating attendees about what the work of the study team will be, some of the elements of roadway design in non-technical terms, and what is being asked of them in the breakout exercises.

### Mid-Point Review Session (Staying on Track)

During the topic meetings throughout Day 2, members of the project team began developing a summary of what was said and illustrative plans that responded to community input, pulling shared ideas from the first night’s work session, citizen drop-ins, and the small group topic meetings. On the second evening of the event, a small group attended a pin-up review to present preliminary illustrative concepts, a draft set of guiding principles, and other work products produced in the first two days of the charrette. Maps, diagrams, and various concepts were presented to the public and stakeholders for their feedback.

Participants were provided an overview of “What We’ve Heard” up through Day 2 of the event, followed by an open question and comment period. The following comments were made:

- Questions about the content and what is studied for the environmental assessment (EA)
- Why can’t the Indian Trail section be built if they passed a bond referendum?
- What about roundabouts?
- Excitement about the project and desire to see it moving forward
- Concern about construction impacts to businesses
- Median-divided facility is more consistent with Matthews branding/way-finding initiatives
- Discussion about what typical sections can fit under I-485
- The project terminus should be at South Piedmont Community College
- It is unfair that only one section of the project is currently funded when they all should be

### Closing Presentation (Ideas for Moving Forward)

A final presentation was given at which time all of the work produced during the three days was presented and explained, particularly the potential concepts for moving forward into more detailed (preliminary) designs and analysis in the environmental review process. The closing presentation also explained the next steps in the project development process. This meeting was attended by fourteen members of the community. The presentation is included in **Appendix E**.

### *What did we hear?*

Participants at the design charrette were asked to provide input in several ways: comment cards, writing on maps, small group activities, small group discussions, question and answer periods, and a large group voting exercise. Comments were recorded by activity and shared with project team members throughout the three-day event for building possible design concepts. A brief summary of community input is provided on the following pages. Detailed information is available in the various appendices, as noted in the document.

### Comment Cards

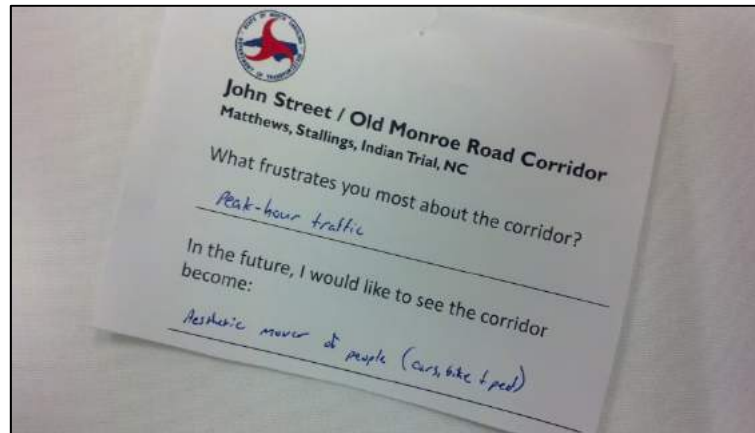
Participants were asked to fill out anonymous comment cards at the event identifying frustrations about the corridor today, and opportunities for what the corridor could become with targeted improvements. Eighteen cards were submitted to the project team, which were displayed “in their own words” on a wall in the large meeting room. A summary of their comments follows:

### What frustrates you most about the corridor?

- The amount and speed (slow) of traffic in the corridor, making left turns
- The fact that all three towns think they are more important than the other two
- The uncertainty of funding for improvements in the corridor
- Traffic congestion, especially during peak hours
- Increased traffic; need more lights for left turns
- Access to the Rock Store Bar-B-Q

### In the future, I would like to see the corridor become:

- Reinforce the appearance of a community
- Finished without a median at the Beltway Business Park
- A gateway to Union County from Interstate 485
- A four-lane, divided highway
- Operate with the Interstate 485 exit closed
- Friendly for homeowners
- A two lane facility with center left turn lane
- A multimodal corridor (i.e., cars, bikes, and pedestrians)
- An aesthetically-pleasing corridor
- Don't know yet



### Writing on Maps

Large maps of the corridor were displayed at the design charrette so that citizens could discuss site-specific concerns with the project team. Sticky-notes were used to record comments near the location where issues were raised. A summary of comments (from west to east) follows.

Concerns noted on the large-scale mapping (from west to east) included:

- Four-lane to NC 51
- Purchase home if close to road
- No median on East John Street
- Make sidewalks consistent along John Street
- Address poor lighting around I-485 interchange ramps through Stallings section
- Repair maintenance issues (e.g. potholes) through Stallings section
- Install signal at East John Street intersection with future Campus Ridge Road extension
- Existing neighborhood cut-through traffic concerns (Eastwood Forest)





- Enforce 35 mph speed limit through Stallings
- No median at Forestmont and Beltway Business Park
- Need a turn lane or signal at Chestnut Lane
- Start Chestnut Connector project and four lane it to US 74
- Add right turn lane at Potter Road
- No median through Stallings section
- No median through Indian Trail section near Union Festival Shopping Center
- Include sidewalks and bike paths
- Evaluate signal timings at intersections
- Straighten curve east of Radio Drive
- No curb and gutter
- Home built in 1880s across from Kennerly Drive on north side
- Cut-through/speeding in Brandon Oaks (avoiding school traffic on Wesley Chapel Stouts Road)
- Indian Trail section - if sidewalks installed, build them on south side of road and no median
- Try to avoid home(s)
- Intersection with Wesley Chapel Stouts Road operates poorly during rush hour
- Four lane Wesley Chapel Stouts Road to US 74
- Extend project to Rocky River Road

### Small Group Activities

About 20 participants joined small groups at different times (opening night and Day 2) during the three-day event to discuss specific topics important for developing the design alternatives. Generally, they were given ‘all the power’ to develop the design alternatives facing the same challenges the design professionals would face. A brief summary follows for two major topic discussions – typical street sections and access management.



Typical Street Sections – Participants were provided puzzle pieces to represent key features for building a typical street section that met their vision for the corridor. Puzzle pieces included options for a center median, number of travel lanes, landscaping, and shoulder treatments. Ideas for the ideal street cross section were captured on boards and shared with the project team for identifying potential design concepts (and their need for additional right-of-way) in the corridor.



Access Management – Participants were provided a large map of the corridor and asked to place colored dots at locations where they felt access should be provided, with one color indicating full access (i.e., full movements, left and right turns) and a

second color indicating partial access (i.e., restricted movements, left or right turns). Participants dealt with spacing standards important for building a preferred access management strategy, and prioritized locations based on state requirements for locating specific types of median openings. Ideas for access management (if a median were chosen as the preferred alternative) were shared with the project team for consideration during preliminary design concepts that will be prepared as part of the Environmental Assessment.

### Small Group Discussions

Topic-specific small-group meetings were held throughout the three-day event to solicit feedback critical to forming ideas for design alternatives to include in the Environmental Assessment. The small-group discussions were focused on seven key topics: corridor aesthetics, business and landowner concerns, location of improvements, typical street section, access management, community and neighborhood concerns, and a local government round table. Each meeting was led by a facilitator with help from topic experts from the project team. A summary of comments from the topic-specific meetings follows.

#### Corridor Aesthetics

Four people attended the meeting (staff from Matthews (2), Indian Trail, and NCDOT Division office). Discussions included aesthetic considerations both inside and outside of the right of way. Although not covered in the scope of an environmental assessment, detailed aesthetic elements were discussed to bring to the forefront the importance of a visibly pleasing corridor. Notable comments from the discussion are listed below:



- Matthews - the downtown residential and pedestrian character “is lost” and would prefer to bring it back
- Matthews - desires aesthetic elements outside of the right of way and sees the project as an opportunity to incorporate their way-finding initiatives
- Indian Trail - improvements to the corridor should not preclude implementation of Village Centers, which includes moving the buildings closer to the street for a downtown vibe
- Indian Trail - moving forward on their way-finding initiatives and the Carolina Thread Trail proposes a future trail along Old Monroe and branching near Brandon Oaks. There is also a 15-acre park that can be used as a trailhead
- Indian Trail - would like right of way that can include features such as landscaping, street trees and lighting. Some right of way has already been dedicated in sections of the corridor with newer development (i.e. Village of Sage Croft near Brandon Oaks includes full dedication)
- Conditional zoning – local governments favor conditional zoning for property along the corridor to implement their stated vision, secure right-of-way, and incorporate specific design features important to creating sense of place in the street’s public realm
- All municipalities represented have a desire for the following aesthetic elements: more buildings up against the road for a downtown vibe, mast arm signals, decorative street lighting, and signage
- All municipalities represented:

- Expressed commitment to collectively (as opposed to individually) branding the corridor
- Understand that there is a cost-sharing (with the NCDOT) involved in aesthetic upgrades along the corridor and are willing to engage in a partnership for funding such upgrades.

### ***Business and Landowner Concerns***

Fifteen participants were provided an overview of the environmental review process and the purpose of the event. Attendees included owners of businesses along the corridor (Rock Store Bar-B-Q, Stallings Beauty Shop, Auto Bell), realtors, and residents.



Attendees noted the following concerns about the project:

- Right-of-way impacts
- Uncertainty with schedule and location of improvements in Section A
- Union County Historic Preservation Office representative noted that the Rock Store Bar-B-Q is already too close to the highway, and declared that its historic nature protects it from any impacts
- General opposition from business owners/landowners regarding a median
- Uncertainty with schedule and location of improvements (Section C) west of Sun Valley High School
- The East John Street/I-485 area is zoned for mixed use. Concern regarding planning for access points. NCDOT and locals will continue to coordinate in the planning for the site
- In right of way discussion, NCDOT noted that sometimes utility easements are permitted outside of the right of way (i.e. for drainage)
- Future signal locations (e.g. Greylock Ridge Road extension and Campus Ridge Road Extension) are unknown at this time

### ***Location of Improvements***

Six citizens learned about the factors considered in determining the location of roadway improvements (e.g. technical and engineering, avoidance and/or minimization of impacts to natural, community and other resources). Questions and concerns included:

- Issues with crossing the road (making left turn lanes)
- Opposition to a six-lane typical section due to greater impacts to adjacent properties
- Participant asked if Section B could be extended 500-1000 feet beyond Waxhaw-Indian Trail Road to incorporate improvements for a planned multi-family development





project. NCDOT Division was unsure how cumbersome it would be to change the project limits, and noted that project limits often extend beyond the intersections for tapering back to two-lane section.

### **Typical Street Section**



Five citizens were provided an overview of the different elements of a typical section (median, lanes, shoulder/curb section, and how to accommodate bicyclists and pedestrians) that go into designing a road, and how these features affect how the road functions and its overall “footprint” or width (see **Appendix E**).

Similar to the work sessions on opening night, participants were asked to break out to “build the road”. NCDOT/consultant staff also received questions and comments from participants:

- Discussion about which type of cyclist typically uses the outside shared lanes and whether shared lanes are needed on the corridor
- Concern by East John Street resident about how much property will be taken
- The pros and cons of different typical sections throughout the corridor
- Desire expressed for consistent sidewalks (including which side of the roadway) for greenway access
- Desire to see Section A moved up in the schedule
- No one present supported a six-lane section regardless of if traffic forecasts show a need in certain areas
- Consider doing a regular 30’ planted median and converting it to Superstreet later
- Vegetation is not a priority - providing transportation is

### **Access Management**

Five participants were provided information on the pros and cons of different access management (median) options and examples of those that will be considered during the alternatives development process (see **Appendix E**). NCDOT and consultant staff also received questions and comments from participants:

- Rea Road in South Charlotte is a good example of what the improved roadway should look like
- We do not have room to make necessary improvements
- Do not block in businesses (e.g. with median)
- Brandon Oaks needs full access and a right turn lane

### ***Community and Neighborhood Concerns***

About ten participants attended this topic meeting. The small group consisted of residents from Matthews, Stallings, and Indian Trail neighborhoods. Discussions included concerns/questions most asked about during the event such as the project development process, schedule, and funding. Comments from attendees included:



- Consider three lanes with one-way travel lanes during peak periods
- Plantings in the median are ideal, but maintaining landscaping is not feasible
- A bridge placed at Waxhaw-Indian Trail Road will solve the traffic problem
- The proposed Carolina Thread Trail should be re-evaluated to connect north of Old Monroe Road
- We do not need to accommodate bicyclists in travel lanes

### ***Local Government Roundtable***

About ten citizens and local staff from Matthews, Stallings, and Indian Trail attended the roundtable discussion. Participants were provided a brief summary of the environmental review process, current funding/schedule, and a briefing of the following themes that arose during the first two days of the event:

- Contradictions in preferences for concepts
- Overall pros and cons of concepts
- Superstreet concept discussion (e.g. why it is being considered)

Participants from each Town then provided feedback:

- The Town of Stallings would not be supportive of a Superstreet, as it does not fit the vision for the downtown/surrounding area. Town staff also expressed skepticism that such an option could be pedestrian friendly.
- The Town of Indian Trail also does not envision a Superstreet concept for Old Monroe Road, but rather a four-lane cross section with a landscaped median. The Town believes that a Superstreet concept would not be consistent with the concepts for the Village plans for reasons such as desire to see buildings close to the streets ('downtown vibe'), more walkable streets, and concern for how Superstreet would affect the business owners and subdivisions that are unfamiliar with the concept, travel patterns, and planned development.
- Understanding 30' median may be necessary, but Indian Trail does not envision a 24' median. The Town desires something that doesn't preclude at least one left hand turn in the median.




- Matthews has not considered the Superstreet concept, and strongly supports a landscape median due to East John Street serving as a primary gateway to Matthews. The Town Board would be concerned about pedestrian crossings.
- Attendees discussed speed limits and design speed. (All Towns desire 35 mph speed limit.)
- Matthews reinforced the desire for a pedestrian friendly corridor with sidewalks and/or multi use trails to accommodate as well as encourage other mode choices.
- Attendees agreed that incorporating both appropriate pedestrian crossings and pedestrian facilities along the corridor are essential.
- Indian Trail suggested reviewing the new Comprehensive Transportation Plan (CTP) for the desired concepts along the corridor (there was a segment missing in the previous CTP).
- There was discussion about the proposed portion of Carolina Thread Trail parallel to Old Monroe Road, but others felt that it should follow the creek to the north of Old Monroe Road.
- Indian Trail asked if planned regional centers along the corridor (with anticipated high density housing), lends a preference of one type of roadway to another. Things such as growth factors, densities, and land use are all incorporated in the traffic forecasts, which are used to help identify an appropriate design.
- Strategic Mobility Formula will have an impact on the construction schedule and not the environmental assessment (EA), which is the process that the project is now in. For the EA, the Section A, B, and C 'labels' do not matter.
- Discussions and concerns regarding maintenance of traffic (MOT) during construction – NCDOT has a set of standards that the contractor will have to meet.
- Why does the project stop where it does? The limits are a reflection of traffic volume drop-off. Actual limits within the state transportation improvement program (STIP) are determined by the Program Development group within NCDOT.

## Closing Night Feedback

### (Large Group Voting Exercise)

A “rough” non-scientific gauge of support was undertaken during the closing presentation asking attendees to express their preferences on various concepts. Fourteen attendees were asked to hold up **red**, **yellow**, or **green** cards (distributed upon signing in), corresponding to their opinion on whether a particular concept should be studied in detail as an alternative in the environmental assessment (EA) document. Red indicated no support, yellow indicated possible support but a need for more information, and green indicated strong support for evaluation of a particular concept in detailed study in the EA (see graphic right). Eight different concepts were shown (see page 12).

## Share Your Opinion

	No way! This is something I could not support under any circumstance. I would <u>not like</u> to see this concept evaluated as an alternative in the EA.
	Interesting idea, but I need to learn more before I know for sure. I would like to see something <u>like</u> this concept evaluated as an alternative in the EA.
	Great idea! I would <u>like</u> to see something like this concept evaluated as an alternative in the EA.

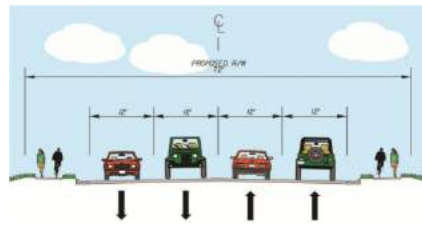
The exercise also included gauging support on various access management considerations.



**Concept 1**

4-Lane Undivided Facility, C/G,  
Sidewalk Both Sides

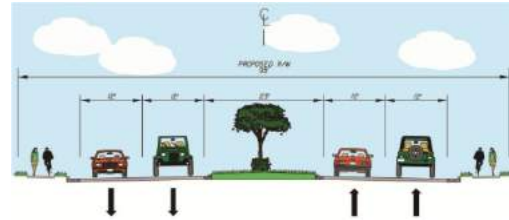
ROW = 80 – 100 Ft.



**Concept 2**

4-Lane, Median-Divided Facility, C/G,  
Sidewalk Both Sides

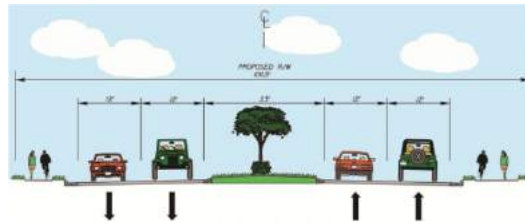
ROW = 100 – 120 Ft.



**Concept 3**

4-Lane, Median-Divided Facility, C/G,  
Sidewalk & Multiuse Path

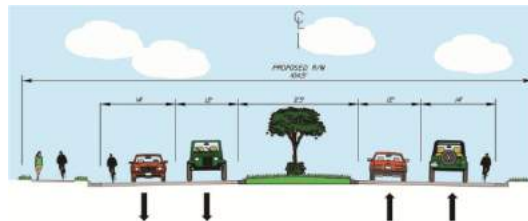
ROW = 100 – 120 Ft.



**Concept 4**

4-Lane Median-Divided Facility, WOL,  
C/G, Multiuse Path

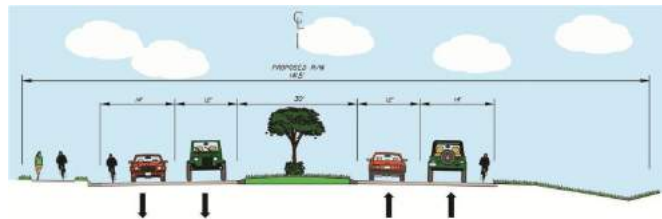
ROW = 100 – 120 Ft.



**Concept 5**

4-Lane Median-Divided Facility, WOL,  
Multiuse Path

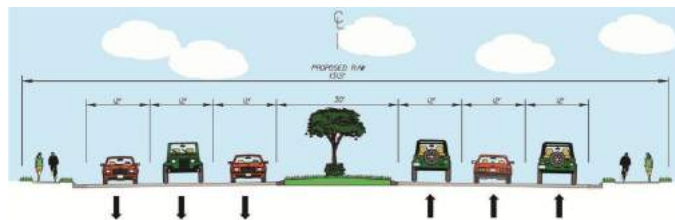
ROW = 140 – 160 Ft.



**Concept 6**

6-Lane Median-Divided Facility, C&G,  
Sidewalk & Multiuse Path

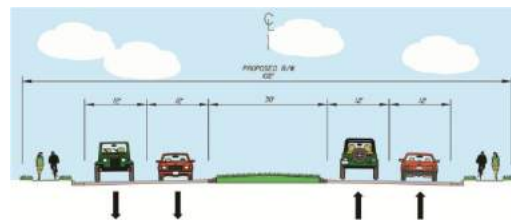
ROW = 130 – 150 Ft.



**Concept 7**

Superstreet, C&G, Sidewalk Both Sides

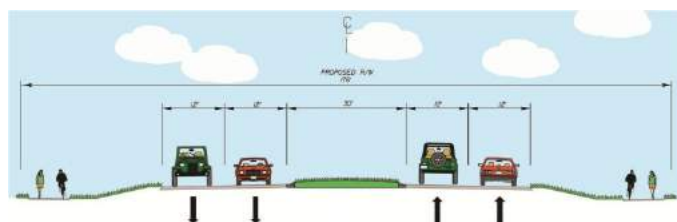
ROW = 100 – 120 Ft.



**Concept 8**

Superstreet, Paved Shoulder, Multiuse  
Path

ROW = 170 – 190 Ft.



The opinion exercise for typical sections revealed that most concepts had some or strong support for detailed study in the EA, with the exception of: 1) the 4-lane median-divided facility/wide outside lanes/multi-use path (generally no support for shared lanes), and 2) the first of the two Superstreet concepts, which had a paved shoulder/ditch and a multi-use path instead of the curb and gutter section with sidewalk on both sides (some support). **Appendix F** contains the gauge of support for each concept.

Overall, there was support for the four-lane divided and Superstreet options, and support for an undivided facility to be evaluated as alternatives in the EA. There was very low support for evaluating the six-lane divided typical section.

The exercise for access management considerations revealed the following:

- Strong support to evaluate a concept that includes no median
- Some support to evaluate a concept that includes a planted median
- Some support to evaluate a Superstreet concept

The last portion of the survey exercise gauged opinions on whether the roadway improvements for East John Street and Old Monroe Road are likely “one size fits all”, whether they felt the roadway “feel” should be more urban or rural in certain sections, and whether participants felt that given the challenges and characteristics along the corridor there should be more than one option across the project. Most participants felt that alternatives need not be “one size fits all”.

Other comments and discussion items following the presentation included:

- Project information displayed at the charrette and all project info/event announcements will be uploaded on Town websites.
- It is difficult to turn left out of Kerry Greens neighborhood.
- The NCDOT should consider that traffic is only an issue during certain times of the day, so don't let that dictate the whole design.
- Bird feeder principle – the more food you put out, the more birds you get (an analogy that widening the roadway to six lanes would only increase traffic).
- In considering sidewalks and multi-use paths, the roadway footprint is a concern.
- How close can the roadway come to someone's house? (NCDOT noted that this is addressed on a case by case basis.)

## Public Comments

Comment forms were also handed out to attendees upon signing in (see **Appendix F**). The comment forms asked attendees which resources and concerns were most important to them in the planning and design of the project. The comment form also included a checklist with a question of which concepts they thought should be an alternative for detailed study in the planning and design stages.

Fourteen comment forms were submitted during or following the design charrette. **Appendix F** includes a tally of the preferences noted on the comment forms, as well as any comments provided on the forms along with NCDOT's responses to those comments. The resources and concerns that were listed as most important (top answers) to participants who returned a comment form included:

- Impacts to residences
- Access to/from properties
- Impacts to businesses
- Impacts to churches
- Impacts to historic properties

Consistent with the polling exercise described above, the comment forms indicated support for the four-lane divided and Superstreet options, and support for an undivided facility to be evaluated as alternatives in the EA. There was very low support for evaluating the six-lane divided typical section. Most of the comments received expressed support a multi-use path on one side of the roadway.

#### **4. SUMMARY OF DESIGN CONCEPTS FROM THE DESIGN CHARRETTE**

As previously noted, participants were given the opportunity to develop concepts that reflected their desires for how the corridor should look and/or function (see page 12). Although the number of participants in the “build the road” exercise only involved a small sample of project stakeholders along the corridor, the exercise provided an opportunity for the project team to understand:

- Overall preferences for if/how bicyclists/pedestrians should be accommodated
- The prospect for consensus
- If certain concepts were likely to face strong opposition in the alternatives process
- Which alternatives were likely favored to move into detailed study

Overall, most participants saw a need to accommodate bicyclists and pedestrians. There was lower support for wide outside (shared) lanes. Overall, most participants felt that it was more important to accommodate recreational cyclists (e.g. with a multi-use path), and accommodate pedestrians either through sidewalk on one or both sides of the corridor and/or with a multi-use path.

Four of the eight concepts were four-lane median-divided facilities, with the differences being curb and gutter versus ditch/shoulder, and how to accommodate bicyclists (e.g. wide outside lane versus multi-use path). Two of the eight concepts were the four-lane Superstreet configuration. Although participants saw the benefit that this concept provides in moving more traffic, several participants had concerns with the concept’s ability to incorporate complete street elements.

One of the eight concepts was the four-lane undivided concept. This concept was supported by participants who felt a narrow typical section was needed in the Matthews section, as well as by business and property owners who were concerned about a reduction or loss of access. The six-lane typical section is the concept most likely to face strong opposition in the alternatives phase due to impacts associated with a wider typical section as well as the perception that the roadway would attract even more traffic and/or would “look like US 74”.

Overall, the breakout sessions resulted in mixed preferences, with some being counter to one another. As such, there was no clear consensus on which concepts to move forward with in the alternatives phase.



## 5. NEXT STEPS

The design charrette was a success both in generating ideas and in forging partnerships for moving forward with developing the Environmental Assessment. Nearly 100 members of the community took interest in the corridor and engaged the project team in developing design alternatives for future consideration. The planning process generated a wide range of thoughts and opinions, which will be represented in the different design alternatives considered during the Environmental Review.

The next step in the planning process is to coordinate with the Towns of Matthews, Stallings, and Indian Trail to determine how many, and which alternatives, will be included in the detailed study for the Environmental Assessment. The group will need to consider and evaluate the somewhat conflicting preferences that were gathered during the charrette on how the road should look and function.

Those concepts that make it past the initial screening will evolve into detailed study alternatives (DSAs) evaluated in the Environmental Assessment. The DSAs will be presented to the public at a public meeting in late 2013. At the public meeting, the NCDOT will explain why specific concepts were /were not carried forward for detailed study. The community will once again have an opportunity to provide input into the process by reviewing and commenting on the detailed study alternatives.

## **Appendix A**

### **E-blast Invitation and Participants Distribution List**



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

August 12, 2013

MEMORANDUM TO: Distribution (via email or US mail)

FROM: Elmo Vance, Project Manager  
NCDOT Project Development and Environmental Analysis Unit

SUBJECT: Invitation to Multi-day Design Charrette for the East John Street/Old Monroe Road Improvement Project  
State Transportation Improvement Program (STIP) Project No. U-4714

The North Carolina Department of Transportation (NCDOT) proposes to make improvements to approximately 6.5 miles of East John Street-Old Monroe Road (SR 1009) from Trade Street (SR 3448-SR 3474) in the Town of Matthews (Mecklenburg County) to Wesley Chapel-Stouts Road (SR 1377) in the Town of Indian Trail (Union County). The project includes plans to widen the existing two-lane roadway to a multi-lane facility with accommodations for pedestrians and bicycles.

Due to the desire of each Town for a "Complete Street" for East John Street/Old Monroe Road, the NCDOT is hosting a three-day project design charrette. This interactive meeting will bring together a diverse group of people to help identify solutions for planning and design of the project.

NCDOT will hold all events for the design charrette from **Tuesday, August 27<sup>th</sup> - Thursday, August 29<sup>th</sup>** at the **South Piedmont Community College Monroe Campus – Salon A (Conference Room)**, located at **4209 Old Charlotte Highway in Monroe**. Attached with this letter are a schedule and a summary description of activities for the three-day event. We hope that you will join us. The charrette accommodates a wide variety of schedules, and the public is welcome to drop in any time (9am-8pm) during the three-day period.

For more information contact NCDOT consultant, Kim Bereis, with Atkins, at (704) 665-4404 or [kimberly.bereis@atkinsglobal.com](mailto:kimberly.bereis@atkinsglobal.com), or I can be reached at (919) 707-6048 or [eevance@ncdot.gov](mailto:eevance@ncdot.gov).

Attachments

cc:

Hazen Blodgett, Matthews Town Manager  
Ralph Messera, Matthews Public Works  
Kathi Ingrish, Town of Matthews  
Brian Matthews, Stallings Town Manager  
Mayor Lynda Paxton, Town of Stallings  
Shelley DeHart, Director of Planning, Town of Indian Trail  
Joe Fivas, Indian Trail Town Manager  
Scott Kaufhold, Director of Engineering & Public Works, Town of Indian Trail  
Scott Cole, Deputy Division Engineer, NCDOT Division 10

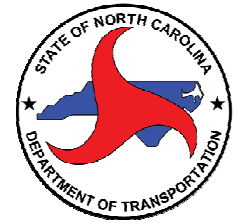


## East John Street/Old Monroe Road Improvement Project

### Multi-Day Project Design Charrette Work Schedule — August 27 - August 29, 2013

CHARETTE LOCATION	Time	Tuesday, August 27th DAY ONE	Wednesday, August 28th DAY TWO	Thursday, August 29th DAY THREE	
<p style="text-align: center;"><i>All activities will be held at</i>            South Piedmont Community College (SPCC)            Monroe Campus            4209 Old Charlotte Highway in Monroe            Salon A (Conference Center)</p> <p>Follow the signs when you arrive on campus</p>	9:00 AM	Team Set-up for the 3-day event	TOPIC MEETING- Location of Improvements 9:00 – 10:00 a.m.	TOPIC MEETING - Local Government Roundtable 9:00 – 10:00 a.m.	
	10:00 AM		Open house - no scheduled event	Open house - no scheduled event	Team Design Session (Open to Public)
	11:00 AM	TOPIC MEETING- Typical Sections 10:30 – 11:30 a.m.			
	12:00 PM	Open house - no scheduled event	Open house - no scheduled event	Open house - no scheduled event	
	1:00 PM	TOPIC MEETING - Corridor Aesthetics 12:30 – 2:00 p.m.	TOPIC MEETING - Access Management 1:00 – 2:00 p.m.	Team Production Activities Team will prepare a summary of input and results from charrette for closing presentation (Open to Public)	
	2:00 PM	Open house - no scheduled event	Team Design Session (Open to Public)		
	3:00 PM	TOPIC MEETING- Business/Landowner Concerns 2:30 – 4:00 p.m.			
	4:00 PM	Open house - no scheduled event			
	5:00 PM	Team set-up for Opening Presentation	TOPIC MEETING- Community/Neighborhood Concerns 4:30 – 6:00 p.m.	CLOSING PRESENTATION / NEXT STEPS 6:00 – 8:00 p.m.	
	6:00 PM	OPENING PRESENTATION (INTRODUCE PROJECT AND CHARRETTE PURPOSE & FORMAT) HANDS-ON WORKSHOP 6:00 – 8:00 pm.	Open house - no scheduled event		
	7:00 PM	HANDS-ON WORKSHOP 6:00 – 8:00 pm.	SUMMARY AND REVIEW OF PUBLIC INPUT 7:00 - 8:00 pm		
	8:00 PM				
	<p>For questions during the event please call:            704-604-5883 (Kim Bereis)            919-606-1620 (Matt Noonkester)</p>	<b>Charrette is open to the public at any time between 9am-8pm each day.</b>			





## **PROJECT DESIGN CHARRETTE – Description of Activities**

### **East John Street/Old Monroe Road Improvements**

#### **(NCDOT STIP No. U-4714)**

The East John Street/Old Monroe Road design charrette is a three-day collaboration, involvement, and engagement opportunity for everyone (residents, business owners, and municipal staff) to provide input into the planning and design of improvements for East John Street/Old Monroe Road.

A summary of public engagement opportunities during the design charrette is provided below. The schedule accommodates a wide range of interests and schedules. Please find time(s) where you can participate and share your thoughts on the project. No one is expected to attend the entire event, but rather pick and choose which topic meetings work best with your schedule and/or interest.

**NOTE: ALL EVENTS TO BE HELD AT SOUTH PIEDMONT COMMUNITY COLLEGE MONROE CAMPUS**  
**4209 Old Charlotte Highway Monroe, NC 28110 in Salon A**

#### **Opening Presentation/Hands-on Work Session**

Tuesday, August 27

6:00-8:00 pm

The opening presentation will officially kick off the Project Design Charrette. NCDOT and Consultant staff will present an overview of the project, including what is being studied, why/how it is being studied, and how you can be involved. This will be followed by a hands-on workshop, where members of the public will work in small groups to identify and discuss areas of interest or “hot spots” along the corridor.

#### **Topic Area Group Meetings**

Times listed below

Small-group, topic-oriented meetings will be held during the Project Design Charrette to identify specific issues or opportunities important to the transportation project development process. A facilitator will lead each meeting with help from project team members. Information and ideas generated from each topic meeting will be used to inform the development of specific improvement alternatives for the roadway.

1. Corridor Aesthetics – August 27, 1:00-2:00 pm
2. Business/Landowner Concerns – August 27, 2:30-4:00 pm
3. Location of Improvements – August 28, 9:00-10:00 am
4. Typical Sections (What will the road look like?) – August 28, 10:30-11:30 am
5. Access Management – August 28, 1:00-2:00 pm
6. Community/Neighborhood Concerns – August 28, 4:30-6:00 pm
7. Local Government Roundtable – August 29, 9:00-10:00 am

#### **Summary and Review of Public Input**

Wednesday, August 28

7:00-8:00 pm

A pin-up event will provide an opportunity for the project team to share ideas and concepts generated from the hands-on workshop from night one and the topic-oriented meetings. Maps, diagrams, and various concepts will be presented to the public and stakeholders for their feedback. This is an opportunity to confirm the community’s vision and set the course for the final day’s activities.

#### **Closing Presentation/Next Steps**

Thursday, August 29

6:00- 8:00 pm

The project team will lead a closing presentation summarizing the days’ activities, recommendations, and concepts for moving forward with a common vision for East John Street/Old Monroe Road. The closing presentation will also explain the next steps in the project development process. The event will include an opportunity for public comment, and input received during the charrette will influence which conceptual alternatives are moved forward into more detailed (preliminary) design and analysis in the roadway environmental study.

**MUNICIPAL-MUMPO STAFF**

<b>Name</b>	<b>Title</b>	<b>Represents</b>	<b>Phone</b>	<b>Email</b>	<b>Address</b>	<b>Town</b>
Bob Cook, AICP	Secretary	MUMPO	704-336-8643	<a href="mailto:rwcook@ci.charlotte.nc.us">rwcook@ci.charlotte.nc.us</a>	600 E. 4th St. Charlotte 28202	All
Robert Hunter	Chief	Mathews Police Dept.	704-841-6731 or 704-618-5880	<a href="mailto:rhunter@matthewsnc.gov">rhunter@matthewsnc.gov</a>		Mathews
Dennis Green	Chief	Mathews Fire & EMS	704-708-1200 or 980-721-5339	<a href="mailto:dgreen@matthewsnc.gov">dgreen@matthewsnc.gov</a>		Mathews
Corey King		Mathews Parks, Rec., & Cultural Resources	704-708-1263 or 980-721-5168	<a href="mailto:cking@matthewsnc.gov">cking@matthewsnc.gov</a>		Mathews
Chief Charlie Porter	Chief	Stallings Fire Department	704-821-7100	<a href="mailto:cporter@stallingsfire.com">cporter@stallingsfire.com</a>		Indian Trail
Don Hughes	Facility Director	Union County Public Schools	704-296-3163	<a href="mailto:don.hughes@ucps.k12.nc.us">don.hughes@ucps.k12.nc.us</a>		Indian Trail
Dick Black		Union County Planning Director	704-283-3565	<a href="mailto:Rblack@co.union.nc.us">Rblack@co.union.nc.us</a>		Indian Trail
Joseph Lesch		Union County Transportation	704-283-3690	<a href="mailto:joseph.lesch@co.union.nc.us">joseph.lesch@co.union.nc.us</a>		Indian Trail
Lisa Stiwinter		Director of Planning	704-282-4569	<a href="mailto:lstiwinter@monroenc.org">lstiwinter@monroenc.org</a>		Indian Trail

**OTHER**

<b>Name</b>	<b>Title</b>	<b>Represents</b>	<b>Phone</b>	<b>Email</b>	<b>Address</b>	<b>Town</b>
Eric Moore		Matthews TAC Member	704-847-9605	<a href="mailto:aaford157@nosford.com">aaford157@nosford.com</a>	2829 Gray Fox Lane	Matthews
William Stevens	Chairman	Matthews TAC Member	704-942-1094	<a href="mailto:william.stevens2@wellsfargo.com">william.stevens2@wellsfargo.com</a>	4814 Biltmore Forest Drive	Matthews
George Sottilo	CTAG Rep.	Matthews TAC Member	704-846-9887	<a href="mailto:gs22k@yahoo.com">gs22k@yahoo.com</a>	1521 Squirrel Lake Ct.	Matthews
Julianne Bash		Matthews TAC Member	704-443-7603	<a href="mailto:julianne.bash@gmail.com">julianne.bash@gmail.com</a>	129 Charing Cross Drive	Matthews
Joseph Pata		Matthews TAC Member	704-839-1585	<a href="mailto:joseph.pata@aol.com">joseph.pata@aol.com</a>	1718 Reverdy Oaks Drive	Matthews
Jim Dunlop		NCDOT Congestion Management		<a href="mailto:jdunlop@ncdot.gov">jdunlop@ncdot.gov</a>		
Greg Brew		NCDOT Roadway		<a href="mailto:gbrew@ncdot.gov">gbrew@ncdot.gov</a>		
NCDOT Bike/Ped		NCDOT Bicycle/Pedestrian Dept.		<a href="mailto:rmosher@ncdot.gov">rmosher@ncdot.gov</a>		
Travis Morehead	Community Coordinator	Carolina Thread Trail	(704) 376-2556 e	<a href="mailto:travis@carolinathreadtrail.org">travis@carolinathreadtrail.org</a>		
Brian Horton		CATS		<a href="mailto:bhorton@ci.charlotte.nc.us">bhorton@ci.charlotte.nc.us</a>		
Scot Sibert		STV (Chestnut Connector Design)	704-841-6731 or	<a href="mailto:scot.sibert@stvinc.com">scot.sibert@stvinc.com</a>		

**From:** Bereis, Kimberly D  
**Sent:** Monday, August 12, 2013 6:38 PM  
**To:** 'rwcook@ci.charlotte.nc.us'; 'rhunter@matthewsnc.gov';  
'dgreen@matthewsnc.gov'; 'cking@matthewsnc.gov';  
'cporter@stallingsfire.com'; 'don.hughes@ucps.k12.nc.us';  
'Rblack@co.union.nc.us'; 'joseph.lesch@co.union.nc.us';  
'lstiwinter@monroenc.org'; 'aaford157@nosford.com';  
'william.stevens2@wellsfargo.com'; 'gs22k@yahoo.com';  
'julianne.bash@gmail.com'; 'joseph.pata@aol.com';  
'ekgroundwater@ncdot.gov'; 'gbrew@ncdot.gov'; 'rmosher@ncdot.gov';  
'Scot R. Sibert'; 'jdunlop@ncdot.gov'  
**Cc:** 'eevance@ncdot.gov'; Gibilaro, Carl; 'kingrish@matthewsnc.gov'; 'Hazen  
Blodgett'; 'Ralph Messera'; 'Brian Matthews';  
'lpaxton@mayor.stallingsnc.org'; 'dnaylor@uncc.edu';  
'pemjnamin@yahoo.com'; 'srd@planning.indiantrail.org'; 'Joseph Fivas  
(TownManager@admin.indiantrail.org)'; 'Scott Kaufhold  
(sjk@engineering.indiantrail.org)'; 'Matt Noonkester'  
**Subject:** North Carolina Department of Transportation (NCDOT) Project Meeting  
Invitation - East John Street/Old Monroe Road Improvement Project



Transmittal J-4714\_Multi-Day PROJECT  
etter\_JohnStreet-. Charrette Sch... RRETTE\_Descriptic

Dear Municipal, MUMPO, NCDOT, or Other Representative:

**This message is being sent on behalf of the NCDOT Project Development and Environmental Analysis (PDEA) Branch.** You're receiving this email because another NCDOT staff member or Town (Matthews, Stallings, or Indian Trail) staff suggested that your agency/organization/group may be interested in the subject project. Please find attached a letter explaining the location of the project, the schedule for the upcoming public meeting (a multi-day project design charrette), and a description of the project charrette activities.

Also, we encourage you to forward and/or share this information with others that you think would be interested in the subject project. We hope to see you at one or more of the charrette activities!

Please contact me at the office or cell number below, or the NCDOT Project Manager, Elmo Vance (919-707-6048) if you have any questions.

**Kim Bereis, AICP**  
Senior Planner, Transportation Planning

**ATKINS**  
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Direct: +1 (704) 665 4404 | Cell: +1 (704) 604 5883  
Email: [kimberly.bereis@atkinglobal.com](mailto:kimberly.bereis@atkinglobal.com) | Web: [www.atkinglobal.com/northamerica](http://www.atkinglobal.com/northamerica) [www.atkinglobal.com](http://www.atkinglobal.com)  
Twitter: [www.twitter.com/atkinglobal](http://www.twitter.com/atkinglobal) | Facebook: [www.facebook.com/atkinglobal](http://www.facebook.com/atkinglobal)  
LinkedIn: [www.linkedin.com/company/atkins](http://www.linkedin.com/company/atkins) | YouTube: [www.youtube.com/ws Atkinsplc](http://www.youtube.com/ws Atkinsplc)



**SUBDIVISION AND N'HOOD REPS**

Name	Title	Represents	Phone	Email	Address	Town
Julie Hobbs		Greylock - Knotts Dev. Resources (manages HOA)	704-542-5486			Matthews
Adam Brooks		Pine Forest (no HOA)		<a href="mailto:sheplen@gmail.com">sheplen@gmail.com</a>		Matthews
Barbara Greene	Townhome HOA President	Park Square Townhomes	704-321-7085	<a href="mailto:mgreene37@juno.com">mgreene37@juno.com</a>	432 Park Square Place	Matthews
Patti Turner	Townhome HOA President	Park Square Townhomes	704-846-4436	<a href="mailto:mgreene37@juno.com">mgreene37@juno.com</a>	420 Park Square Place	Matthews
Sonja Flores		Eastwood Forest (no HOA)			13930 Hardwood Place PO Box 1591 Matthews 28106	Matthews
Jeff Pressly		Eastwood Forest (no HOA)			4511 Forestmont Drive Matthews 28105	Matthews
	Terrell Blackmon	Matthews Habitat	704-847-4266	<a href="mailto:Terrell@habitatmatthews.org">Terrell@habitatmatthews.org</a>	136 E. Charles St. PO Box 2008 Matthews 28106	Matthews
Harvey Boyd		Crestdale Community Organization	704-847-4983	<a href="mailto:kawme@mac.com">kawme@mac.com</a>	PO Box 3501 Matthews 28106	Matthews
	Kenneth Alexander	Crestdale Community Organization	704-819-6092	<a href="mailto:kda6363@bellsouth.net">kda6363@bellsouth.net</a>		Matthews
Fred von Schmeling		Kerry Greens HOA	203-252-1730	<a href="mailto:vonschmeli@aol.com">vonschmeli@aol.com</a>	2504 Coatsdale Lane	Stallings
Annie Houston	Comm. Assoc.	Morningside	704-565-5009	<a href="http://www.Morningsideatstallings.com">www.Morningsideatstallings.com</a>		Stallings
John Branin or Margaret Mullis		Parkside Townhomes	704-821-5578; 704-996-7400	<a href="mailto:john@choirboyinc.com">john@choirboyinc.com</a> ; <a href="mailto:Mmullis14@carolina.rr.com">Mmullis14@carolina.rr.com</a>		Stallings
M Sailors	President	Brandon Oaks HOA		<a href="mailto:msailors@tectamerica.com">msailors@tectamerica.com</a>		Indian Trail
Cedar Mangement		Brandon Oaks Management Company		<a href="http://Cedar Management Co">Cedar Management Co</a>		Indian Trail
Doug Jones		Village of Sage Croft Property Owner - Fahrenheit Finance	804-921-8445	<a href="mailto:djones@fahrenheitfinance.com">djones@fahrenheitfinance.com</a>		Indian Trail

**From:** Bereis, Kimberly D  
**Sent:** Monday, August 12, 2013 5:02 PM  
**To:** sheplen@gmail.com; terrell@habitatmatthews.org; kawme@mac.com; kda6363@bellsouth.net; vonschmeli@aol.com; john@choirboyinc.com; mmullis14@carolina.rr.com; msailors@tectaaamerica.com; djones@fahrenheitfinance.com; mgreene37@juno.com  
**Cc:** 'eevance@ncdot.gov'; Gibilaro, Carl; kingrish@matthewsnc.gov; Hazen Blodgett; Ralph Messera; 'Brian Matthews'; 'lpaxton@mayor.stallingsnc.org'; 'dnaylor@uncc.edu'; 'pemjnamin@yahoo.com'; srd@planning.indiantrail.org; Joseph Fivas (TownManager@admin.indiantrail.org); Scott Kaufhold (sjk@engineering.indiantrail.org); 'Matt Noonkester'; Bereis, Kimberly D  
**Subject:** North Carolina Department of Transportation (NCDOT) Project Meeting Invitation - East John Street/Old Monroe Road Improvement Project



Transmittal



J-4714\_Multi-Day



PROJECT



John Street-Old

etter\_JohnStreet-. Charrette Sch... RRETTE\_DescriptidMonroe Road Ch...

Dear Neighborhood Representative:

**This message is being sent on behalf of the NCDOT.** You're receiving this email because the Town of Matthews, Stallings, or Indian Trail staff listed you as a contact for your neighborhood. Please find attached a letter explaining the location of the project, the schedule for the upcoming public meeting (a multi-day project design charrette), a description of the project charrette activities, and a poster for you to help 'spread the word'.

Also, we encourage you to forward and/or share this information with other homeowners via email or your community website. We hope to see you at one or more of the charrette activities!

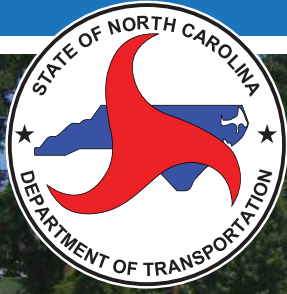
Please contact me at the office or cell number below, or the NCDOT Project Manager, Elmo Vance (919-707-6048) if you have any questions.

**Kim Bereis, AICP**  
Senior Planner, Transportation Planning

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75 years of design, engineering and project management excellence

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Email: [kimberly.bereis@atkinglobal.com](mailto:kimberly.bereis@atkinglobal.com) | Web: [www.atkinglobal.com/northamerica](http://www.atkinglobal.com/northamerica) [www.atkinglobal.com](http://www.atkinglobal.com)  
Twitter: [www.twitter.com/atkinglobal](http://www.twitter.com/atkinglobal) | Facebook: [www.facebook.com/atkinglobal](http://www.facebook.com/atkinglobal)  
LinkedIn: [www.linkedin.com/company/atkins](http://www.linkedin.com/company/atkins) | YouTube: [www.youtube.com/wsatkinsplc](http://www.youtube.com/wsatkinsplc)

# E. John Street/Old Monroe Road Improvements



WE  
WANT  
YOUR  
INPUT!

# PARTICIPATE!

## DESIGN CHARRETTE\* AUGUST 27<sup>th</sup>-29<sup>th</sup>

\*A Design Charrette is a special and focused interactive meeting that brings together a diverse group of people to help identify solutions for a specific project.

South Piedmont  
Community College  
4209 Old Charlotte Hwy.  
Monroe, NC 28110  
in Salon A

For more information, contact Kim Bereis at Atkins, 704-665-4404, or email [kimberly.bereis@atkinsglobal.com](mailto:kimberly.bereis@atkinsglobal.com).  
Or contact Elmo Vance, Project Manager, NCDOT PDEA Unit, at 919-707-6048 or email [eevance@ncdot.gov](mailto:eevance@ncdot.gov).

### Tuesday, August 27<sup>th</sup>

- 12:30pm-2:00pm Corridor Aesthetics
- 2:30pm-4:00pm Business/Landowner Concerns
- 6:00pm-8:00pm Opening Presentation/  
Hands-On Workshop

### Wednesday, August 28<sup>th</sup>

- 9:00am-10:00am Location of Improvements
- 10:30am-11:30am Typical Sections
- 1:00pm-2:00pm Access Management
- 4:30pm-6:00pm Community/Neighborhood Concerns
- 7:00pm-8:00pm Public Pin-Up and Review

### Thursday, August 29<sup>th</sup>

- 9:00am-10:00am Local Government Roundtable
- 6:00pm-8:00pm Closing Presentation/  
Next Steps

The public is welcome to drop in any time (9am-8pm) during the three-day period.







**OTHER**

<b>Name</b>	<b>Title</b>	<b>Represents</b>	<b>Phone</b>	<b>Email</b>	<b>Address</b>	<b>Town</b>	<b>Notes/Topic Area</b>
Mike Mulvaney or John Champ		Mulvaney Group Ltd.	704-574-2226 (J Champ)		PO Box 836 Lancaster, SC 29721	Matthews	
Louis Stephens		Jones Lang LaSalle	704-564-4817	<a href="mailto:louis.stephens@jll.com">louis.stephens@jll.com</a>	4201 Congress St., #300 Charlotte 28209	Matthews	
Bob Henderson		Brigman Family		<a href="mailto:rehenderson@gdhs.com">rehenderson@gdhs.com</a>		Matthews	
Tom Lawrence		L&L Management Inc. /Levine land owners	704-817-6502	<a href="mailto:tlawrence@lmanagementinc.com">tlawrence@lmanagementinc.com</a>	6000 Fairview Rd. St. #1525 Charlotte 28210	Matthews	
Edith McElroy	Dean	CPCC	704-330-4219		2800 Campus Ridge Rd. PO Box 35009 Charlotte 28235	Matthews	
Betty Baker	Assistant	CPCC				Matthews	
Tina Whitley		Matthews Chamber of Commerce	704-847-3649	<a href="mailto:tbwhitley@matthewschamber.com">tbwhitley@matthewschamber.com</a>	PO Box 601 Matthews 28106	Matthews	
Jim Johnson		Matthews Downtown businesses		<a href="mailto:jim@perigee.net">jim@perigee.net</a>		Matthews	
David Blackley		Matthews Downtown businesses		<a href="mailto:renfrowshardware@windstream.net">renfrowshardware@windstream.net</a>		Matthews	

**From:** Bereis, Kimberly D  
**Sent:** Monday, August 12, 2013 5:16 PM  
**Cc:** 'eevance@ncdot.gov'; Gibilaro, Carl; kingrish@matthewsnc.gov; Hazen Blodgett; Ralph Messera; 'Brian Matthews'; 'lpaxton@mayor.stallingsnc.org'; 'dnaylor@uncc.edu'; 'pemjnamin@yahoo.com'; srd@planning.indiantrail.org; Joseph Fivas (TownManager@admin.indiantrail.org); Scott Kaufhold (sjk@engineering.indiantrail.org); 'Matt Noonkester'  
**Subject:** North Carolina Department of Transportation (NCDOT) Project Meeting Invitation - East John Street/Old Monroe Road Improvement Project



Transmittal



J-4714\_Multi-Day



PROJECT



OMR\_Charette\_Po

etter\_JohnStreet-. Charrette Sch... RRETTE\_Descriptio ster\_rev5\_smlr...

Dear Property/Business Owner or Other Interested Citizen:

**This message is being sent on behalf of the NCDOT.** You're receiving this email because the Town of Matthews, Stallings, or Indian Trail staff listed you as a contact for your organization and/or as someone who may be interested in the subject project. Please find attached a letter explaining the location of the project, the schedule for the upcoming public meeting (a multi-day project design charrette), a description of the project charrette activities, and a poster for you to help 'spread the word'.

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Please contact me at the office or cell number below, or the NCDOT Project Manager, Elmo Vance (919-707-6048) if you have any questions.

**Kim Bereis, AICP**  
Senior Planner, Transportation Planning

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**From:** Bereis, Kimberly D  
**Sent:** Tuesday, August 13, 2013 10:36 AM  
**To:** 'tmussoni@gmail.com'  
**Subject:** North Carolina Department of Transportation (NCDOT) Project Meeting Invitation - East John Street/Old Monroe Road Improvement Project

---

**From:** Bereis, Kimberly D  
**Sent:** Monday, August 12, 2013 5:16 PM  
**Cc:** 'eevance@ncdot.gov'; Gibilaro, Carl; [kingrish@matthewsnc.gov](mailto:kingrish@matthewsnc.gov); Hazen Blodgett; Ralph Messera; 'Brian Matthews'; 'lpaxton@mayor.stallingsnc.org'; 'dnaylor@uncc.edu'; 'pemjnamin@yahoo.com'; [srd@planning.indiantrail.org](mailto:srd@planning.indiantrail.org); Joseph Fivas ([TownManager@admin.indiantrail.org](mailto:TownManager@admin.indiantrail.org)); Scott Kaufhold ([sjk@engineering.indiantrail.org](mailto:sjk@engineering.indiantrail.org)); 'Matt Noonkester'  
**Subject:** North Carolina Department of Transportation (NCDOT) Project Meeting Invitation - East John Street/Old Monroe Road Improvement Project



Transmittal



J-4714\_Multi-Day



PROJECT



OMR\_Charette\_Po

etter\_JohnStreet-. Charrette Sch... RRETTE\_Descriptic ster\_rev5\_smlr\_...

Dear Property/Business Owner or Other Interested Citizen:

**This message is being sent on behalf of the NCDOT.** You're receiving this email because the Town of Matthews, Stallings, or Indian Trail staff listed you as a contact for your organization and/or as someone who may be interested in the subject project. Please find attached a letter explaining the location of the project, the schedule for the upcoming public meeting (a multi-day project design charrette), a description of the project charrette activities, and a poster for you to help 'spread the word'.

Also, we encourage you to forward and/or share this information with others that you think would be interested in the project. We hope to see you at one or more of the charrette activities!

Please contact me at the office or cell number below, or the NCDOT Project Manager, Elmo Vance (919-707-6048) if you have any questions.

**Kim Bereis, AICP**  
Senior Planner, Transportation Planning

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6637 Colston Court  
Charlotte, NC 28210

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Matthews, NC 28105

Property Owner  
2217 E. John Street LLC  
Matthews, NC 28105

Property Owner  
2425 E. John Street LLC  
Matthews, NC 28105

Trotter Properties  
Mr. Paul Trotter  
1515 Mockingbird Lane, #900  
Matthews, NC 28209

Aspen Asset Group, LLC  
PO Box 1077  
Matthews, NC 28106

Senior Properties, LLC  
6300 Carmel Road #110B  
Charlotte, NC 28226

Lester & Mary Yandle, LLC  
Patsy Warren  
1200 Overstream Lane  
Matthews, NC 28105

Guynelle B. Broome  
801 Carolina Sands Dr  
Carolina Beach, NC 28428

Edna Mae Broome  
3709 Old Monroe Road  
Stallings, NC 28104

Mr. Ryan Moore  
4416 Old Monroe Rd  
Indian Trail, NC 28079

Mr. Nate Perrell  
4416 Old Monroe Rd  
Indian Trail, NC 28079

Robert & Robin Mullis  
1110 Waxhaw Indian Trail Road  
Indian Trail, NC 28079

Mary Vaughn  
622 Indian Trail Rd.  
Indian Trail, NC 28079

Nancy & Severin Jacobsen  
3905 Waters Reach Lane  
Indian Trail, NC 28079

Mr. Mario Andelina  
624 Indian Trail Rd  
Indian Trail, NC 28079

Sonja Flores  
13930 Hardwood Place  
PO Box 1591  
Matthews, NC 28106

Jeff Pressly  
4511 Forestmont Drive  
Matthews, NC 28105

Mulvaney Group Ltd.  
Mike Mulvaney or John Camp  
PO Box 836  
Lancaster, SC 29721

Edith Mc Elray - CPCC  
2800 Campus Ridge Road  
P.O. Box 35009  
Matthews, NC 28235

CVS  
Michael Price, Store Mgr.  
4300 Old Monroe Road  
Indian Trail, NC 28079

SENT VIA USPS



## **Appendix B**

# **Press Releases/Newspaper Articles/Media Coverage**

**From:** Thompson, Jennifer [jenthompson@ncdot.gov]  
**Sent:** Friday, August 09, 2013 3:40 PM  
**Subject:** NCDOT Hosts Multi-Day Design Meeting for Proposed Improvements to East John Street and Old Monroe Road in Mecklenburg and Union Counties

For Immediate Release  
 August 9, 2013  
 Contact: Jen Thompson, (980) 523-0000

**NCDOT Hosts Multi-Day Design Meeting for Proposed Improvements to East John Street and Old Monroe Road in Mecklenburg and Union Counties**

**CHARLOTTE** – The [N.C. Department of Transportation](#) has scheduled an interactive design meeting Aug. 27-29 to discuss proposed improvements to 6.5 miles of East John Street/Old Monroe Road from Trade Street in Matthews to Wesley Chapel–Stouts Road in Indian Trail. The project includes plans to widen the existing two-lane road to a multi-lane thoroughfare with accommodations for bicyclists and pedestrians.

This meeting will help identify practical planning and design solutions for the project. NCDOT will hold the meetings at South Piedmont Community College/Salon A, located at 4209 Old Charlotte Highway in Monroe.

The meeting will accommodate a variety of schedules to encourage citizen participation, including small group ‘topic meetings’ that will help identify specific issues or opportunities relevant to the project development process. Each meeting will be led by a facilitator to generate information used to help develop specific improvement alternatives.

**Tuesday, August 27:**

12:30-2 p.m.: Topic Group Meeting – Corridor Aesthetics  
 2:30 – 4 p.m.: Topic Group Meeting – Business/Landowner Concerns  
 6-8 p.m.: Representatives from NCDOT and consultant Atkins Global will present an overview of the project. A ‘hands-on’ workshop will follow, where attendees will work in small groups to identify areas of interest along the corridor.

**Wednesday, August 28:**

9-10 a.m.: Topic Group Meeting – Location of Improvements  
 10:30-11:30 a.m.: Topic Group Meeting – Typical Sections (What Will the Road Look Like)?  
 1-2 p.m.: Topic Group Meeting – Access Management  
 4:30-6 p.m.: Topic Group Meeting – Community/Neighborhood Concerns  
 7-8 p.m.: The public can attend a ‘pin-up review’, where the project team will share concepts and ideas generated from the small group workshop and topic group meetings. Citizens and stakeholders will have an opportunity to offer feedback to the project team.

**Thursday, August 29:**

9-10 a.m.: Topic Group Meeting – Local Government Roundtable  
 6-8 p.m.: The project team will summarize activities, concepts, and recommendations gathered over the course of the charrette in a closing presentation. Staff members will also explain the next steps in the project development process. Public comments received during the meeting will influence which conceptual alternatives will be moved into preliminary design and analysis in the project’s environmental study.

For more information, contact Kim Bereis with Atkins Global at (704) 665-4404, or [kimberly.bereis@atkinsglobal.com](mailto:kimberly.bereis@atkinsglobal.com).

\*\*\*NCDOT\*\*\*



**Jen Thompson**  
**Communications Officer**  
 NCDOT  
 (980) 523-0000 – office  
 (704) 507-3262 – cell  
[www.ncdot.gov](http://www.ncdot.gov)

---

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# Golf leader earns honor

Continued from page 5A  
Golf Hall of Fame in 1997. Previous winners include pro-

fessional golfer Renee Powell, former PGA of America president Brian Whitcomb, WNBA and NBA owner Sheila Johnson

and Bill Dickey, founder of Bill Dickey Scholarship Association.

# CIAA South Division

Continued from page 5A  
Not surprising, the Falcons are stacked on defense. All-CIAA defensive lineman Javarous Faulk returns after a monster season of 13 sacks. Joining him on the front line are veterans Christopher Roberts, Shonquez Nelson and Michael Oliver. All-CIAA linebacker Chaz Robinson is continuing the tradition of successful LBs under Costa's regime.

can do is control our own destiny with playing good, smart, fast, physical football."

The Falcons open Sept. 7 at N.C. Central.  
Johnson C. Smith. Coach Steve Aycock already has his bulletin board motivation for the season. After finishing a surprising second in the division last year, the Golden Bulls were rewarded with a fourth-place prediction.  
"That drives our kids to continue to work on deserving some respect," Aycock said. "We don't control (preseason predictions). The only thing we

JCSU returns preseason all-CIAA quarterback Keahn Wallace, who set a school record with 2,280 yards and 22 touchdowns last year.

The Bulls also return sophomore receiver Fred Scott, who led the team in receiving yards and touchdowns in 2012.

Shaw. Coach Robert Massey noted at the CIAA football luncheon that since 2004 the Bears have won a title every three years. This season will be the third year since 2010.

Massey guided the Bears to a 4-6 record his first season as head coach after serving as an assistant. The offense took the biggest hit at signal-caller with the loss of record-setting quarterback James Stallons. But Quinshon Odom, who lost his starting job to Stallons, is ready to resume the role.

The Bears allowed too many

big plays late in the game on defense. But they have Mr. Excitement in All-American cornerback Darnell Evans.

Shaw opens Sept. 7 at University of Charleston (WVa.)

Fayetteville State. In is Lawrence Kershaw. Out is Kenny Phillips. Kershaw, offensive coordinator at Florida A&M for five seasons, inherits a team that went 2-8. The Broncos are a young team with 11 seniors, 20 juniors, 19 sophomores and 23 freshmen. They host Virginia State on Sept. 7.

Livingstone. There were a couple of bright spots to the Blue Bears' 2-8 season. The offense rose from 158th to 88th in Division II and from last in the CIAA to third. One man is responsible for the change - 2012 CIAA Offensive Rookie of the Year Drew Powell threw for 2,322 yards, 18 TDs and only five INTs. He also rushed for 259 yards. Now, if he can just get some defensive help.

## NOTICE OF MULTI-DAY DESIGN CHARRETTE FOR E. JOHN STREET/OLD MONROE ROAD (STATE ROAD 1009) IMPROVEMENTS THROUGH MATTHEWS, STALLINGS, AND INDIAN TRAIL

TIP Project No. U-4714 Mecklenburg & Union Counties

The North Carolina Department of Transportation proposes to make improvements to approximately 6.5 miles of East John Street-Old Monroe Road (S.R. 1009) from Trade Street (S.R. 3448-S.R. 3474) in the Town of Matthews (Mecklenburg County) to Wesley Chapel-Stouts Road (S.R. 1377) in the Town of Indian Trail (Union County). The project includes plans to widen the existing two-lane roadway to a multi-lane facility with accommodations for pedestrians and bicycles.

Due to the desire of each Town for a "Complete Street" for E. John Street/Old Monroe Road, the NCDOT is hosting a three-day project design charrette. A design charrette is a special and focused interactive meeting. The charrette will bring together a diverse group of people to help identify solutions for planning and design of the project. The charrette schedule accommodates a wide variety of schedules, and the public is welcome to drop in any time (9am-8pm) during the three-day period.

NCDOT will hold all events for the above mentioned project from Tuesday, August 27th thru Thursday, August 29th at the South Piedmont Community College Monroe Campus - Salon A, located at 4209 Old Charlotte Highway in Monroe.

Opening Presentation/Hands-on Work Session (Tuesday, August 27, 6 - 8 p.m.)  
The opening presentation will officially kick off the Project Charrette. NCDOT and Consultant staff will present an overview of the project. This will be followed by a hands-on workshop, where the public will work in small groups to identify and discuss areas of interest or "hot spots" along the corridor.

Topic Group Meetings (Times listed below)  
Small-group, topic-oriented meetings will be held to identify specific issues or opportunities important to the transportation project development process. A facilitator will lead each meeting with help from project team members. Information and ideas generated from each topic meeting will be used to inform the development of specific improvement alternatives for the roadway.

- 1. Corridor Aesthetics - August 27, 1 - 2 p.m.
- 2. Business/Landowner Concerns - August 27, 2:30 - 4 p.m.
- 3. Location of Improvements - August 28, 9 - 10 a.m.
- 4. Typical Sections (What will the road look like?) - August 28, 10:30 - 11:30 a.m.
- 5. Access Management - August 28, 1 - 2 p.m.
- 6. Community/Neighborhood Concerns - August 28, 4:30 - 6 p.m.
- 7. Local Government Roundtable - August 29, 9 - 10 a.m.

Public Pin-up Review (Wednesday, August 28, 7 - 8 p.m.)  
A pin-up event will provide an opportunity for the project team to share ideas and concepts generated from the hands-on workshop from night one, and the topic-oriented meetings. Maps, diagrams, and various concepts will be presented to the public and stakeholders for their feedback.

Closing Presentation (Thursday, August 29, 6 - 8 p.m.)  
The project team will lead a closing presentation summarizing the days' activities, recommendations, and concepts for moving forward with a common vision for E. John Street/Old Monroe Road. The closing presentation will also explain the next steps in the project development process. The event will include an opportunity for public comment and input received during the charrette will influence which conceptual alternatives are moved forward into more detailed (preliminary) design and analysis in the roadway environmental study.

For additional information contact NCDOT consultant, Kim Bereis, with Atkins Global, by phone at (704) 665-4404, or via email at kimberly.bereis@atkinsglobal.com. Citizens may also contact Elmo Vance, Project Manager, NCDOT Project Development and Environmental Analysis Unit, by phone: (919) 707-6048 or by email: eevance@ncdot.gov.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who want to participate in the hearing. Anyone requiring special services should contact Bereis as early as possible so that arrangements can be made.

Persons who speak Spanish and do not speak English, or have a limited ability to read, speak or understand English, may receive interpretive services upon request prior to the hearing by calling 1-800-481-6494.

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- 3:30pm Blue Tulip
  - 4:00pm Ribbon Cutting Ceremonies
  - 4:00pm ART SHOW\*
  - 5:00pm Carrie Marshall
  - 6:00pm Caroline Calouche Dance Troup
  - 6:30pm Buff Dillard
  - 8:00pm Shableek
- \* Art show is 4 - 8pm

#### SATURDAY, AUGUST 31ST

- 10:00am ART SHOW\*
  - 10:00am Art Tent
  - 11:30am JAI Jazz
  - 1:00pm Quentin "Q" Talley
  - 1:00pm Kojo Bey Drum Circle
  - 2:00pm Caroline Calouche Dance Troup
  - 2:30pm Rough Draft
  - 4:00pm Caroline Calouche Dance Troup
  - 4:30pm Who Rescued Who
  - 6:00pm Kojo Bey Drum Circle
  - 6:30pm Karla Davis (from the Voice)
  - 8:00pm Jo Dee Messina
- \* Art show is 10am - 6pm

#### SUNDAY, SEPTEMBER 1ST

- Charlotte Folks Society Presents:
- 1:00pm Lando Pierani
  - 1:30pm Ramona Moore Big Eagle
  - 2:00pm Flat Possum Hoppers
  - 3:00pm Michael York & Big Cigar Band
  - 4:00pm Briarhoppers



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Friday, Aug. 23, 2013

# Speak up: Public session set for Matthews road plan

By Elisabeth Arriero

Residents in Matthews, Stallings and Indian Trail will have a chance during a three-day summit to provide input on how they want a key corridor developed.

Aug. 27-29, the N.C. Department of Transportation will host a design meeting for proposed improvements to a 6.5-mile stretch of East John Street (also known as Old Monroe Road), from Trade Street in Matthews to Wesley Chapel-Stouts Road in Indian Trail.

The stretch is used by tens of thousands of commuters each day in Union And Mecklenburg counties, and serves as a main artery and gateway through three communities.

The project includes plans to widen the existing two-lane road to multiple lanes and add bike and pedestrian pathways.

"It's still in the early stages," said Carl Gibilaro, consultant project manager. "We're trying to identify what people do and don't want to see along the corridor and what we need to have in our tool box moving forward."

The road project will be broken into three segments. The first segment, or Section A, will be from Trade Street to I-485. That portion, which sees about 21,000 cars a day, will cost an estimated \$17.5 million.

Section B runs from I-485 to Waxhaw-Indian Trail Road and sees 20,000 cars daily. Construction costs for that will be \$38 million.

And Section C starts at Waxhaw-Indian Trail Road and ends at Wesley Chapel-Stouts Road. That part sees 16,000 cars daily and will cost \$31 million.

Kim Bereis, consultant deputy project manager, said a key component to the project will be making sure the corridor is consistent as it transitions from Matthews to Stallings.

"Hopefully we can go forward with a unified message," said Elmo Vance, project development engineer from the state Department of Transportation. "Hopefully, we can walk together in harmony so we can all appreciate it."

Slideshow

« Prev 2 of 5 Next »



From Aug. 27-29, state transportation officials will host a design meeting for proposed improvements to a 6.5 miles stretch of East John Street.

### Want to Attend?

The N.C. Department of Transportation will hold meetings Aug. 27-29 at South Piedmont Community College, 4209 Old Charlotte Highway in Monroe. **Aug. 27:** • 12:30-2 p.m.: Corridor Aesthetics • 2:30-4 p.m.: Business/Landowner Concerns • 6-8 p.m.: Representatives from N.C. DOT and consultant Atkins Global will present an overview of the project. A workshop will follow, where attendees will work in small groups to identify areas of interest along the corridor. **Aug. 28:** • 9-10 a.m.: Location of Improvements • 10:30-11:30 a.m.: Typical Sections (What Will the Road Look Like?) • 1-2 p.m.: Access Management • 4:30-6 p.m.: Community/Neighborhood Concerns • 7-8 p.m.: The public can attend a pin-up review, where the project team will share concepts and ideas generated from the small -roup workshop and topic group meetings. Residents and stakeholders can offer feedback. **Aug. 29:** • 9-10 a.m.: Local Government Roundtable • 6-8 p.m.: The project team will summarize activities, concepts and recommendations gathered over the course of the meeting in a closing presentation. Staff members also will explain the next steps in the project process.

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Officials said some themes already have emerged.

"It's clear that folks don't want something like a U.S. 74," said Gibilaro. "They want something that's more laid back. They are not looking for a high-speed facility, just something that will improve their travel throughout the different towns."

Jen Thompson, spokeswoman for N.C. DOT, said Section B is likely to start construction first since that is the only part that is currently funded.

In 2011, Indian Trail residents approved a \$10 million bond to help fund Section B. Town staff are talking with transportation officials to use part of that money to help fund Section C.

After the 3-day summit, transportation officials will update their plans for the road and return in the fall for another public workshop.

Gibilaro said he expects the environmental assessment to wrap up in February 2014. After that, the project will have its official public hearing.

He estimated that officials could start the design and construction phase for Section B in fall 2014, with acquiring right of way beginning around 2015.

Even so, construction may not start until 2018. And Sections A and C are still years away, Thompson said.

That timeline may change given the Strategic Mobility Formula, which was signed into law on June 26. It's the state's newest way of funding and prioritizing transportation projects, Thompson said.

Under the formula, which is driven by data and public input, all modes of transportation compete for the same funding.

"This project could be reprioritized," Thompson said. "It could be pushed further back or accelerated."

Joe Fivas, Indian Trail's town manager, said because of the new formula, it's going to be more important than ever for residents to attend the summit and show how important this road improvement is.

He described how it often takes residents upwards of 45 minutes to travel the short distance from I-485 to Indian Trail because of bumper-to-bumper traffic.

"This is probably the number one transportation issue in our community," he said. "I think it's critical for residents to talk directly with N.C. DOT about how important the road is for our area."

**Arriero: 704-358-5945; On Twitter: @earriero**

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Posted: Wednesday, Sep. 04, 2013

# Many at public hearings want all sections of Old Monroe Road widened

By Marty Minchin

*PUBLISHED IN: Z COMMUNITY SITES | SOUTH CHARLOTTE NEWS | NEWS OF UNION COUNTY*

Many ideas were voiced during meetings last week that focused on widening Old Monroe Road. But one message became clearer.

“Usually, when we have any sort of public outreach activity about an N.C. DOT project, you get a mixed bag,” said Jen Howard, a spokeswoman for the N.C. Department of Transportation. “I got the impression that most agree there is widespread support for improvements for all three sections of the corridor.”

Old Monroe Road, a two-lane corridor, has become increasingly congested in recent years. Lengthy backups are common at major intersections between Indian Trail and Matthews during morning and evening weekday rush hours.

Almost 100 people attended recent public meetings to give their input on the N.C. DOT’s plans for the road from Matthews to Wesley Chapel-Stouts Road in Indian Trail.

The N.C. DOT is beginning the planning on widening the road and has not decided on a design. The project is divided into three sections, and right now only the section between I-485 in Matthews and Indian Trail-Waxhaw Road is funded.

About \$38 million is allocated for that section. The other two sections, which are between Trade Street and I-485 in Matthews and Waxhaw-Indian Trail Road and Wesley Chapel Stouts Road, have an estimated cost of \$48 million.

Construction on the funded section could begin in 2018, but legislation that was signed into law in June is restructuring how transportation projects in North Carolina are prioritized. Officials don’t know how the new laws will affect the Old Monroe Road project.

Regardless, transportation officials will continue working with local officials on the design of the road widening, which will be built to accommodate traffic needs for at least two more decades.

“We need to provide an acceptable level of service and make sure the cars can move through the corridor,” said Carl Gibilaro, consultant project manager. “We want a facility where no improvement will be necessary until 2035. How many lanes it will take to accomplish that we don’t yet know.”

## Related Stories

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People who attended the design meetings generally were opposed to expanding the road to six lanes, but they had mixed opinions on whether the road should have a median, bikes lanes and pedestrian paths.

Comments collected from the public meeting included requests to preserve the Rock Store in Stallings, improve the intersection at Stallings and Old Monroe roads, create safe pedestrian crossings and establish a 35 mph speed limit.

Transportation officials presented design concepts that included lanes for bicycles and sidewalks, which town officials have said are important to their comprehensive transportation plans.

The N.C. DOT now is working on an environmental assessment for the project, which should be completed by fall 2014, and officials plan to return in late 2013 to report on their progress and hold more public meetings.

Transportation officials welcome public input on the Old Monroe Road widening plan at any time. To submit comments, contact Carl Gibilaro at 704-522-7275 or [carl.gibilaro@atkinsglobal.com](mailto:carl.gibilaro@atkinsglobal.com).

Marty Minchin is a freelance writer. Have a story idea for Marty? Email her at [martyminchin@gmail.com](mailto:martyminchin@gmail.com).



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# Charrette weighs plans for Old Monroe Road

Aug. 31, 2013 @ 04:11 PM  
Heather Smith

MONROE —Road planners held a three-day series of meetings this week with members of the public about widening Old Monroe Road.

Representatives with the N.C. Department of Transportation, land owners, local elected officials, community planners, project stakeholders and business owners met at South Piedmont Community College to talk about how the road should be widened. A team of planners and designers hosted the meetings to gather public opinion about the road. About 90 people attended and shared their ideas and wishes.

"The one question people asked when they came in here is where are the alternatives," Seven Hills Town Planning Group representative Matt Noonkester said. "This is an environmental assessment and most people who've been through one of those knows that we have to come up with several alternatives."

But before the team starts drawing lines on a map, they wanted suggestions from the people who travel the road every day.

Usually, planners produce several alternatives and present them to the public. But the average person does not know how engineers and designers made their decisions, Noonkester said.

The six-mile corridor travels through three towns and is the largest alternate route that parallels U.S. Highway 74.

There are three sections to the project. Section A runs along East John Street from Trade street in Matthews to the interchange at I-485. Section B runs from I-485 to Indian Trail-Waxhaw Road. From there to Wesley Chapel-Stouts Road makes up Section C.

see plans/page A10



RICK CRIDER / Enquirer Journal

An east-bound concrete truck on Old Monroe Road passes a car on the right shoulder as the car's driver waits to turn left as traffic backs up Friday afternoon. This, the 3000 block of Old Monroe Road in Stallings, is part of a six-mile stretch of the road between Sun Valley and Matthews that is under consideration for widening.



RICK CRIDER / Enquirer Journal

Traffic sits at a stand-still along Old Monroe Road just west of the Indian Trail Road intersection. A flashing sign, visible to west-bound motorists, calls attention to a series of meetings that were open to the public at SPCC Tuesday, Wednesday and Thursday.

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UCPS Superintendent Mary Ellis has taken the stand.

**Union County Sheriff** @UnionCoSheriff 4h  
Monroe Police pulled an underage drunk man from a vehicle after he passed out behind the wheel and caused the... [fb.me/2vXH4QFk](https://www.facebook.com/2vXH4QFk)  
Retweeted by The Enquirer-Journal

**The Enquirer-Journal** @EnquirerJournal 9h  
Good. I was going to call in sick :) / RT @WSOC\_TV: UPDATE: Missing snake found

Tweet to @EnquirerJournal

Sections A and C are unfunded through the state. Two years ago, Indian Trail voters approved a roads bond to borrow money for leverage to get NCDOT to begin widening that section sooner. Section B has state funding and construction is scheduled for 2018.

"Our state legislature and our governor signed new rules and laws on how money is going to be distributed for transportation projects," Noonkester said.

Any project slated to begin after 2015 will be included in the new formula. Depending on needs around the state, the widening project could go on as planned. But the state might decide that other projects take precedence and push the Old Monroe widening further into the future. NCDOT officials will know when the draft list is released early next year.

Attendees made a lot of suggestions, many of which contradicted other comments, Noonkester said. Some people wanted a median, but most did not. Some wanted the road to stay small to keep the traffic volume at a minimum. Others wanted a road designed for more cars than now travel it so it will not need improvement soon after it is opened. Some encouraged landscaping while others just wanted a road that would move cars and trucks with more efficiency.

The team presented eight design concepts. The audience voted for the options they wanted planners to explore.

The most basic concept was a four-lane road with no median. NCDOT has lately preferred street design with a median or turn lane because it separates traffic and is safer for drivers. Another concept included a landscaped median with turn lanes cut through at different areas. Audience members expressed a smattering of support to the first two, but most opposed other concepts with a wider right-of-way that included bike lanes and pedestrian sidewalks.

Though the first public meetings about widening Old Monroe Road have been held, planners still want more public input. Contact Noonkester at 704-606-1620 or Kim Bereis at 704-604-5883.

Copies of the presentations will be posted on town websites for Matthews, Indian Trail and Stallings.

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**Do you agree with the 211-game suspension of Yankees' Third Baseman Alex Rodriguez for allegedly using banned substances?**

- Yes  
102 votes
- No  
10 votes
- They should allow steroids in sports.  
7 votes
- Go Red Sox!  
17 votes

0 comments



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## NCDOT Seeks Input on John Street / Old Monroe Rd. Project

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## Marvin Beach

Email: [mbeach@foxcharlotte.com](mailto:mbeach@foxcharlotte.com)

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By [Marvin Beach](#)

Created: Tue, 27 Aug 2013 09:17:00 EST

Updated: Tue, 27 Aug 2013 09:26:45 EST

INDIAN TRAIL, NC - Neal Lickliter is one of many who've been waiting for traffic relief along Old Monroe Road.

He's seen changes living near Indian Trail over the past 18 years.

"It was an easy access in and out all the time. but today it's - traffic is - real bad," he explains.

NCDOT is working on plans to widen the road to four lanes.. with access for bicycles and pedestrians.

Over the next two days.. they're meeting with those who live or own businesses nearby.

"What do they want this corridor to look like, how do they want it to function," explains Jen Thompson, with NCDOT.

Plans call for the work to be done in three phases..

From where the road is called East John Street in Downtown Matthews.. to Wesley Chapel-Stouts Road in Union County.

Stallings business owner Ronnie Chapman supports the plan - but he and others worry about what happens during construction.

"If they'll be able to operate when the road is being constructed. If they'll have an entrance off of the road," he says.

Those details still have to be hammered out.

So far only the middle phase is funded with the help of a bond approved by voters in Indian Trail.

Work is scheduled to start on that phase in 2018. No date has been set on the rest of the project.

If you want to go, additional sessions will be held Wednesday and Thursday from 9am-8pm at South Piedmont Community College at 4209 Old Charlotte Highway in Monroe.

[http://www.ncdot.gov/download/projects/publichearings/08272013\\_U4714\\_MecklenburgUnion.pdf](http://www.ncdot.gov/download/projects/publichearings/08272013_U4714_MecklenburgUnion.pdf)



## News

# Residents debate options for Old Monroe widening

by Morgan Smith  
morgan@unioncountyweekly.com

Though improvements to a congested stretch of East John Street/Old Monroe Road are seemingly still in the distance, area leaders, residents and business leaders are starting to plan now to alleviate headaches when the project does move forward.

The North Carolina Department of Transportation is currently working with Indian Trail and Stallings, and Matthews in Mecklenburg County, to widen the stretch of road that crosses through the three towns. The project has been broken up into three sections: from South Trade Street in downtown Matthews to Interstate 485, from I-485 to Indian Trail Road and from Indian Trail Road to Wesley Chapel-Stouts Road.

NCDOT hosted a three-day series of community meetings last week at South Piedmont Community College in Monroe, where they discussed with area residents various ways and alternatives to make the needed changes in the least disturbing way. Adding landscapes and medians, sidewalks and bike lanes were at the top of the ideas and concerns, while other residents want to "just get the job done." The two-lane stretch sees heavy traffic during morning and evening rush hour, as well as congestion throughout the day, residents said. Adding another two lanes will be essential in the project.

"I just want to know how much of my property is going to be gone," said Matthews resident Dianne Benton, who has lived on East John Street for about 32 years. Benton said many residents who live off of East John Street want to know how improvements would affect their maneuver off and on the road. "We are talking about two groups of people - people who live off of John Street and people who live on John Street. Their concerns are getting out of the neighborhood. We just want to know, will we have a front yard?"

Currently, only one section of the project, from I-485 to Indian Trail Road, has federal and state funding secured and a potential timeline for when construction could start. NCDOT is working to complete an environmental assessment survey, which most likely won't be complete until late 2014. NCDOT is targeting 2018 for the section of work, though the date is subject to change due to recent changes in state funding formulas.

The other two sections of the stretch are currently unfunded, though town

leaders in Indian Trail have recently held discussions about how to get their section of the project done as soon as possible.

One of the most controversial issues for the project is deciding how the road will be laid out, whether with medians to ensure space for turn lanes, or if the road will become a superstreet, where only right-turns will be permitted and U-turn lanes will be incorporated.

But for town officials like Matthews Commissioner John Urban, finding consistency with the town's new branding and wayfinding initiatives will be necessary. Many residents mentioned removing the median option altogether to help save right of way space and to maybe cause less disruption for the adjacent properties. Currently, the street's width stands at about 60 feet, but improvements could increase the width to nearly 160 feet, depending on the addition of medians, bike lanes and sidewalks, NCDOT officials said.

"In all of our conversations, (the Matthews board has) seen (the project) as a tree-lined street. The thing I would encourage is I would put a no vote if there was no median there," Urban said. "We don't want that situation that looks like a highway."

Urban said he's not sure the Old Monroe project is on the radar for many residents, adding that Matthews leaders' priorities recently have been spread in many other directions. But he said it's time to start talking about the project, even if the Matthews section doesn't have a timeline yet.

"That street is a gateway into Matthews. You just can't take that road and make it all different" in comparison to other streets in the town, Urban said. "The project is down the road, but it sneaks up on you."

Elmo Vance, a project manager with NCDOT, said the department is expected to host a citizens informational workshop in December to continue the conversation with area residents. An official date hasn't been set, but Vance said residents can call NCDOT with any questions or suggestions they may have concerning the project. The December meeting will cover the findings from the three-day workshop and studies and will give residents an idea of the direction of the project and another chance to ask how the project could impact their own homes, businesses or properties.

"We are here to just let residents know, 'We hear what you are saying, and we are trying to incorporate your ideas into this process,'" Vance said.



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# **Appendix C Event Schedule and Event Description**

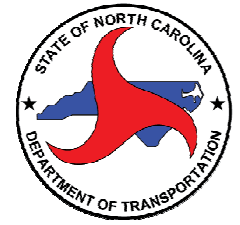




## East John Street/Old Monroe Road Improvement Project

### Multi-Day Project Design Charrette Work Schedule — August 27 - August 29, 2013

CHARETTE LOCATION	Time	Tuesday, August 27th DAY ONE	Wednesday, August 28th DAY TWO	Thursday, August 29th DAY THREE	
<p style="text-align: center;"><i>All activities will be held at</i>            South Piedmont Community College (SPCC)            Monroe Campus            4209 Old Charlotte Highway in Monroe            Salon A (Conference Center)</p> <p>Follow the signs when you arrive on campus</p>	9:00 AM	Team Set-up for the 3-day event	TOPIC MEETING- Location of Improvements 9:00 – 10:00 a.m.	TOPIC MEETING - Local Government Roundtable 9:00 – 10:00 a.m.	
	10:00 AM		Open house - no scheduled event	Team Design Session (Open to Public)	
	11:00 AM	Open house - no scheduled event	TOPIC MEETING- Typical Sections 10:30 – 11:30 a.m.		
	12:00 PM		Open house - no scheduled event		
	1:00 PM	TOPIC MEETING - Corridor Aesthetics 12:30 – 2:00 p.m.	TOPIC MEETING - Access Management 1:00 – 2:00 p.m.	Team Production Activities Team will prepare a summary of input and results from charrette for closing presentation (Open to Public)	
	2:00 PM	Open house - no scheduled event	Team Design Session (Open to Public)		
	3:00 PM	TOPIC MEETING- Business/Landowner Concerns 2:30 – 4:00 p.m.			
	4:00 PM	Open house - no scheduled event			
	5:00 PM	Team set-up for Opening Presentation	TOPIC MEETING- Community/Neighborhood Concerns 4:30 – 6:00 p.m.	CLOSING PRESENTATION / NEXT STEPS 6:00 – 8:00 p.m.	
	6:00 PM	OPENING PRESENTATION (INTRODUCE PROJECT AND CHARRETTE PURPOSE & FORMAT) HANDS-ON WORKSHOP 6:00 – 8:00 pm.	Open house - no scheduled event		
	7:00 PM	HANDS-ON WORKSHOP 6:00 – 8:00 pm.	SUMMARY AND REVIEW OF PUBLIC INPUT 7:00 - 8:00 pm		
	8:00 PM				
	<p>For questions during the event please call:            704-604-5883 (Kim Bereis)            919-606-1620 (Matt Noonkester)</p>	<b>Charrette is open to the public at any time between 9am-8pm each day.</b>			



## **PROJECT DESIGN CHARRETTE – Description of Activities**

### **East John Street/Old Monroe Road Improvements**

#### **(NCDOT STIP No. U-4714)**

The East John Street/Old Monroe Road design charrette is a three-day collaboration, involvement, and engagement opportunity for everyone (residents, business owners, and municipal staff) to provide input into the planning and design of improvements for East John Street/Old Monroe Road.

A summary of public engagement opportunities during the design charrette is provided below. The schedule accommodates a wide range of interests and schedules. Please find time(s) where you can participate and share your thoughts on the project. No one is expected to attend the entire event, but rather pick and choose which topic meetings work best with your schedule and/or interest.

**NOTE: ALL EVENTS TO BE HELD AT SOUTH PIEDMONT COMMUNITY COLLEGE MONROE CAMPUS**  
**4209 Old Charlotte Highway Monroe, NC 28110 in Salon A**

#### **Opening Presentation/Hands-on Work Session**

Tuesday, August 27

6:00-8:00 pm

The opening presentation will officially kick off the Project Design Charrette. NCDOT and Consultant staff will present an overview of the project, including what is being studied, why/how it is being studied, and how you can be involved. This will be followed by a hands-on workshop, where members of the public will work in small groups to identify and discuss areas of interest or “hot spots” along the corridor.

#### **Topic Area Group Meetings**

Times listed below

Small-group, topic-oriented meetings will be held during the Project Design Charrette to identify specific issues or opportunities important to the transportation project development process. A facilitator will lead each meeting with help from project team members. Information and ideas generated from each topic meeting will be used to inform the development of specific improvement alternatives for the roadway.

1. Corridor Aesthetics – August 27, 1:00-2:00 pm
2. Business/Landowner Concerns – August 27, 2:30-4:00 pm
3. Location of Improvements – August 28, 9:00-10:00 am
4. Typical Sections (What will the road look like?) – August 28, 10:30-11:30 am
5. Access Management – August 28, 1:00-2:00 pm
6. Community/Neighborhood Concerns – August 28, 4:30-6:00 pm
7. Local Government Roundtable – August 29, 9:00-10:00 am

#### **Summary and Review of Public Input**

Wednesday, August 28

7:00-8:00 pm

A pin-up event will provide an opportunity for the project team to share ideas and concepts generated from the hands-on workshop from night one and the topic-oriented meetings. Maps, diagrams, and various concepts will be presented to the public and stakeholders for their feedback. This is an opportunity to confirm the community’s vision and set the course for the final day’s activities.

#### **Closing Presentation/Next Steps**

Thursday, August 29

6:00- 8:00 pm

The project team will lead a closing presentation summarizing the days’ activities, recommendations, and concepts for moving forward with a common vision for East John Street/Old Monroe Road. The closing presentation will also explain the next steps in the project development process. The event will include an opportunity for public comment, and input received during the charrette will influence which conceptual alternatives are moved forward into more detailed (preliminary) design and analysis in the roadway environmental study.



# **Appendix D**

## **Sign-in Sheets/Attendees List**



## Sign-In Sheet

East John Street/Old Monroe Road Improvement Project  
 Project Design Charrette  
 August 27, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (Circle all that apply)			
Doug Pressley	6308 MONROE RD. IT	INDIAN TRAIL	NC	28079	Corridor Aesthetics	<input checked="" type="checkbox"/> Business/Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Virginia Byrdline	Plant Est. Dr. Matthews	Matthews	NC	28105	Corridor Aesthetics	<input checked="" type="checkbox"/> Business/Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Patsy Warren	1200 Overstream Ln. Matthews, NC	Matthews		28105	Corridor Aesthetics	Business/Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Antobell Carnash	4416 Old Monroe Rd Indian Trail NC	Indian Trail	NC	28079	Corridor Aesthetics	Business/Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
CRAIG BETHLEN	104 Edgeland DR	Matthews, NC	NC	28105	Corridor Aesthetics	Business/Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Walton Johnson	509 MEMPHIS DR.	Indian Trail 28079	NC	28079	Corridor Aesthetics	<input checked="" type="checkbox"/> Business/Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Woody Barnette	2505 old Monroe Rd	Matthews	NC	28105	Corridor Aesthetics	<input checked="" type="checkbox"/> Business/Landowner Concerns	<input checked="" type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Regis Griffin	2609 Albatross Ln	Stallings	NC	28104	Corridor Aesthetics	Business/Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Jini King	222 Matthews Station St.	Matthews	NC	28105	Corridor Aesthetics	Business/Landowner Concerns	<input checked="" type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
JEFF MILLER	806 BRENHAM LN	MATTHEWS	NC	28105	Corridor Aesthetics	Business/Landowner Concerns	<input checked="" type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House



## Sign-In Sheet

East John Street/Old Monroe Road Improvement Project  
 Project Design Charrette  
 August 27, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (Circle all that apply)			
Jimmy Hinson	3933 Old Monroe Rd	Indian Trail	NC	28075	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Susan Hinson	"	"	"	"	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Jana D. Sorbo	1130 Williamstown Rd	Matthews	NC	28105	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
JAMES E. SIMPSON	9435 LOCHMEADE LN. MATTHEWS		NC	28105	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
DAVID HELMS	103 KENNETH Cir	INDIAN TRAIL	NC	28079	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Diana Lovette	4006 Old Monroe Road	Indian Trail	NC	2807	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Dennis Moser	231 Post Office Dr.	Indian Trail	NC	28079	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
ERIN Cunningham	823 Bradberry Lane	Ind. Tr.	NC	28079	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Paula Smircina	114 Edgeland Dr.	Matthews	NC	28105	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Doug Priddy	6308 MONROE Rd.	I.T.	NC	28079	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House



# Sign-In Sheet

East John Street/Old Monroe Road Improvement Project  
 Project Design Charrette  
 August 27, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (circle all that apply)			
Ronnie Chapman	2500 Old Monroe Rd <del>5923</del>	Matthews	NC	28104	Corridor Aesthetics	<input checked="" type="checkbox"/> Business/ <input checked="" type="checkbox"/> Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Rose Norton	809 E. John St.	Matthews	NC	28105	Corridor Aesthetics	<input checked="" type="checkbox"/> Business/ <input checked="" type="checkbox"/> Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
C.S. Dincill - Town of Matthews					Corridor Aesthetics	<input type="checkbox"/> Business/ <input type="checkbox"/> Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Anil Panicker	600 E Fourth St	NC DOT			Corridor Aesthetics	<input type="checkbox"/> Business/ <input type="checkbox"/> Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Toni O'Moore					Corridor Aesthetics	<input type="checkbox"/> Business/ <input type="checkbox"/> Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input checked="" type="checkbox"/> Open House
J.A.	1304 Ferndale Dr	IT	NC	28079	Corridor Aesthetics	<input type="checkbox"/> Business/ <input type="checkbox"/> Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input checked="" type="checkbox"/> Open House
VAN SOUTHWARD		IT			Corridor Aesthetics	<input type="checkbox"/> Business/ <input type="checkbox"/> Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Caspe J. Jundt	Matthews, NC 3001 Old Monroe Rd	Stallings	NC	28104	Corridor Aesthetics	<input checked="" type="checkbox"/> Business/ <input checked="" type="checkbox"/> Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
Katharine Southard		IT	NC	28079	Corridor Aesthetics	<input type="checkbox"/> Business/ <input type="checkbox"/> Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House
GENE McBRIDE LR DEVELOPMENT	1207 ROSENATH RD RICHMOND VA	RICHMOND	VA	23230	Corridor Aesthetics	<input checked="" type="checkbox"/> Business/ <input checked="" type="checkbox"/> Landowner Concerns	<input type="checkbox"/> Opening Presentation	<input type="checkbox"/> Open House



# Sign-In Sheet

East John Street/Old Monroe Road Improvement Project  
 Project Design Charrette  
 August 27, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (circle all that apply)			
Michael Faulkenberry	519 Picketts Circle	Indian Trail	NC	28079	<input checked="" type="checkbox"/> Corridor Aesthetics	<input checked="" type="checkbox"/> Business/Landowner Concerns	<input checked="" type="checkbox"/> Opening Presentation	Open House
Laura Flores	4610 Forestmont Drive	Matthews	NC	28105	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
NANCY + SEVERIN JACOBS	3905 Water Research	Indian Trail	NC	28079	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
GORDON B. DANIELS	1020 Wood Park Lane	Indian Trail	NC	28104	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Dianne Bevesney	1123 LAKEWOOD DR.	Stallings	NC	28104	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Chris Boone	609 E John St	Matthews	NC	28105	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
John Underwood	NC DOT				Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Gully Schert	Town of Indian Trail				Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Tom Griffith	701 E John St	Matthews	NC	28105	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
David Nelson	Town of Matthews	Matthews	NC	28105	<input checked="" type="checkbox"/> Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	<input checked="" type="checkbox"/> Open House





## Sign-In Sheet

East John Street/Old Monroe Road Improvement Project  
 Project Design Charrette  
 August 27, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (circle all that apply)			
Lynda Payton	112 Edgmont Dr	Matthews	NC	28104	Corridor Aesthetics	Business/Landowner Concerns	<input checked="" type="checkbox"/> Opening Presentation	Open House
Tammy Daniels	926 E John St	Matthews	NC	28105	Corridor Aesthetics	Business/Landowner Concerns	<input checked="" type="checkbox"/> Opening Presentation	Open House
Luf Wu	2305 Silver Run Dr	MO-RO	NE	28116	Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
Bob Blanton					Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
					Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
					Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
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					Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
					Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House
					Corridor Aesthetics	Business/Landowner Concerns	Opening Presentation	Open House



## Sign-In Sheet

East John Street/Old Monroe Road Improvement Project  
Project Design Charrette

August 28, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (circle all that apply)				
Michael Funkenberg	579 Bicketts Circle	Indian Trail	NC	28079	Location of Improvements	Typical Sections	Access Management	Community/ Neighborhood Concerns	Evening Review Session
JERRY MORSE	271 UNSONVILLE - INDIAN TRAIL ROAD	INDIAN TRAIL	NC	28079	Location of Improvements	Typical Sections	Access Management	Community/ Neighborhood Concerns	Evening Review Session
Jan & Dale Davis	1108 OAK ALLEY INDIAN TR. NC 28079				Location of Improvements	Typical Sections	Access Management	Community/ Neighborhood Concerns	Evening Review Session
LARRY SAGERTON	1642B Marvin Rd Charlotte NC	704-335-2945			Location of Improvements	Typical Sections	Access Management	Community/ Neighborhood Concerns	Evening Review Session
Cameron Helms	4440 Old Monroe Rd Indian Trail NC 28079	704-400-9837			Location of Improvements	Typical Sections	Access Management	Community/ Neighborhood Concerns	Evening Review Session
Dianne Benton	830 E. John St. Matthews, NC 28105	704) 996-2138 Matthews	NC	28105	Location of Improvements	Typical Sections	Access Management	Community/ Neighborhood Concerns	Evening Review Session
Richard/Brucey Strasser	3501 Elk Way Indian Trail, NC 28079				Location of Improvements	Typical Sections	Access Management	Community/ Neighborhood Concerns	Evening Review Session
C.S. O'Neill/Matthews					Location of Improvements	Typical Sections	Access Management	Community/ Neighborhood Concerns	Evening Review Session
Michael Caldwell	500 N. Main St. Monroe NC 28112	Monroe	NC	28112	Location of Improvements	Typical Sections	Access Management	Community/ Neighborhood Concerns	Evening Review Session
Willis Ritch	INDIAN TRAIL NC			28104	Location of Improvements	Typical Sections	Access Management	Community/ Neighborhood Concerns	Evening Review Session



## Sign-In Sheet

East John Street/Old Monroe Road Improvement Project

Project Design Charrette

August 28, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (circle all that apply)				
Lee Bergamin	4903 Huckle Knob Dr	Indian Trail	NC	28110-303	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
HARRIS HUBB	44031 OLD MONROE RD	IT	NC	28079	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
LED CREEKAT	WATERS REACH LANE	IT	↓	↓	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
JAMILLE ROBBINS	NC DOT	Raleigh	NC		Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
Megan Coghlan	NC DOT	Raleigh	NC	27612	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
Ellen Tannir	636 E. John St	Matthews	NC	28105	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
NANCY + SEVERIN JACOBSEN	3900 WATERS REACH LN	INDIAN TRAIL	NC	28019	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
Adam Books CRC	524 Deer Creek Dr Matthews, NC 28105	Matthews	NC	28105	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
Karen... Bentley	4802 Old Monroe Rd.	Indian Trail	NC	28079	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
Dianne Barton	830 E. John St.	Matthews	NC	28105	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session



## Sign-In Sheet

East John Street/Old Monroe Road Improvement Project  
 Project Design Charrette  
 August 28, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (circle all that apply)				
					Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
Morgan Smith Union County Weekly					Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
BALAJI SRINIVASAN RESIDENT OF INDIAN TRAIL					Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
DIANNE BENTON	830 E. JOHN ST	Matthews	NC	2810	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
Donna Fraher Andy Fraher	200 Frontier Circle	Indian Trail	NC	28079	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
John R. Urban	2523 MADRILE GLEN CT.	MATTHEWS	NC	28105	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
JOHN F. HEDDON	1100 ASHLEY CREEK DRIVE	MATTHEWS	NC	28105	Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
					Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
					Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
					Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session
					Location of Improvements	Typical Sections	Access Management	Community/Neighborhood Concerns	Evening Review Session





## Sign-In Sheet

East John Street/Old Monroe Road Improvement Project  
 Project Design Charrette  
 August 29, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (circle all that apply)		
Doug Presley	6308 MONROE Rd.	INDIAN TRAIL	NC	28079	Local Government Roundtable	Open House	Closing Presentation
Heather Smith	500 W. Jefferson St	Monroe	NC	28111	Local Government Roundtable	Open House	Closing Presentation
Patsy Warren	1200 Overstream Ln.	Matthews		28105	Local Government Roundtable	Open House	Closing Presentation
NANCY + SEVERIN JACOBSEN	3905 WATERS REACH LN	INDIAN TRAIL	NC	28079	Local Government Roundtable	Open House	Closing Presentation
S Lee	220 Morgan	Durham	NC		Local Government Roundtable	Open House	Closing Presentation
Robert Baller	2425 E-John St.	walton			Local Government Roundtable	Open House	Closing Presentation
Paula Surcina	114 Edgeland Dr.	Matthews	NC	28105	Local Government Roundtable	Open House	Closing Presentation
Sr. Propher	6700 Carmel Rd. <sup>51-110</sup> 28226	Charlotte	NC	28226	Local Government Roundtable	Open House	Closing Presentation
					Local Government Roundtable	Open House	Closing Presentation
					Local Government Roundtable	Open House	Closing Presentation







## Sign-In Sheet

East John Street/Old Monroe Road Improvement Project  
 Project Design Charrette  
 August 29, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (Circle all that apply)		
Dick Burk/Wald County					Local Government Roundtable	Open House	Closing Presentation
MICHAEL ALVAREZ	TOWN OF Indian Trail 100 NAVAJO Trail	Indian Trail	NC	28049	Local Government Roundtable	Open House	Closing Presentation
SUSTI CARPENTER	5007 HOLLY PARK DR. 28079	INDIAN TRAIL	NC	28079	Local Government Roundtable	Open House	Closing Presentation
RALPH RICCI	1006 Matilda Lane 28079	IT	NC	28079	Local Government Roundtable	Open House	Closing Presentation
TIFFANY WEAVER	1004 KERRY GREENS DR.	STALLINGS/ MATTHEWS	NC	28104	Local Government Roundtable	Open House	Closing Presentation
Tiffany P. Worl'd	4022 Old Monroe Rd	IT	NC	28079	Local Government Roundtable	Open House	Closing Presentation
JOHN STEWART	1023 FOUNTAINBROOK DR	I.T.	NC	28079	Local Government Roundtable	Open House	Closing Presentation
JAMES E SIMPSON	9435 LOCHMEADE LN	MATTHEWS	NC	28105	Local Government Roundtable	Open House	Closing Presentation
Judy Amick	516 RED BARN TR	MATTHEWS	NC	28104	Local Government Roundtable	Open House	Closing Presentation
AUTOBELL CAR WASH CHIPPER NEW	4416 Old Monroe Rd	IT	NC	28079	Local Government Roundtable	Open House	Closing Presentation



# Sign-In Sheet

East John Street/Old Monroe Road Improvement Project  
 Project Design Charrette  
 August 28, 2013 - South Piedmont Community College, Monroe Campus



Name/Organization	Street Address	City	State	Zip	Which session are you attending? (circle all that apply)		
Michael Faulkenberry	519 Picketts Circle	Indian Trail	NC	28079	Local Government Roundtable	Open House	Closing Presentation
JERRY MORSE	271 Unionville - Indian Trail Road Town of Stallings	" "	" "	" "	Local Government Roundtable	Open House	Closing Presentation
Brian Matthews	315 Stallings Rd	Stallings	NC	28104	Local Government Roundtable	Open House	Closing Presentation
JOHN F. HIGDON	1100 ASHLEY CREEK DRIVE	MATTHEWS	NC	28105	Local Government Roundtable	Open House	Closing Presentation
Michael Caldwell	504 W. Main St.	Monroe	NC	28112	Local Government Roundtable	Open House	Closing Presentation
ADAM McLAMB	130 BLYTHE DRIVE	IT	NC	28079	Local Government Roundtable	Open House	Closing Presentation
Haze Blodgett	9554 Hunt Ct Matthews	Matthews	NC	28105	Local Government Roundtable	Open House	Closing Presentation
Rae Killoogh	5025 OLD MONROE RD INDIAN TRAIL, NC 28079	INDIAN TRAIL	NC	28079	Local Government Roundtable	Open House	Closing Presentation
C.J. O'Neill (Matthews)					Local Government Roundtable	Open House	Closing Presentation
Shelley DeHart					Local Government Roundtable	Open House	Closing Presentation

**STIP No. U-4714 - E. John Street/Old Monroe Road Improvements  
Towns of Matthews, Stallings, and Indian Trail  
Mecklenburg and Union County**

**Multi-Day Design Charrette  
*NCDOT and Consultant Staff***

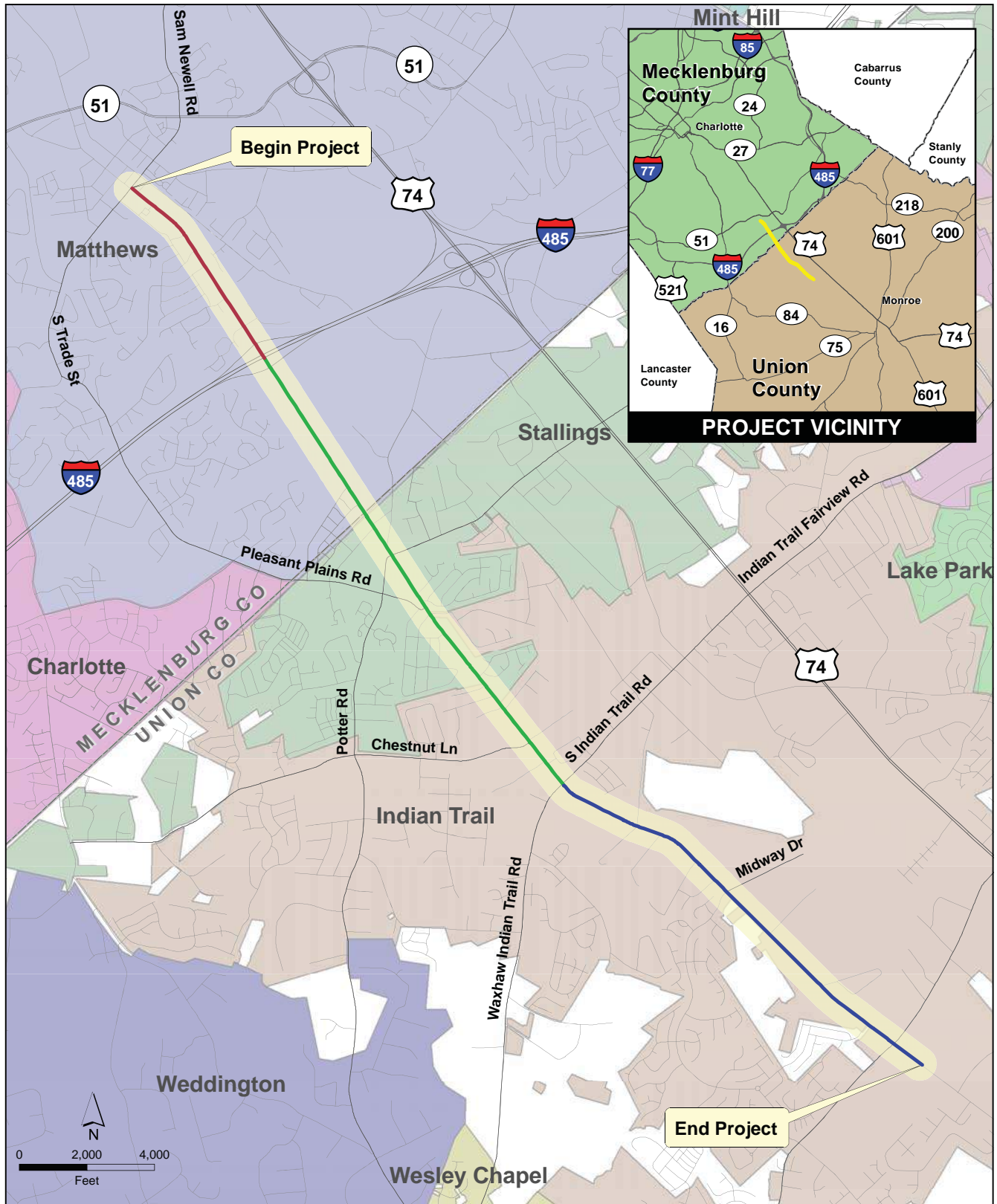
<u>Name</u>	<u>Agency</u>	<u>Day(s) Attended</u>		
		Aug 27	Aug 28	Aug 29
Elmo Vance	NCDOT – Project Manager	X	X	X
Jen Thompson	NCDOT – Communications Officer	X		
Scott Cole	NCDOT – Highway Division 10	X	X	X
John Underwood	NCDOT – Highway Division 10	X		X
Jamille Robbins	NCDOT – Public Involvement		X	
Megan Cogburn	NCDOT – Human Environment		X	
Karmen Dais	NCDOT – Human Environment		X	
Jim Dunlop	NCDOT – Congestion Management		X	
Elise Groundwater	NCDOT – Congestion Management		X	
Carl Gibilaro*	ATKINS – Project Manager	X		X
Kim Bereis*	ATKINS – Deputy Project Manager	X	X	X
Jenny Noonkester	ATKINS – Planner	X	X	X
Gina Schaar*	ATKINS – Roadway Engineer	X	X	X
Samantha Miller	ATKINS – Roadway Engineer	X	X	X
Tom Kelly*	ATKINS – Traffic Engineer	X	X	X
Matt Noonkester*	Seven Hills – Charrette Manager	X	X	X

\*Presenters

# **Appendix E**

## **Displays and Presentations**

# E. John Street/Old Monroe Road Improvements



**E. JOHN STREET/  
OLD MONROE ROAD  
WIDENING PROJECT**  
STIP PROJECT NO. U-4714  
Mecklenburg and Union Counties,  
North Carolina

**Legend**

- Section A
- Section B
- Section C
- Project Study Area

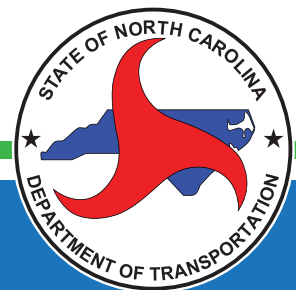
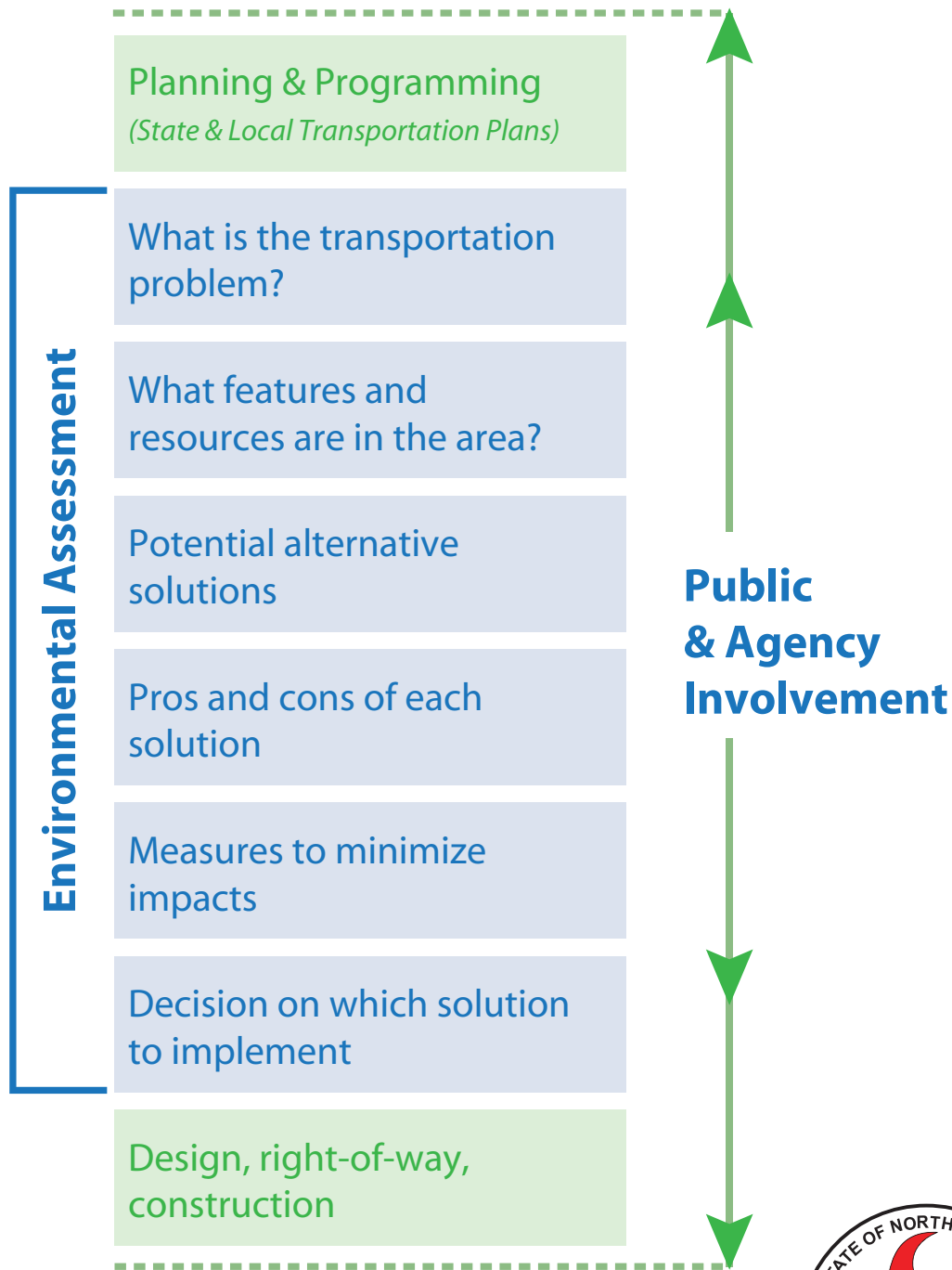
Source: Union County, NCDOT and Mecklenburg County GIS Department.

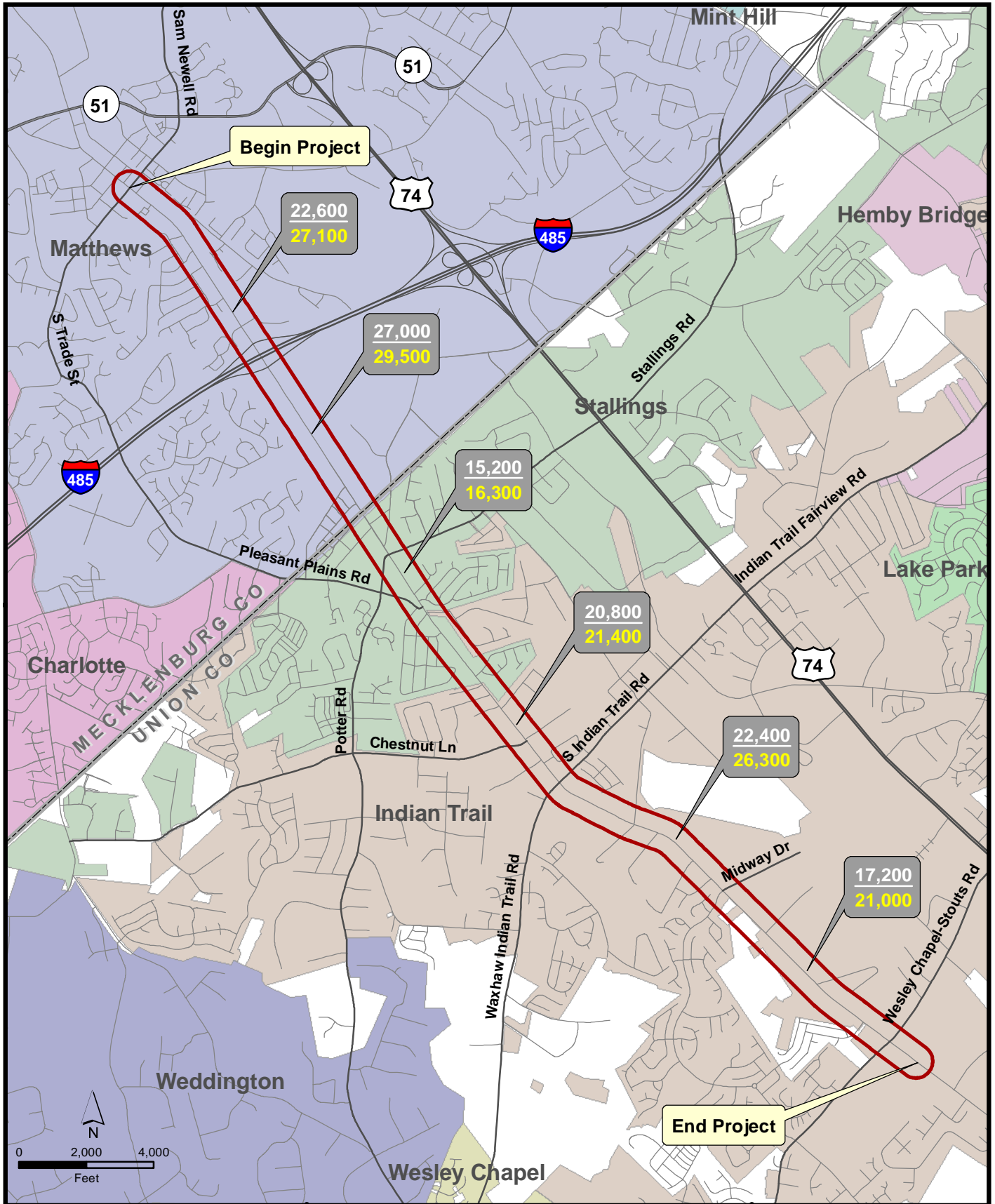
**PROJECT  
LOCATION MAP**



# E. John Street/Old Monroe Road Improvements

## The Project Planning Process





OMR\_Charrette\_Traffic.mxd 07.23.2013 -JNL



**E. JOHN STREET/  
OLD MONROE ROAD  
WIDENING PROJECT**  
STIP PROJECT NO. U-4714  
Mecklenburg and Union Counties,  
North Carolina

**Legend**

Project Study Area

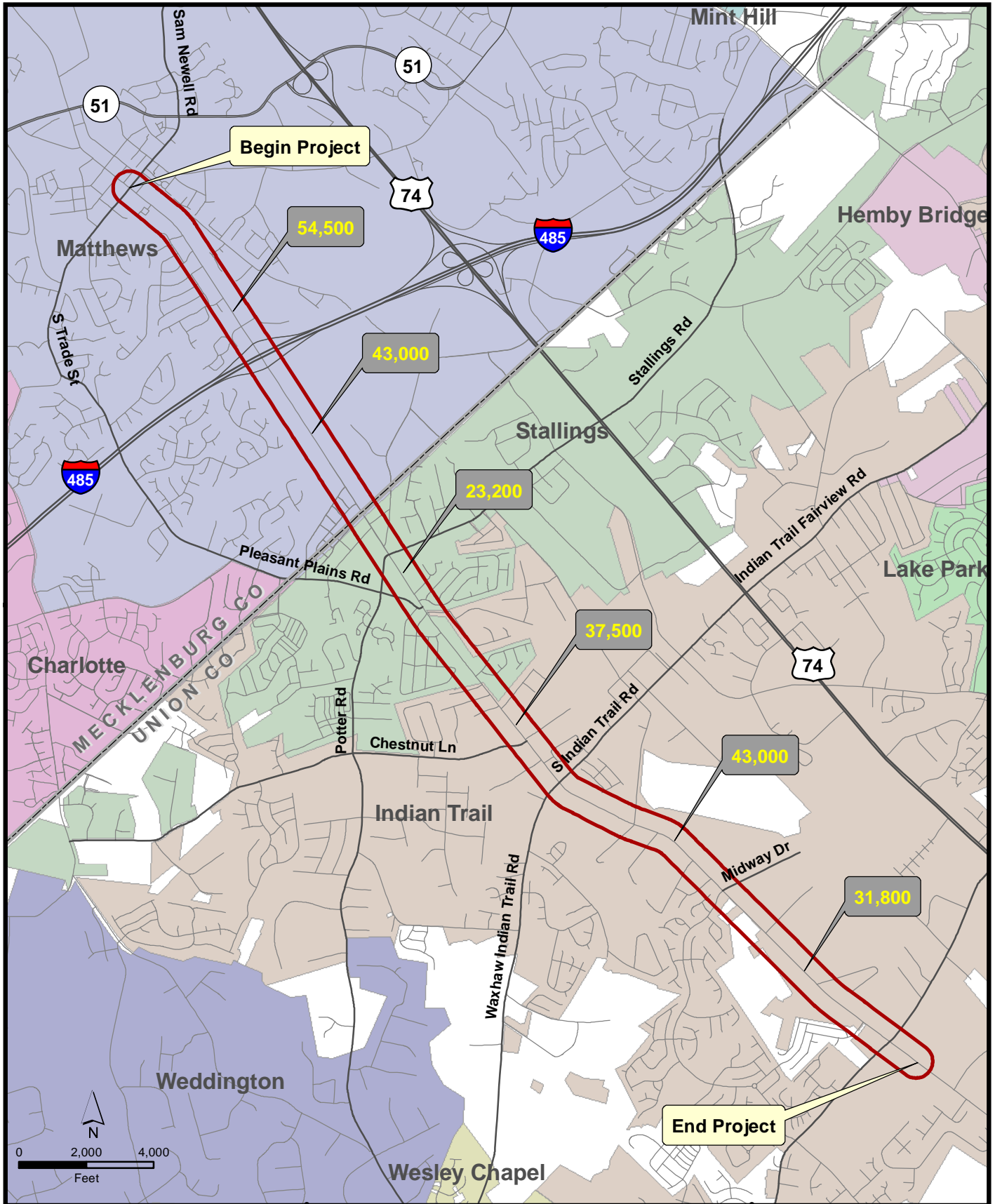
XX,XXX  
XX,XXX

2013 Existing AADT  
2035 No Build AADT

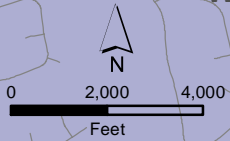
Source: Union and Mecklenburg County GIS Departments,  
AADT from NCDOT Transportation Planning Branch Traffic Forecasts (2/9/13).

**2013 AND 2035  
ANNUAL AVERAGE  
DAILY TRAFFIC (AADT)**

**NO BUILD**



OMR\_Charrette\_Traffic\_Build.mxd 07.23.2013 JNL



**E. JOHN STREET/  
OLD MONROE ROAD  
WIDENING PROJECT**  
STIP PROJECT NO. U-4714  
Mecklenburg and Union Counties,  
North Carolina

**Legend**

- Project Study Area
- XX,XXX 2035 Build AADT

Source: Union and Mecklenburg County GIS Departments,  
AADT from NCDOT Transportation Planning Branch Traffic Forecasts (7/22/13)

**2035  
ANNUAL AVERAGE  
DAILY TRAFFIC (AADT)**  
**BUILD  
(with Chestnut Connector)**

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# John Street / Old Monroe Road Improvement Project

## STIP No. U-4714



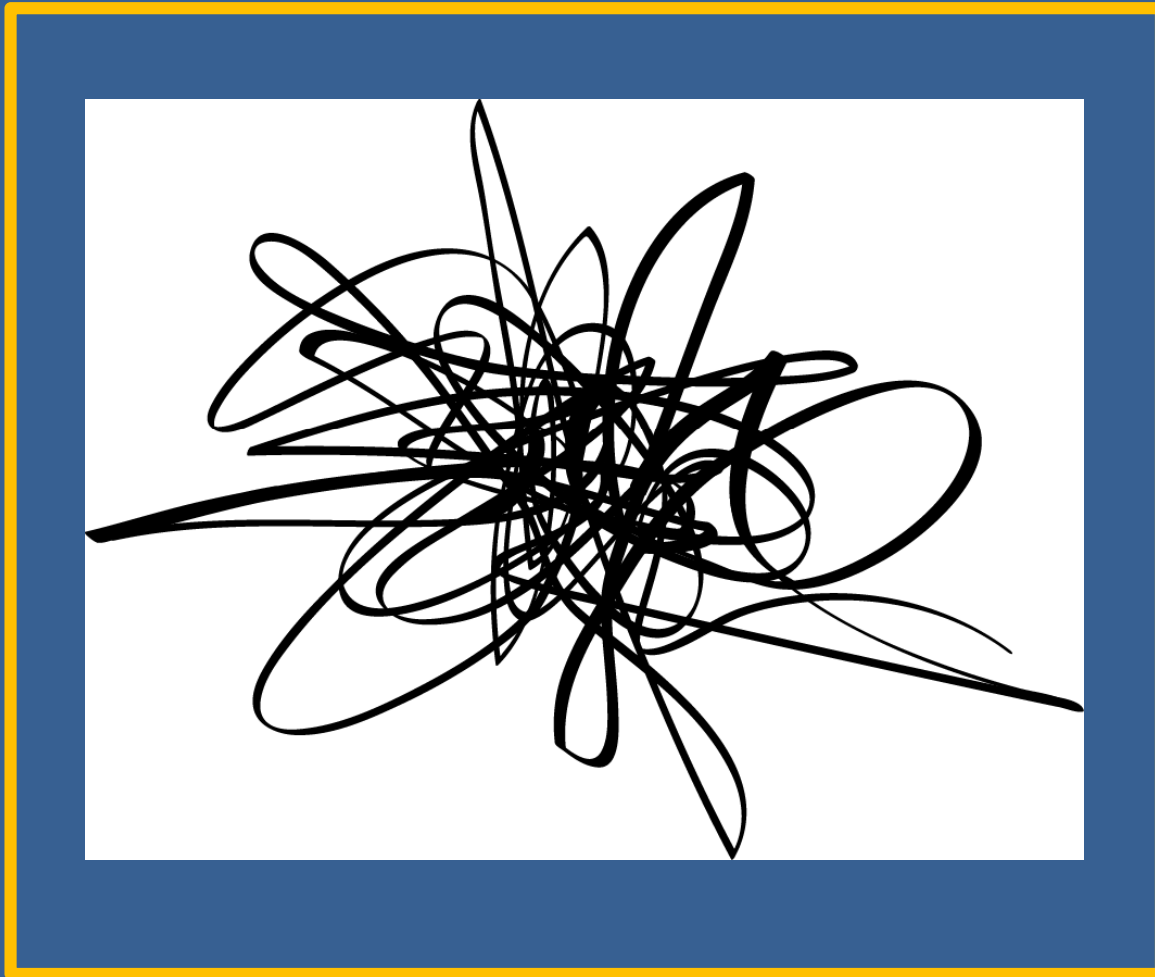
Multi-Day Design Charrette: Opening Presentation (Event Overview)

August 27, 2013

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# WHAT IS A DESIGN CHARRETTE?

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Environmental Assessment (EA)



# KEY PRINCIPLES

- on-site design studio
- constrained work schedule
- collaborative team
- transparent process
- work-in-detail
- short feedback loops
- formal tie-in to the EA process



A successful charrette will rely on playing well with others.

# PRIMARY OBJECTIVES

---

We want to consider the following during the three-day event:

- “realistic” typical cross sections
- road alignment options
- context-sensitive design solutions
- potential ROW & property impacts
- short-term needs & long-term vision
- implementable alternatives for the EA (Alternatives Analysis)



# THE EVENT AT A GLANCE...



## East John Street/Old Monroe Road Improvement Project Multi-Day Project Design Charrette Work Schedule — August 27 - August 29, 2013

CHARETTE LOCATION	Time	Tuesday, August 27th DAY ONE	Wednesday, August 28th DAY TWO	Thursday, August 29th DAY THREE
<p><i>All activities will be held at</i> South Piedmont Community College (SPCC) Monroe Campus 4209 Old Charlotte Highway in Monroe Salon A (Conference Center)</p> <p>Follow the signs when you arrive on campus</p>	9:00 AM	Team Set-up for the 3-day event	TOPIC MEETING - Location of Improvements 9:00 – 10:00 a.m.	TOPIC MEETING - Local Government Roundtable 9:00 – 10:00 a.m.
	10:00 AM		Open house - no scheduled event	Team Design Session (Open to Public)
	11:00 AM	Open house - no scheduled event	TOPIC MEETING- Typical Sections 10:30 – 11:30 a.m.	Open house - no scheduled event
	12:00 PM		Open house - no scheduled event	
	1:00 PM	TOPIC MEETING - Corridor Aesthetics 12:30 – 2:00 p.m.	TOPIC MEETING - Access Management 1:00 – 2:00 p.m.	Team Production Activities Team will prepare a summary of input and results from charrette for closing presentation (Open to Public)
	2:00 PM	Open house - no scheduled event	Team Design Session (Open to Public)	
	3:00 PM	TOPIC MEETING- Business/Landowner Concerns 2:30 – 4:00 p.m.		
	4:00 PM	Open house - no scheduled event		
	5:00 PM	Team set-up for Opening Presentation	TOPIC MEETING- Community/Neighborhood Concerns 4:30 – 6:00 p.m.	CLOSING PRESENTATION / NEXT STEPS 6:00 – 8:00 p.m.
	6:00 PM	OPENING PRESENTATION (INTRODUCE PROJECT AND CHARRETTE PURPOSE & FORMAT)	Open house - no scheduled event	
	7:00 PM	HANDS-ON WORKSHOP 6:00 – 8:00 p.m.	SUMMARY AND REVIEW OF PUBLIC INPUT 7:00 - 8:00 pm	
	8:00 PM			
<p>For questions during the event please call: 704-604-5883 (Kim Bereis) 919-606-1620 (Matt Noonkester)</p>	<b>Charrette is open to the public at any time between 9am-8pm each day.</b>			

# TONIGHT'S WORK TABLES

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# TONIGHT'S JARGON

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## Typical Section:

A quick and basic description for a roadway, including number of travel lanes, lane widths, drainage treatments, shoulder treatments and widths, bicycle or pedestrian facility treatments and widths, and median treatments and widths.

## Access Management:

A strategy to control the location, spacing, design and operation of driveways, median openings, and street connections to a roadway. (TRB, Access Management Manual, 2003)

## Complete Street:

A street designed for safe and convenient access for more than one mode of travel, including motorists, pedestrians, bicyclists, and transit. (National Complete Streets Coalition, 2013)

## Superstreet:

A street where the through movements or left-hand turns from a side street are re-routed to make a right-turn and then a U-turn around a broad median. (NC State University, 2011)



## Environmental Assessment:

A formal study of build and no-build alternatives for a project to determine if proposed actions my result in "significant" impacts. Basically, an EA is needed if and when road improvements are desirable.



# THE ASSIGNMENT

- Typical Section Exercise
- Access Management Concepts
- Base Map Comments
- Facilitator's Role

*We are not bringing you "our" ideas.*

*So you can say those are "their" ideas.*

*Now I might mention to you "my" ideas.*

*But these three days are really all about "your" ideas.*

*Organize...Educate...Prioritize...Study...Implement*



# U-4714 John St/Old Monroe Road Improvements

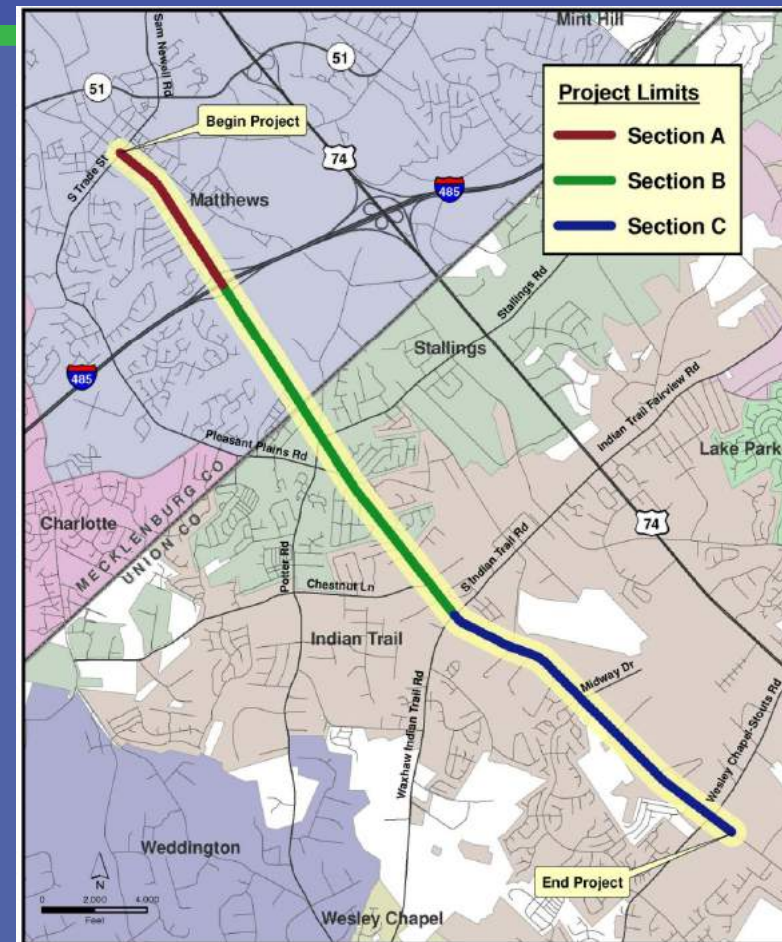
## INTRODUCTION AND BACKGROUND



Multi-Day Project Charrette  
August 27<sup>th</sup>-August 29<sup>th</sup>

# Project Location and Description

- Section A - Trade St. to I-485
- Section B - I-485 to Waxhaw Indian Trail Rd.
- Section C - Waxhaw Indian Trail Rd. to Wesley Chapel-Stouts Rd.





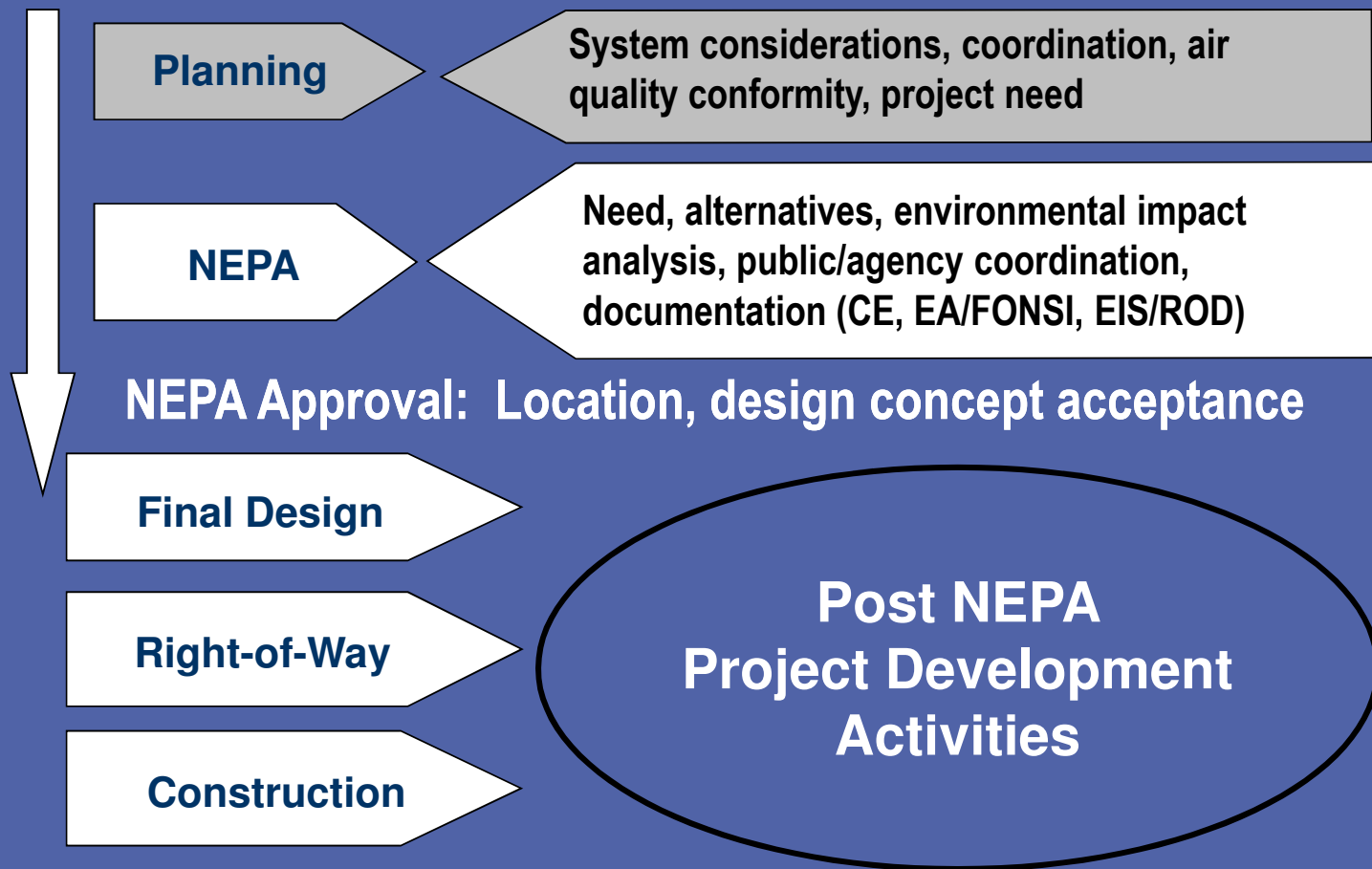
## Project Funding and Approval

The project will receive funding from the Federal Highway Administration (FHWA), and is being administered through the NC Dept. of Transportation (NCDOT).

*A condition of this federal funding is compliance with the National Environmental Policy Act. To do this, an Environmental Assessment is being prepared.*

# Transportation Project Development Process

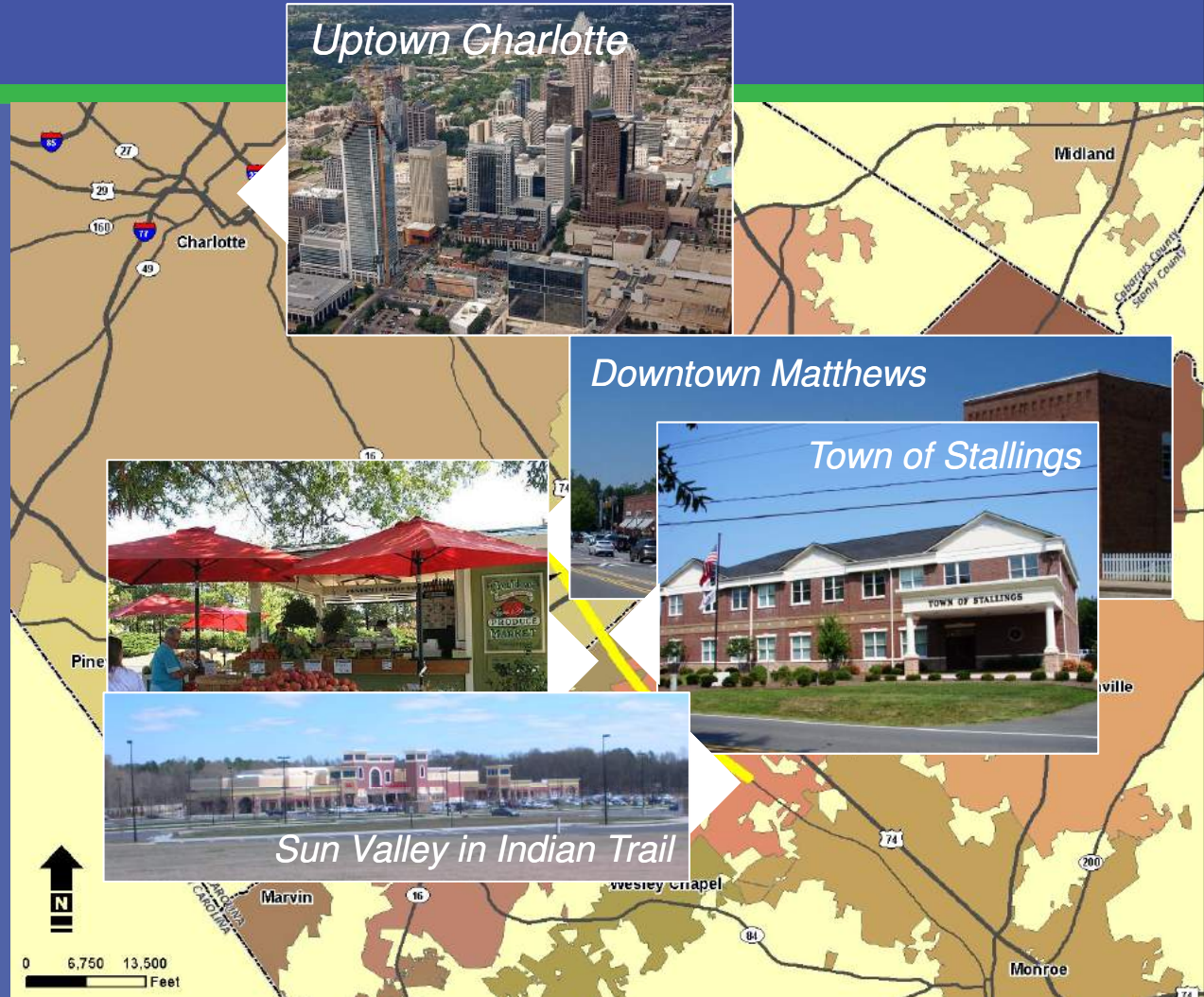
Public /Agency Involvement





# Project Description

- Important east-west link for commuters in SE Meck. & NW Union Co.
- Links local activity centers in suburban bedroom communities



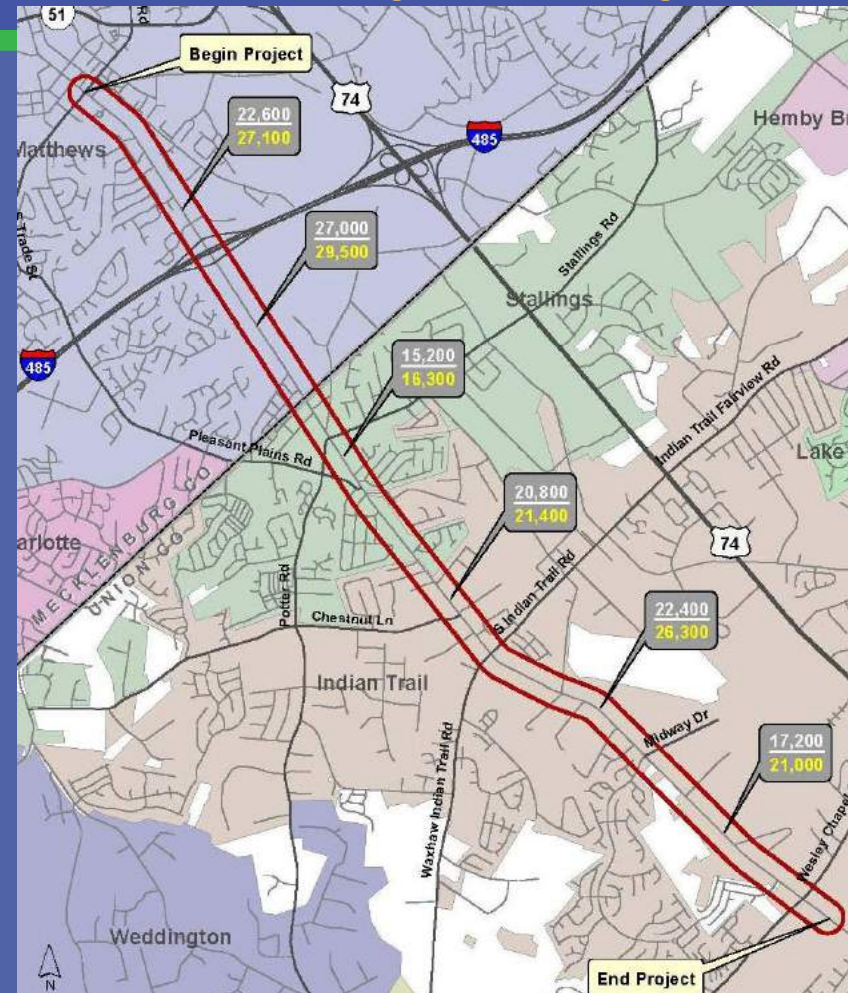
# Existing (2013) and Future (2035) No-Build Traffic Volumes (AADT)

Existing:

- 15,200 (south of Stallings/Potter Road) - 27,000 (I-485 and Stallings/Potter Road)

Future:

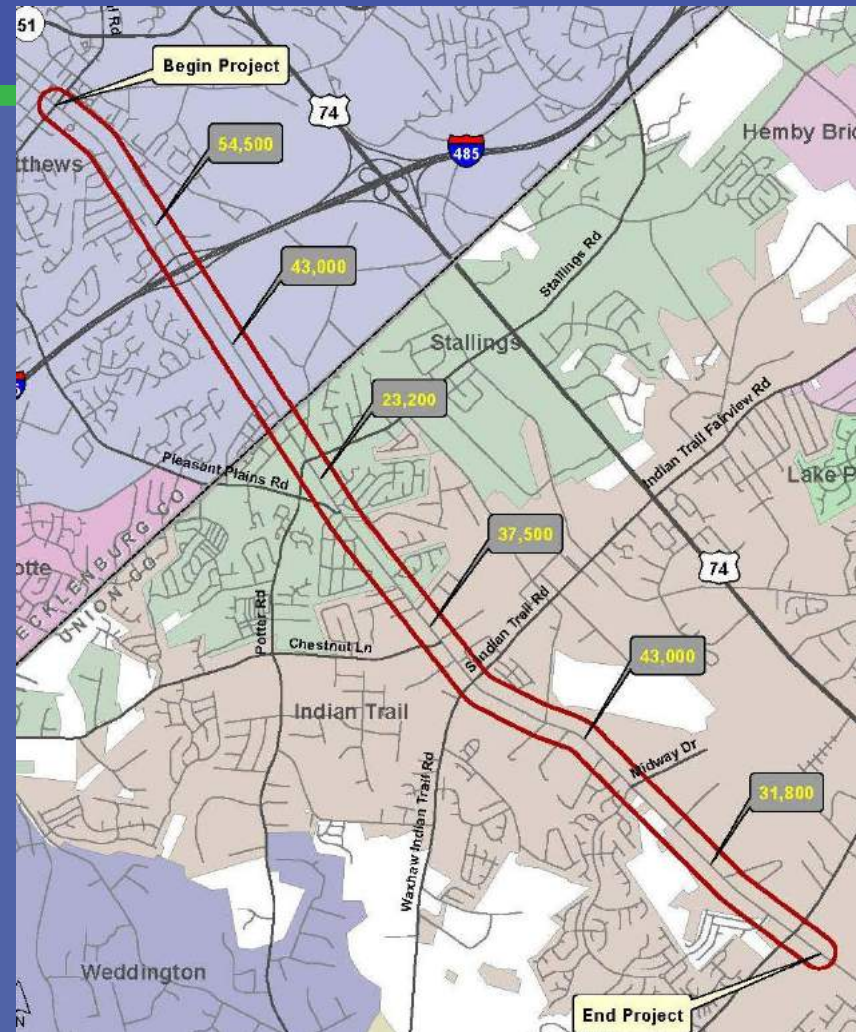
- 16,300 (south of Stallings/Potter Road) - 29,500 (I-485 and Stallings/Potter Road)





# Future (2035) Build Traffic Volumes (AADT)

- 23,200 (south of Stallings/Potter Road) - 54,500 (north of I-485)



# Why is the project needed?

## Congestion along corridor now and in future

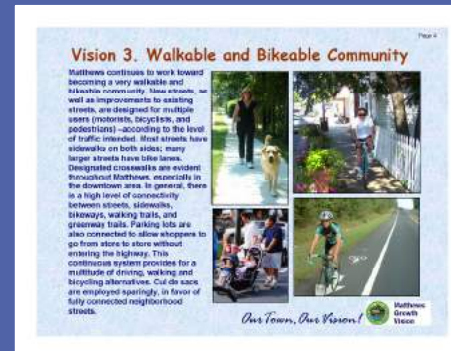
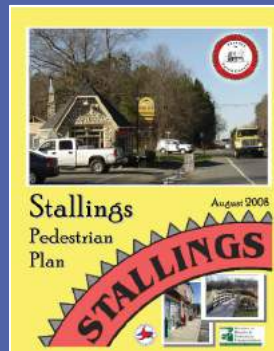
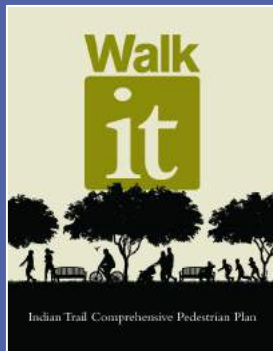
- Existing delays along corridor
- Maximum capacity exceeded during morning and afternoon peak periods
- Turning vehicles block traffic flow



# Why is the project needed?

## No bicycle or pedestrian facilities

- Existing sidewalks lack continuity and connectivity
- ALL Towns desire bicycle and pedestrian facilities





## Why is the project needed?

- Congestion causes safety issues along corridor
  - 57% of crashes rear-end, slow or stop
  - Safety problem areas along some segments (actual crash rate > critical crash rate)

## What is the project purpose?

- Improve existing and projected traffic flow
- Provide facilities for pedestrians and bicyclists
- Enhance safety along the corridor

# Project Goals

- Consensus on design features
- Aesthetics considerations
- Multi-modal
- Access management



## Where have we been...?

- Project scoping
- Project Symposium
- Developing purpose and need
  - Traffic forecast and operations analyses
  - Crash data
  - Review local plans

## Where are we now...?

- Finalize project Purpose and Need
- Initiating alternatives development phase



## Alternative options such as...

- No-Build
- Widen to four lanes
- Widen to four lane Superstreet
- Widen to six lanes

# U-4714 John St/Old Monroe Road Improvements

**LOCATION OF IMPROVEMENTS**



**Multi-Day Project Charrette  
August 27<sup>th</sup>-August 29<sup>th</sup>**



## Location of improvements

- What design engineers consider
- Resources along the corridor
- Example right of way widths

## Design goals

- Safe and efficient
- Cost effective
- Minimizes impacts to environment
- Incorporates stakeholder ideas
- Follows state and federal standards

## Design options

- Add lanes/features to the left
- Add lanes/features to the right
- Widen symmetrically (equal sides from center line)
- Combination of options



# Challenges for STIP No. U-4714

- Impacts to residents and businesses
- Archaeological/historic resources – potential
- Churches
- Four Mile Creek Greenway/Future Greenways



# Challenges for STIP No. U-4714

- Landowners
- Utilities
- Growth near I-485
- Access – Business, fire station, neighborhoods



# Minimum and maximum widths

Existing right of way – mostly 60 ft



Minimum 110-125 ft right of way



Maximum 150-165 ft right of way





# Example adding lanes to the right - Minimum and maximum widths



# U-4714 John St/Old Monroe Road Improvements

WHAT SHOULD THE ROAD LOOK LIKE?



Multi-Day Project Charrette  
August 27<sup>th</sup>-August 29<sup>th</sup>



# What is a Complete Street?

**Complete Streets are streets  
for everyone.**

*They are designed to enable safe access for all users including pedestrians, bicyclists, motorists, and transit riders of all abilities.*



# What does a Complete Street look like?

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context.

A Complete Street menu includes a wide range of features:

- *Vehicle lanes*
- *Sidewalks*
- *Bike lanes (or wide paved shoulders)*
- *Multi-use paths*
- *Frequent and safe crossing opportunities*
- *Median islands*
- *Accessible pedestrian signals*
- *Curb extensions*
- *Roundabouts*
- *Benches*
- *Landscaping/planters*
- *Bike racks*
- *Parking*
- *Bus pull-outs*
- *Transit stops/transit shelters*

## What Complete Street elements are priorities for E. John Street/Old Monroe Road?

- More lanes?
- Bicycle accommodations?
- Pedestrian accommodations?
- Pedestrian crossings?
- Landscaping?
- Other aesthetic features?

# Things to think about...

## MOTORISTS

- What types of vehicles travel this corridor?
- Do we want to mix motorists with bicyclists?

# Things to think about...

## BICYCLISTS

- What types of bicyclists do we have in the corridor?
- Do we want to mix bicyclists with vehicles?
- Do we want to mix bicyclists with pedestrians?

# Things to think about...

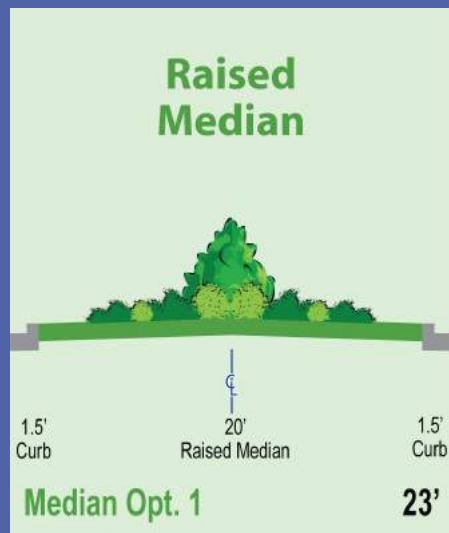
## PEDESTRIANS

- How much separation do we want between vehicles and pedestrians?
- Do we want to provide accommodations on both sides?
- Do we want to mix pedestrians with bicyclists?



# Types of Medians considered for this project

- Raised median (23 or 30 ft)
- Superstreet Median



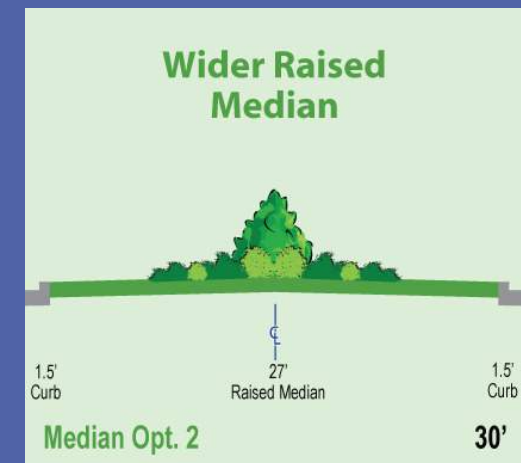
# Raised median (23 or 30 ft)

## PROS

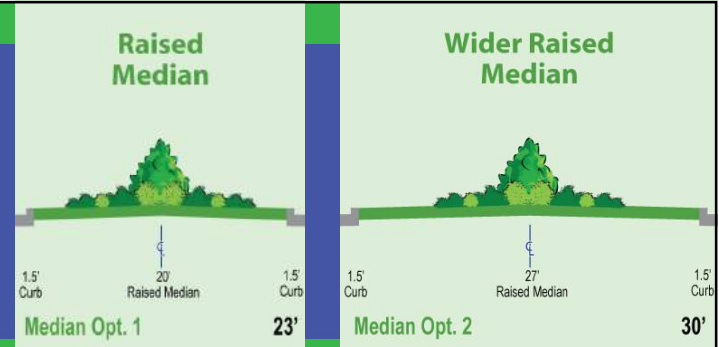
1. Positive separation of traffic
2. Provides more efficient traffic flow
3. Provides refuge for pedestrians
4. Landscaping opportunities

## CONS

1. Storm drainage systems are needed
2. Limits direct access



# Raised median



## Examples



# Superstreet median

## PROS

1. Positive separation of traffic
2. Provides more efficient traffic flow and intersection operation
3. Provides refuge for pedestrians

## CONS

1. Storm drainage systems are needed
2. Limited opportunities for landscaping
3. Limits direct access





# Superstreet median



## Examples





# Types of lanes

- Standard lane width (11-12 ft)
- Shared outside lane
- 5-ft bicycle lane



# Standard lanes

## PROS

1. More clearance between vehicles  
(increased driver comfort level)
2. More consistent travel speeds

## CONS

1. Does not accommodate cyclist in the roadway



# Standard lanes



## Examples



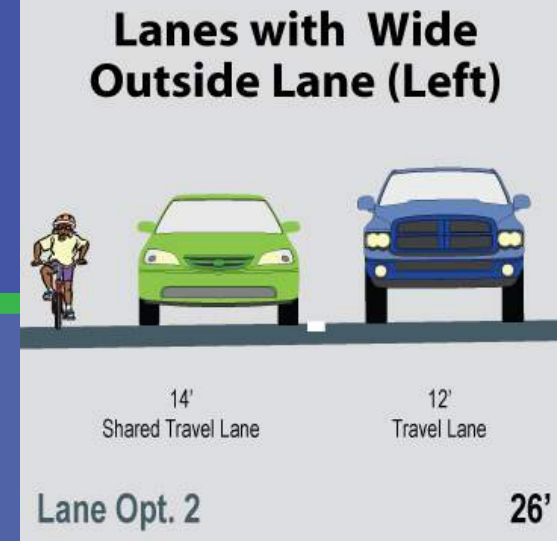
# Shared outside lanes

## PROS

1. Allows bicycles and motorized vehicles to share the same lane
2. Requires only 2 feet to accommodate cyclists
3. Accommodates advanced cyclists

## CONS

1. Does not accommodate cyclists of all skill levels
2. Additional pavement to maintain



# Shared outside lane

## Lanes with Wide Outside Lane (Left)



14'  
Shared Travel Lane

12'  
Travel Lane

Lane Opt. 2

26'

## Examples



Credit: Google Maps





# Bicycle lanes

## PROS

1. Dedicated lane for cyclists
2. Separation of cyclists from motorized vehicles
3. Accommodates a wide range of cycling skill levels

## CONS

1. Additional pavement to maintain
2. Additional right of way needed
3. Novice cyclist comfort level compromised

### Lanes with Striped Bike Lane (Left)



5'  
Bike Lane

12'  
Travel Lane

12'  
Travel Lane

Lane Opt. 3

29'

# Bicycle lanes

## Lanes with Striped Bike Lane (Left)



5' Bike Lane      12' Travel Lane      12' Travel Lane

Lane Opt. 3      29'

# Examples



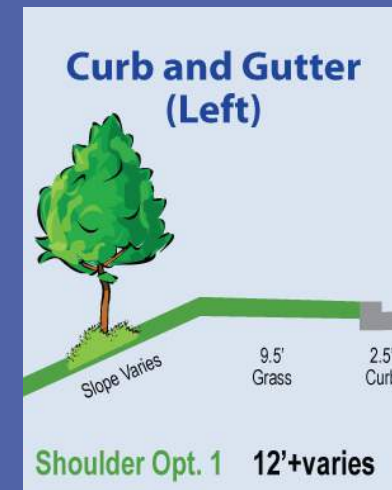
Credit: Google Maps



Credit: Google Maps

# Types of shoulders/curbs

- 2.5-ft concrete curb and gutter
- Ditch and paved/grass shoulder



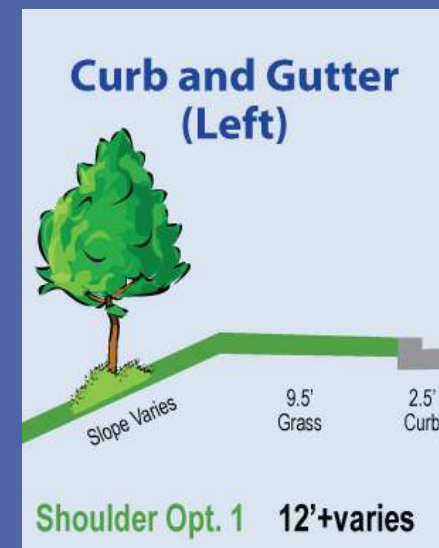
## 2.5-ft concrete curb and gutter

### PROS

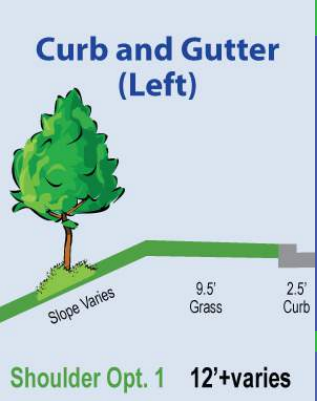
1. Urban (expressway) feel
2. Discourages drivers from speeding
3. Eliminates shoulder maintenance
4. Less right of way

### CONS

1. Increased construction cost
2. Restricts vehicles from pulling off the roadway
3. Storm drainage system required
4. Less opportunity to treat water pollutants (detention ponds)



# 2.5-ft concrete curb and gutter



## Examples





# Ditch and paved/grass shoulder



## PROS

1. More open rural feel
2. Most economical way to address storm drainage
3. Allows vehicles to pull off the travel way
4. Opportunities to treat water pollutants

## CONS

1. Significantly more right of way is needed
2. Pedestrians on the shoulder do not have positive separation from roadway

# Ditch and paved/grass shoulder

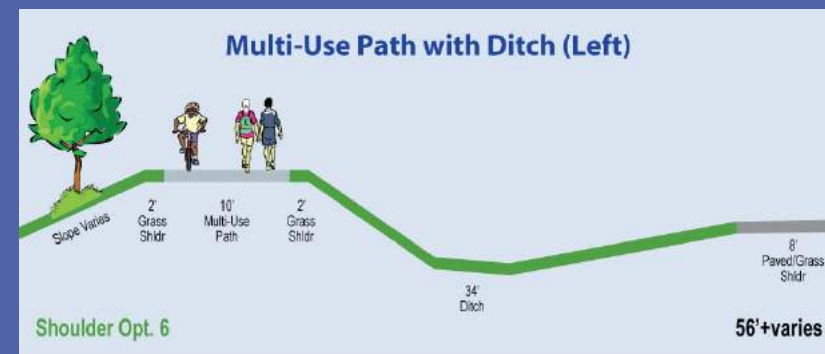


## Examples



# Types of pedestrian and bicycle options

- Sidewalk with curb
- Multi-use path with curb
- Sidewalk with ditch
- Multi-use path with ditch



# Sidewalk/Multi-use path with curb

## PROS

1. Urban (expressway) feel
2. Provides positive separation between pedestrians/cyclists and vehicles
3. Less right of way

## CONS

1. Increased construction cost
2. Advanced cyclists prefer not to use multi-use paths





# Sidewalk/Multi-use path with curb



## Examples





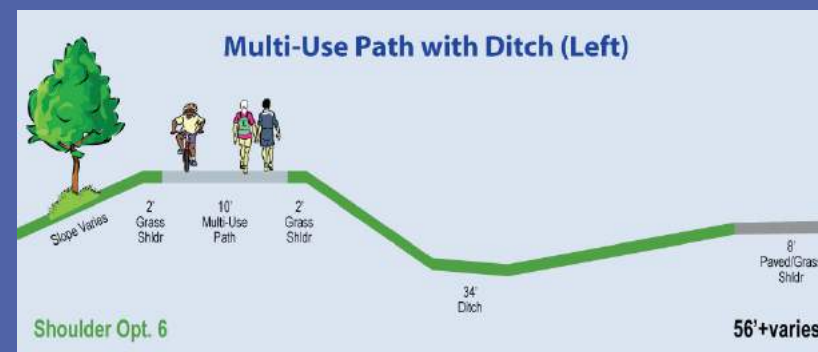
# Sidewalk with ditch

## PROS

1. More open rural feel
2. Most economical way to address storm drainage
3. Ditch can provide separation of pedestrians/cyclists from the roadway

## CONS

1. Significantly more right of way is needed
2. Advanced cyclists prefer to not use multi-use paths



# U-4714 John St/Old Monroe Road Improvements

**ACCESS MANAGEMENT**

**Multi-Day Project Charrette  
August 27<sup>th</sup>-August 29<sup>th</sup>**



# Access management

- What is access management?
- Pros and cons of access management
- What does it mean for the project?

## What is access management?

A set of measures to control where and how vehicles can get on and off a roadway

# Examples of access management

Highest control  
Interstate freeway



Lowest control  
Residential Street





# General pros and cons

- Better mobility
- Higher capacity
- Higher speeds



- Less convenience  
(least access)

- More convenience  
(most access)



- Lower capacity
- Lower speeds

## Why should we consider access management along the project?

- Improve safety for all modes
- Increase mobility
- Improve accessibility
- Enhance appearance of corridor
- Improve user experience

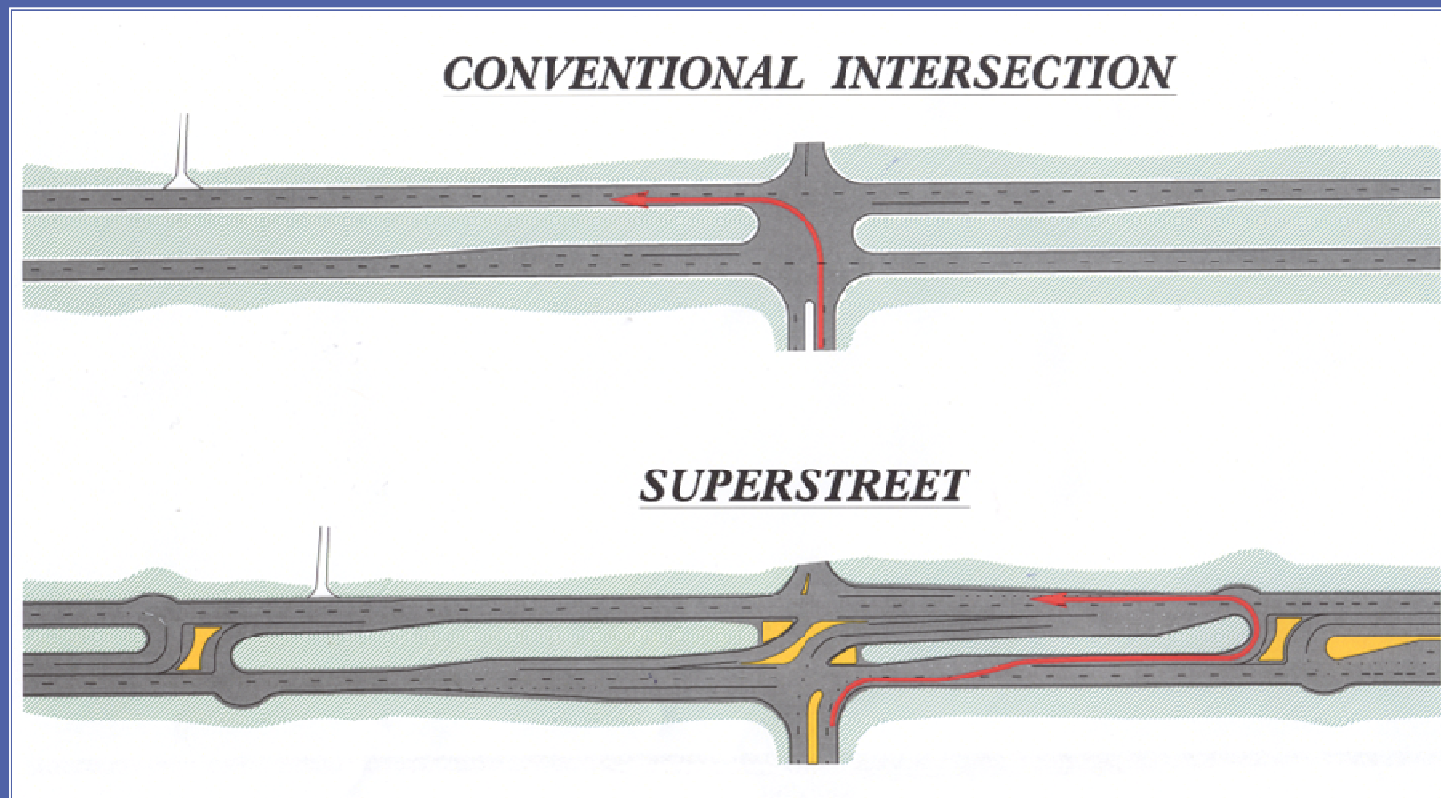
# Possible access management measures for the project

- Median
- Full access intersection
- Partial access intersection
- Right-in/right-out from driveway or cross street
- Dedicated turn lanes
- U-turn bulb out
- Consolidate accesses

# What is a “Superstreet”?

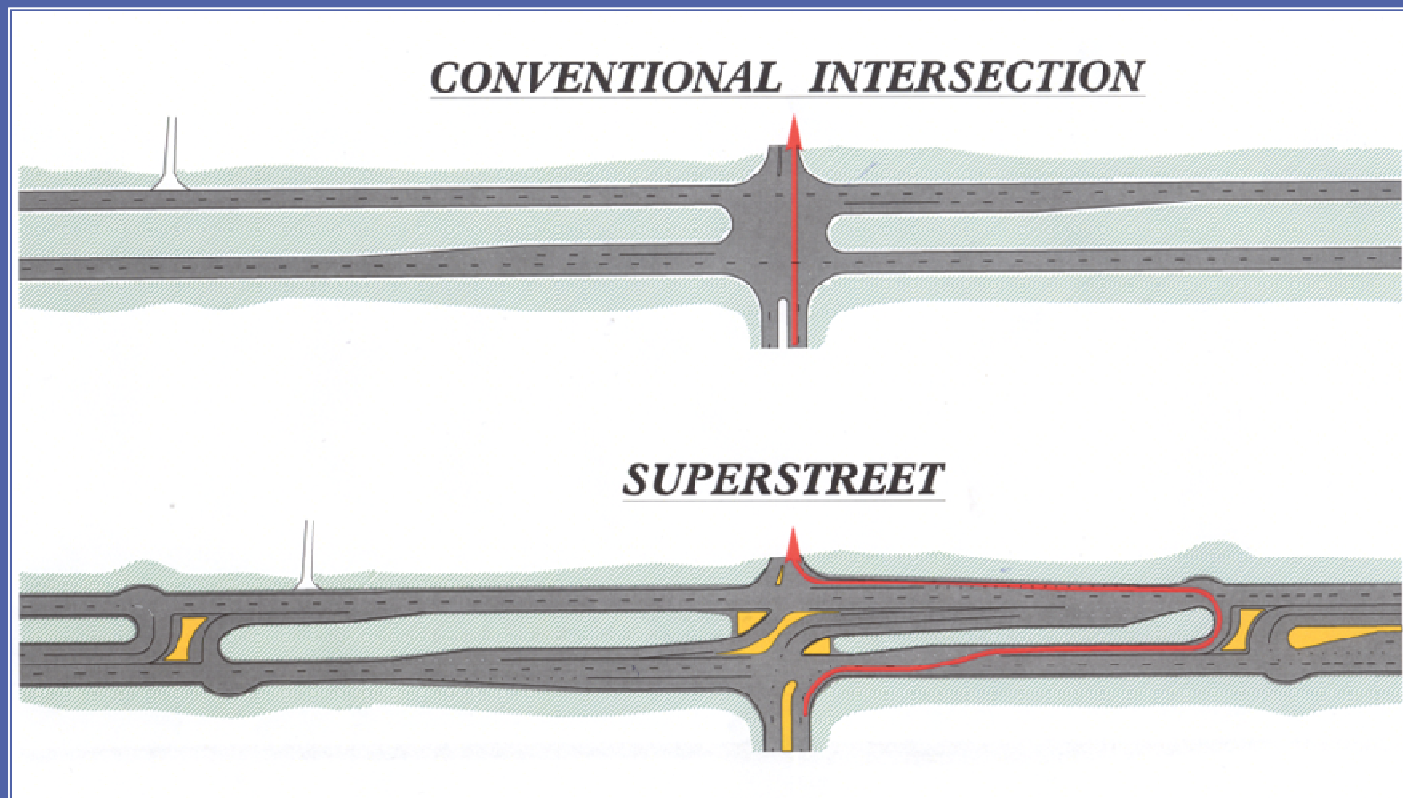


# How does a “Superstreet” work?





# How does a “Superstreet” work?



# What about Peds & Bikes?

## Pedestrian Crossings



## Bicycle Crossings



# Superstreet Pros and Cons

## Benefits:

- Improve Safety
- Less Travel Time
- Economically Beneficial
- Environmentally Responsible

## Issues/Concerns:

- Public Acceptance
- Driver Unfamiliarity/Confusion
- Side Street Delays
- Emergency Vehicle Access

# Possible measures for the project

- Median





# Possible measures for the project

- Full access intersection





# Possible measures for the project

- Partial access intersection



From main road – left,  
right or straight

From side street – right  
only

# Possible measures for the project

- Right-in/  
right-out  
from  
driveway or  
cross street



# Possible measures for the project



- U-turn bulb out





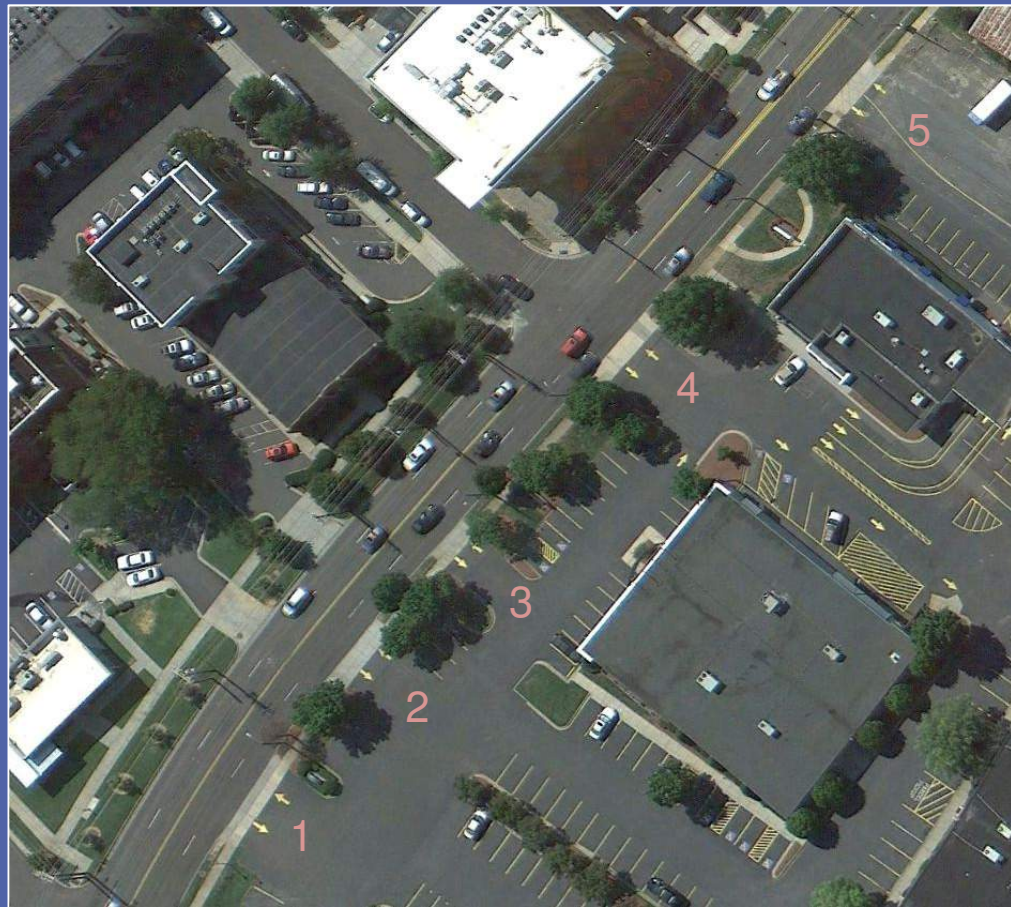
# Possible measures for the project

- Dedicated turn lanes



# Possible measures for the project

- Consolidate accesses





## Are there design rules?.... YES

- 1,200 ft – desired spacing between full access openings
- May have intermediate partial access openings if requirements are met
- Keep driveways out of functional area of intersections
- Provide adequate storage length for turning vehicles

## What about traffic signals?

- First need to identify access management plan
- NCDOT uses data-driven criteria to determine if a new traffic signal justified:
  - Traffic conditions
  - Pedestrian characteristics
  - Physical conditions
- Proposed traffic signal locations will be identified later on in the project study

## Questions for the breakout session...

- Where is it most important to have a full access intersection?
- Where should at least left-turn or partial access be accommodated?

# U-4714 John St/Old Monroe Road Improvements

Closing Night Presentation

Multi-Day Project Design Charrette  
August 27<sup>th</sup>-August 29<sup>th</sup>



# By the Numbers

Tuesday	45 participants
Wednesday	30 participants
<u>Thursday</u>	<u>18 participants</u>
Three Day Total	93 participants



# Everyone's Questions

- Where are the alternatives?
- What are we doing here?
- Project schedule?
- Funding available?
- How do I stay involved?
- Moving forward...

## What We Heard

*“Landscaping is needed in the corridor.”*

---

*“Vegetation is not a priority for moving traffic.”*

# What We Heard

*“Preserve the Rock  
Store location.”*

---

*“Improve Stallings  
Road intersection.”*

# What We Heard

*“Build a road that will not be out-of-date the day it opens.”*

---

*“Lighting is poor at the I-485 interchange.”*

# What We Heard

*“No median!”*

---

*“We want a median.”*



# What We Heard

*“Superstreet sounds like the best option.”*

---

*“No plan will be perfect. There will be pros and cons with each. Choose the best alternative.”*

# What We Heard

*“The Towns are skeptical that a superstreet can be bicycle- & pedestrian-friendly.”*

---

*“Does superstreet equal super highway?”*

# What We Heard

*“Don’t take away my full access. I can’t survive.”*

---

*“Keep improvements cost-effective & the least disruptive.”*

# What We Heard

*“35 mph speed limit”*

---

*“Pedestrians need to safely and conveniently be able to cross the street.”*

# What We Heard

*“This project needs to keep moving; don’t let NCDOT study it forever.”*

---

*“I am excited about this project!”*



## What We Heard

*“Improve traffic flowing through the corridor.”*

---

*“Six lanes of traffic is not desirable.”*

# What We Heard

*“Congestion on Old Monroe Road is leading to commuter cut-through traffic in the neighborhoods.”*

---

*“We need consistent sidewalks and greenways in the corridor.”*

# What We Heard

*“Do not block businesses.”*

---

*“We do not have room to make the necessary improvements.”*

# What We Heard

*“Why are two sections of the project unfunded? The entire project needs to happen now.”*

---

*“Minimize the construction period to help residents & business owners.”*

# Rising Issues

- Moving Cars vs. Moving People
- ROW / Adjacent Property Owners
- Access Management
- Corridor Consistency
- Aesthetics



# Getting on/off the Road

Access Management Ideas

# Access Management Ideas

- No Median
- Planted Median
- Superstreet

# Share Your Opinion



No way! This is something I could not support under any circumstance. I would not like to see this concept evaluated as an alternative in the EA.



Interesting idea, but I need to learn more before I know for sure. I would like to see something like this concept evaluated as an alternative in the EA.



Great idea! I would like to see something like this concept evaluated as an alternative in the EA.

# Access Management Ideas

## No Median



# Access Management Ideas

## Planted Median





# Access Management Ideas

## Superstreet Median





# How should the road look?

Typical Street Section Concepts

# Share Your Opinion



No way! This is something I could not support under any circumstance. I would not like to see this concept evaluated as an alternative in the EA.



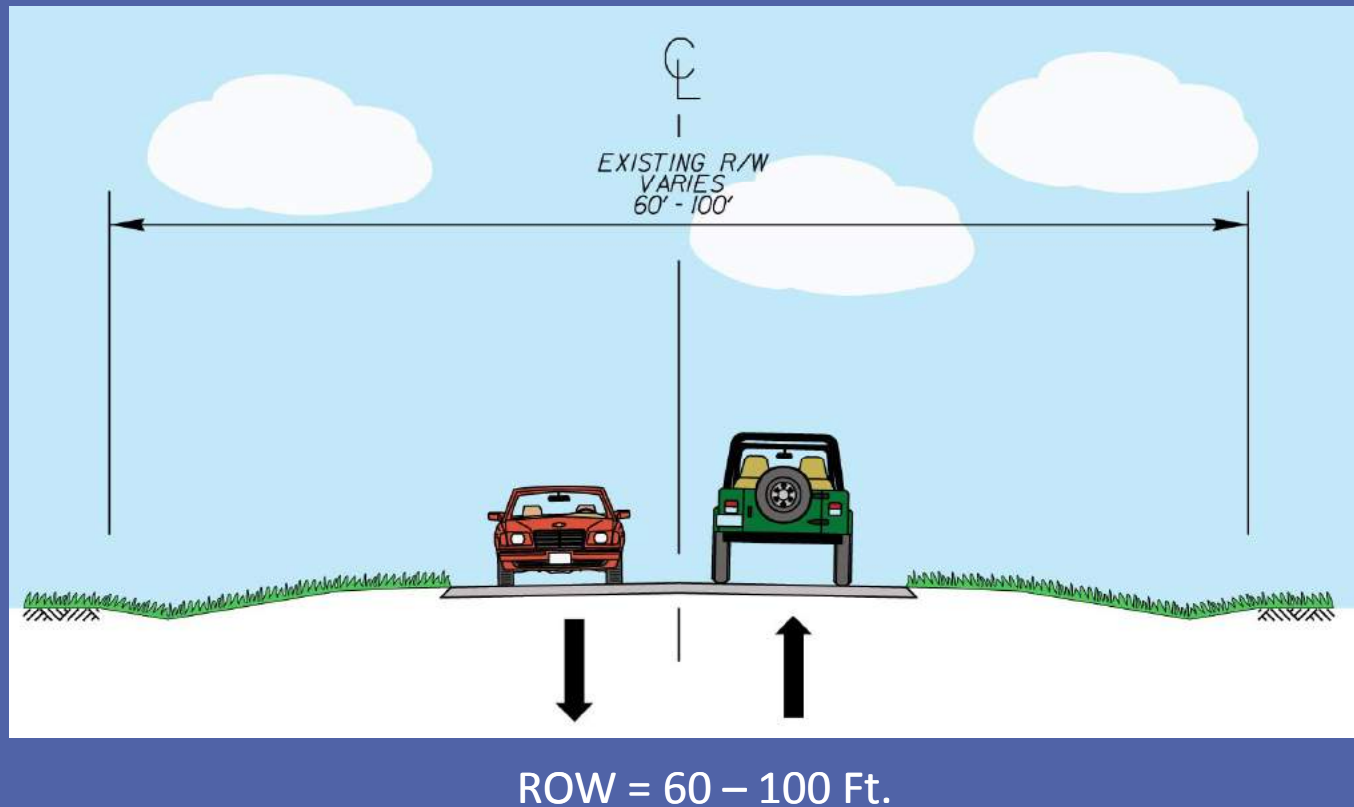
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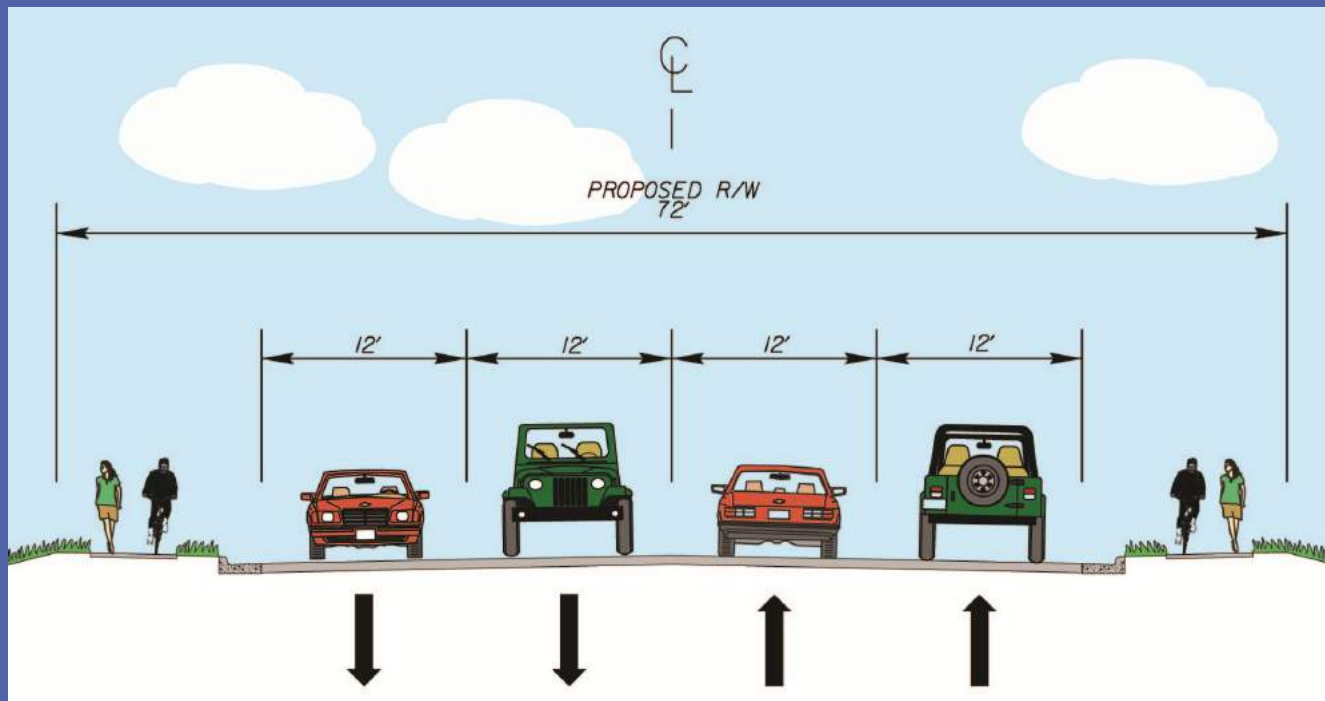
# Typical Cross Section

## Existing Condition



# Typical Cross Section

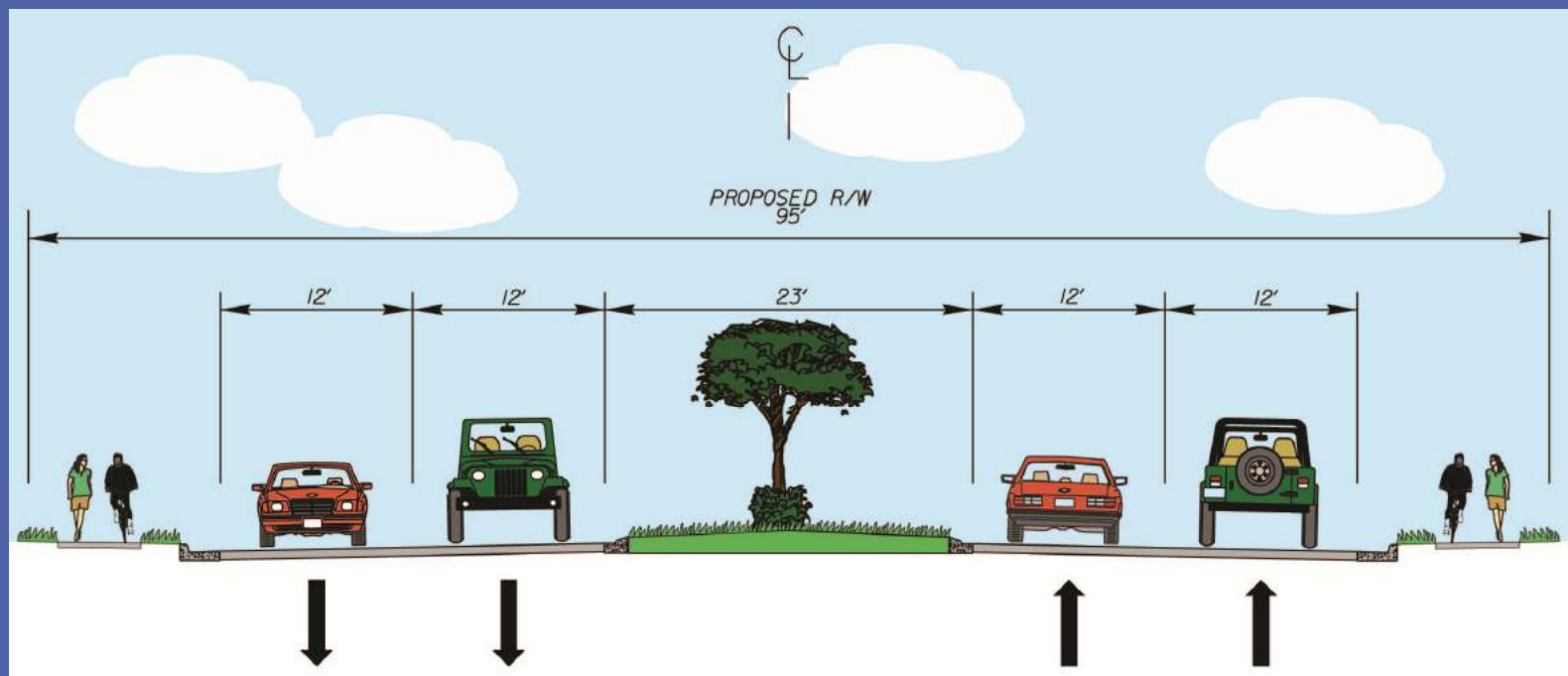
Concept No. 1:  
4-Lane Undivided Facility, C/G, Sidewalk Both Sides



ROW = 80 – 100 Ft.

# Typical Cross Section

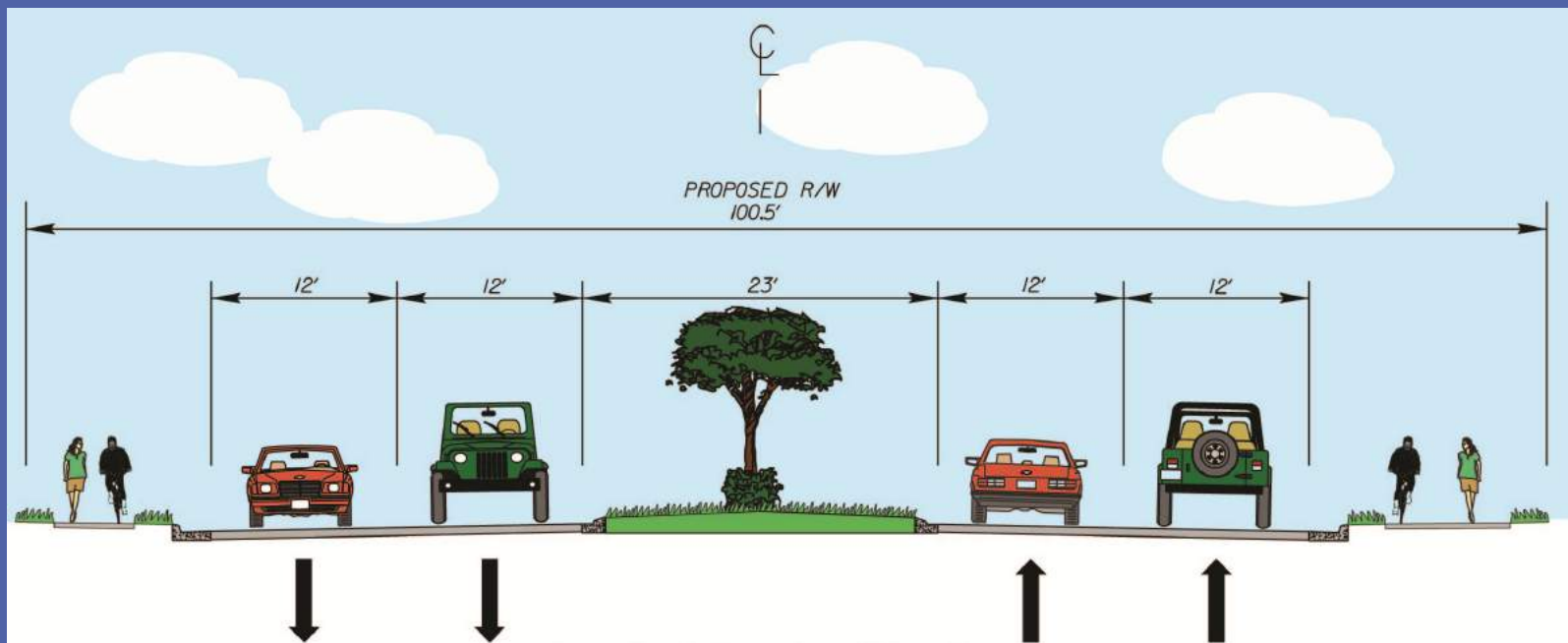
Concept No. 2:  
4-Lane, Median-Divided Facility, C/G, Sidewalk Both Sides



ROW = 100 – 120 Ft.

# Typical Cross Section

Concept No. 3:  
4-Lane, Median-Divided Facility, C/G, Sidewalk & Multiuse Path

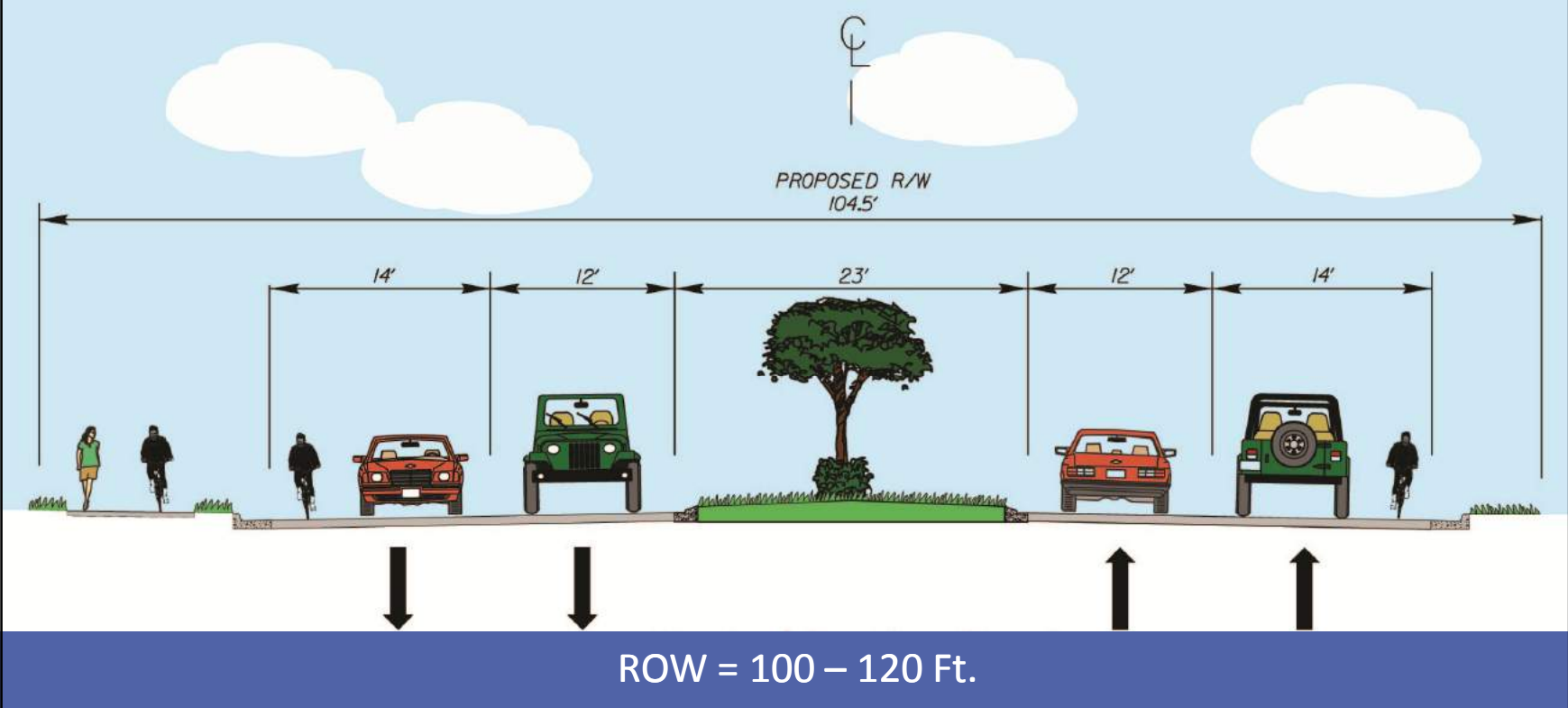


ROW = 100 – 120 Ft.



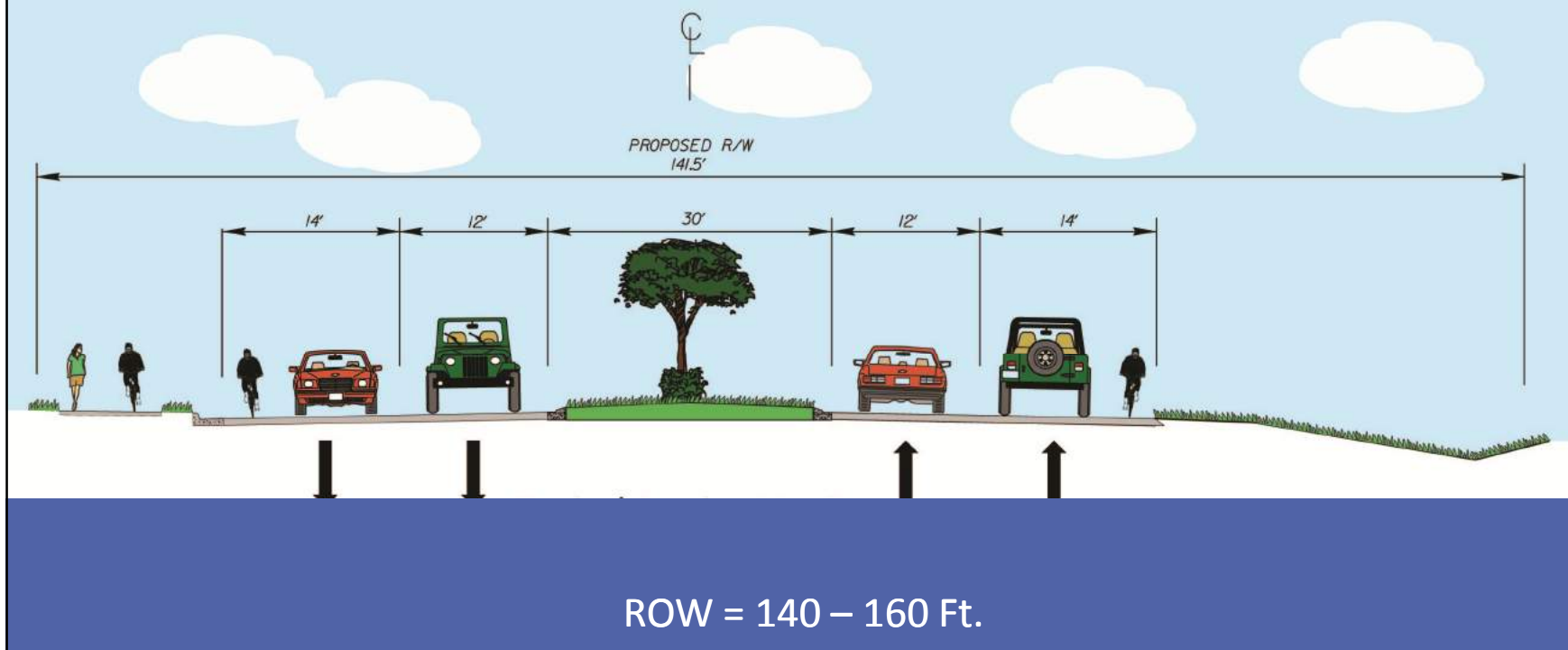
# Typical Cross Section

Concept No. 4:  
4-Lane Median-Divided Facility, WOL, C/G, Multiuse Path



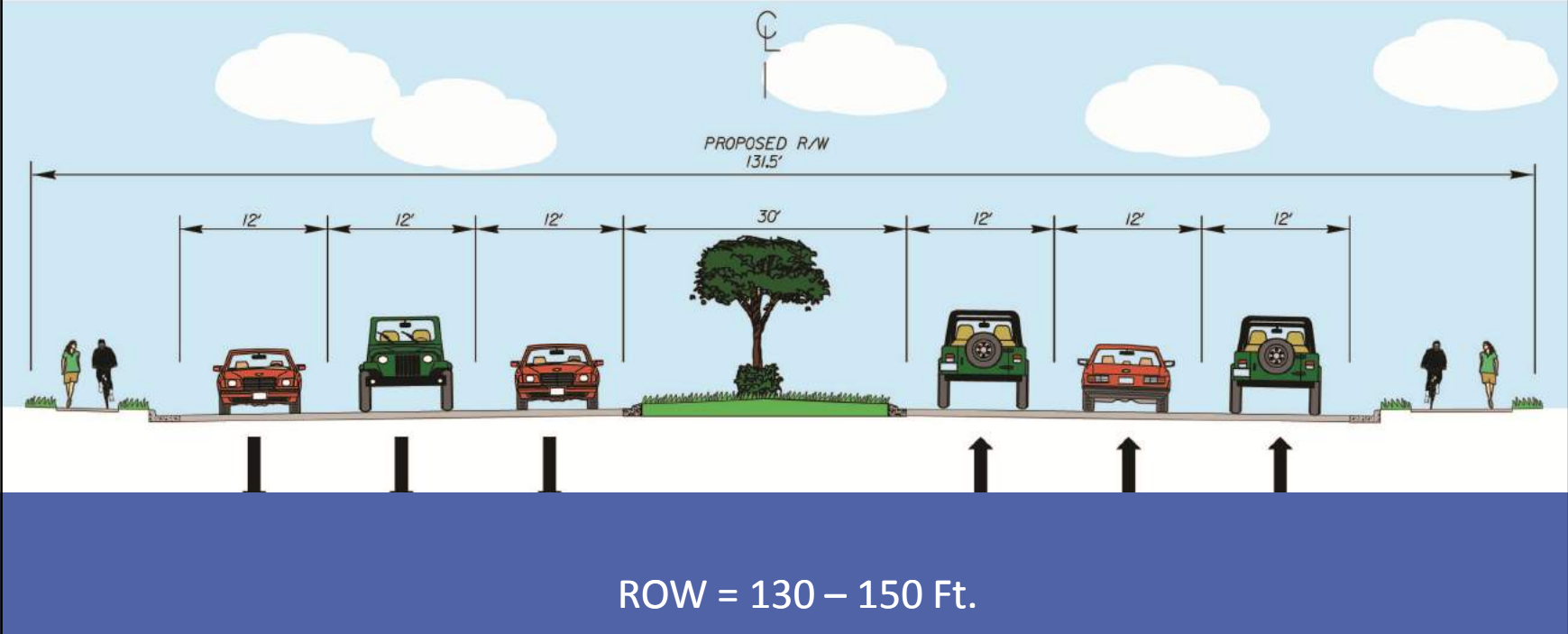
# Typical Cross Section

Concept No. 5:  
4-Lane Median-Divided Facility, WOL, Multiuse Path



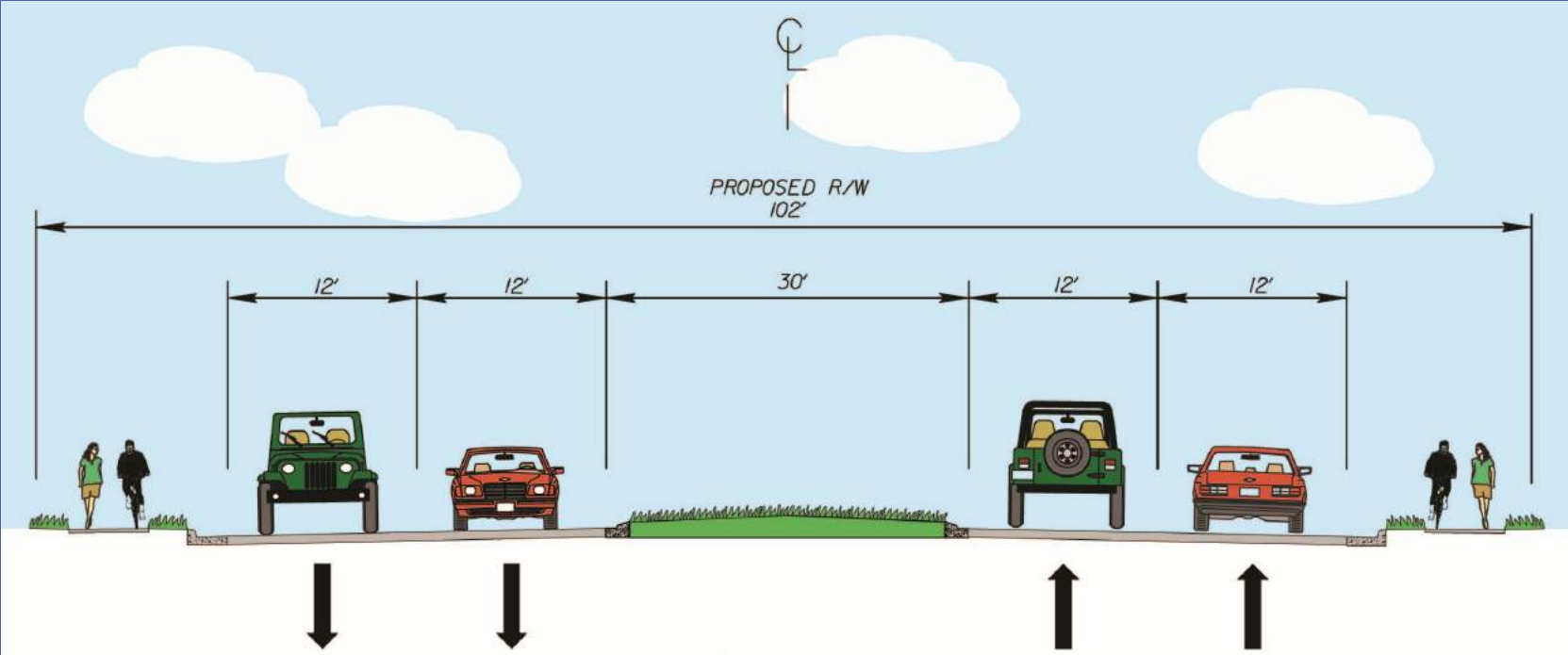
# Typical Cross Section

Concept No. 6:  
6-Lane Median-Divided Facility, C/G, Sidewalk & Multiuse Path



# Typical Cross Section

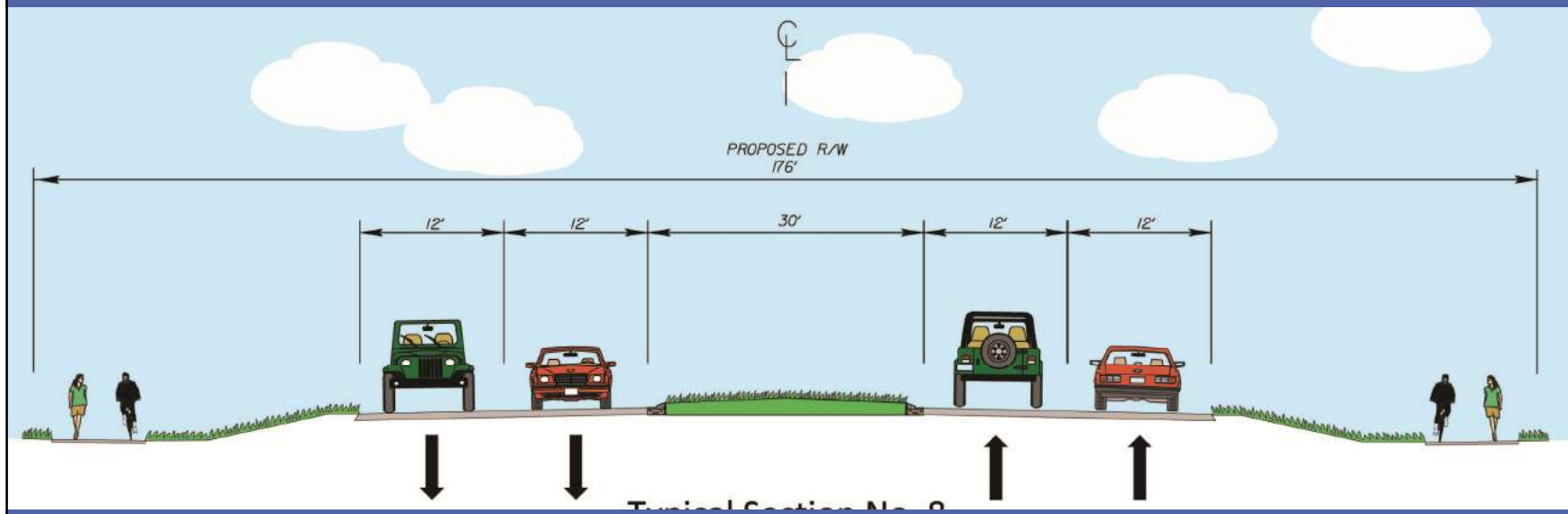
Concept No. 7:  
Superstreet, C&G, Sidewalk Both Sides



ROW = 100 – 120 Ft.

# Typical Cross Section

Concept No. 8:  
Superstreet, Paved Shoulder, Multiuse Path



ROW = 170 – 190 Ft.

# Context-Sensitive Design

Typical Street Section Concepts in the Corridor



# Share Your Opinion



No way! This is something I could not support under any circumstance. I would not like to see this concept evaluated as an alternative in the EA.

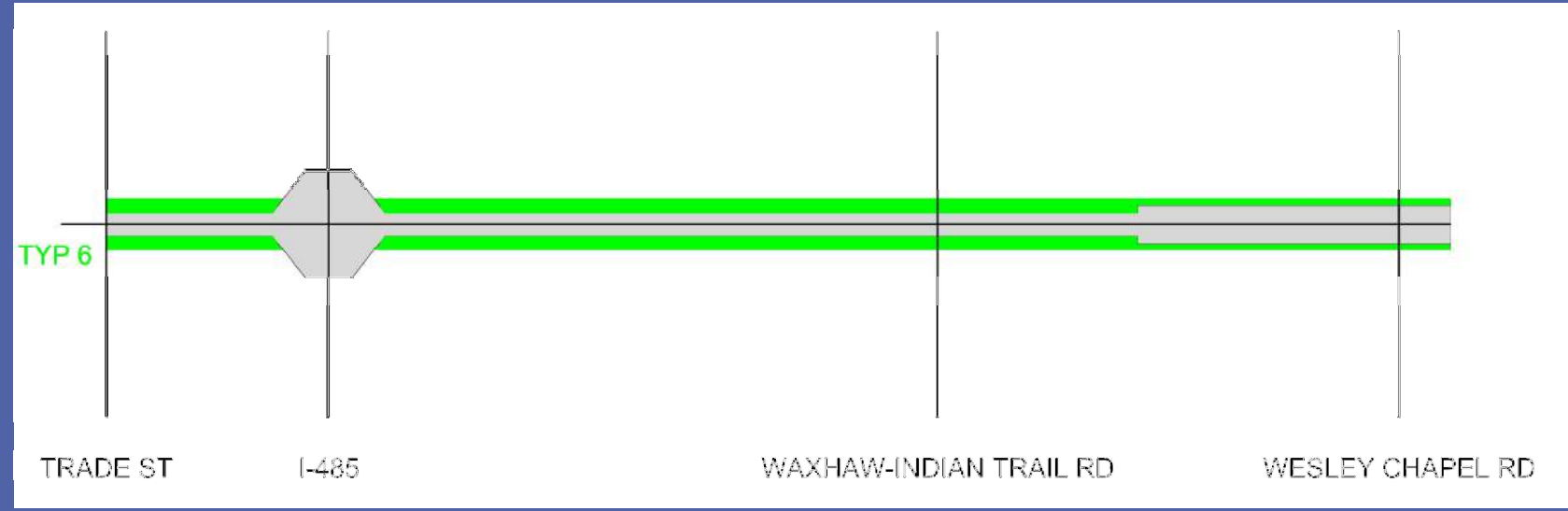


Interesting idea, but I need to learn more before I know for sure. I would like to see something like this concept evaluated as an alternative in the EA.

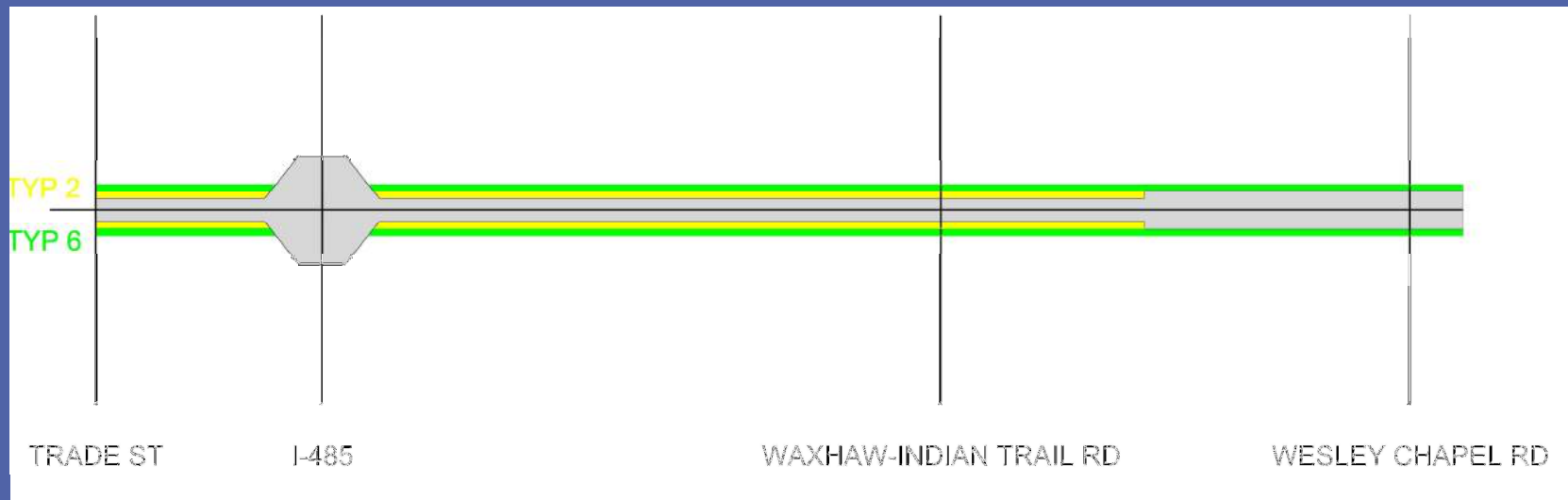


Great idea! I would like to see something like this concept evaluated as an alternative in the EA.

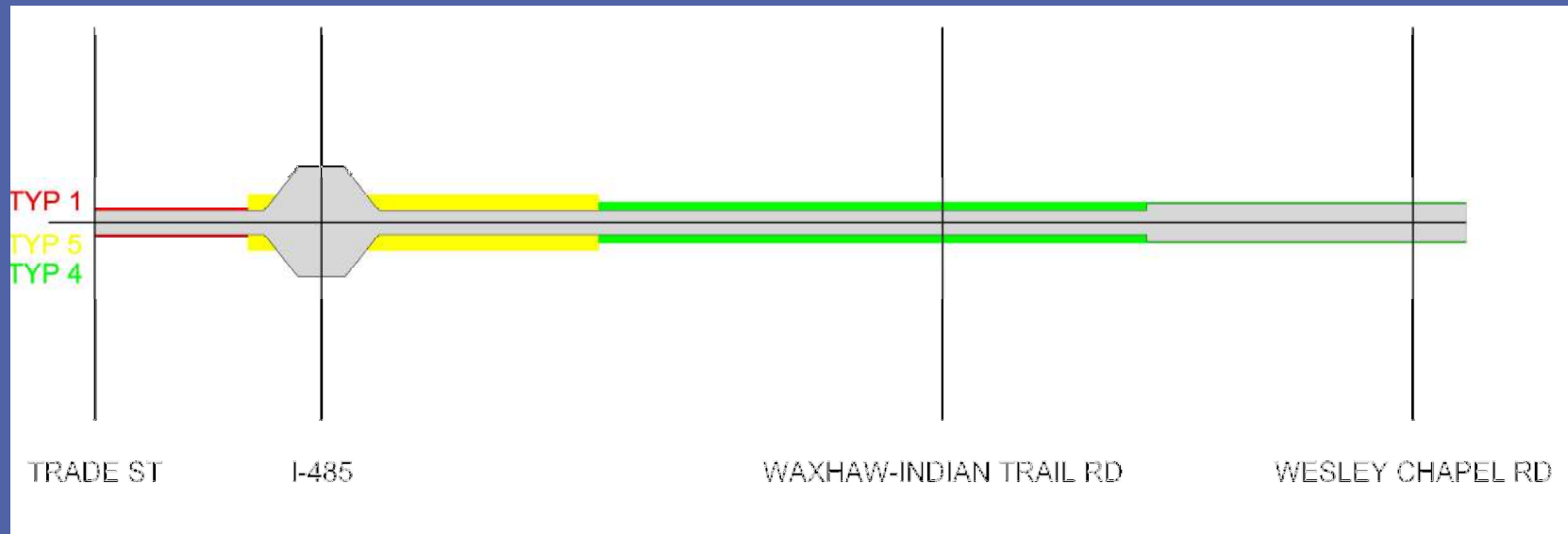
# One Size Fits All



# Urban vs. Rural Conditions



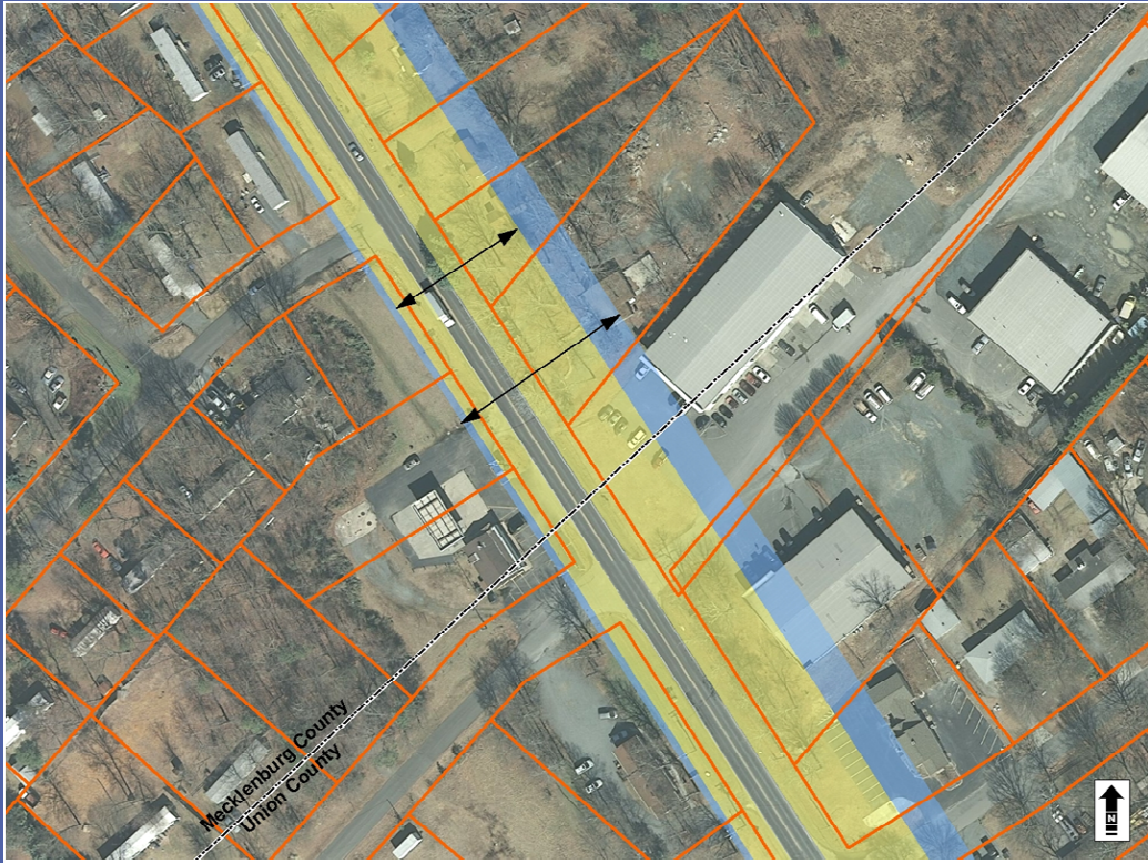
# Lots of Needs, Lots of Options



# Where should it go?

Location of Improvements

# Alignment Options







# One Vision, One Voice

Consistency in the Corridor

# Consistency in the Corridor

- ROW limitations
- Landscaping
- Intersection treatments
- Adjacent development
- Traffic signals
- Street lighting

# Moving Forward

Next Steps in the Planning Process

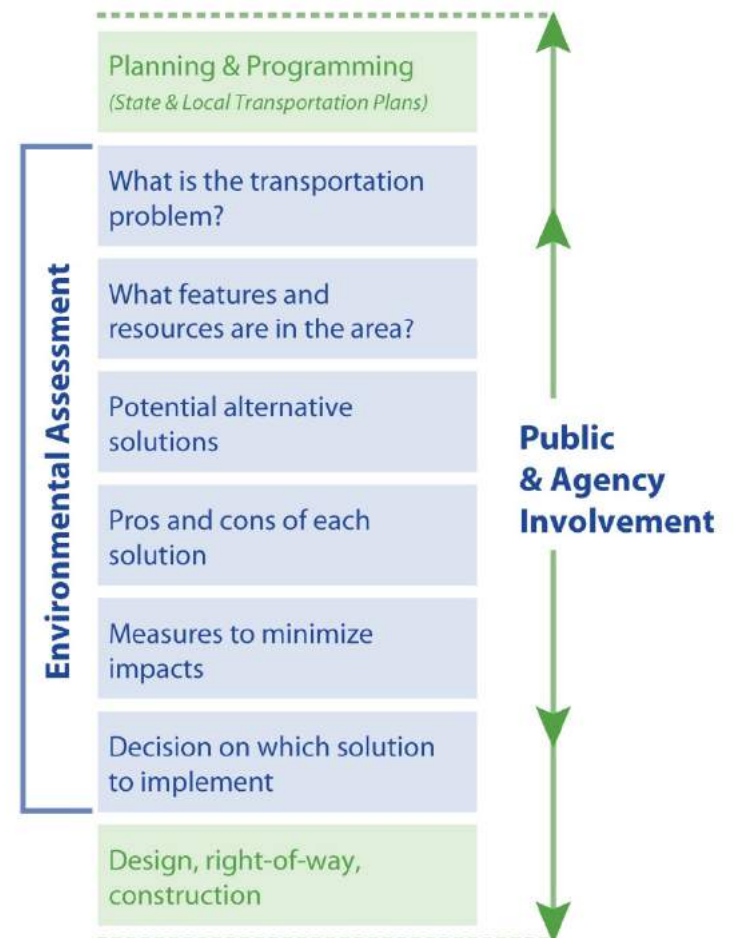
# What happens next?

- Review session products
- Identify concepts with 'fatal flaws'
- Reasonable/feasible > conceptual designs
- Public workshop – December 2013

# Project Schedule

- Late 2013  
Public Meeting
- Spring 2014  
Environmental Assessment
- Summer 2014  
Workshop on Recommended Alternative/Public Hearing
- Late 2014  
Environmental Document Approval
- 2016-?  
Right-of-way and construction

## The Project Planning Process



# U-4714 John St/Old Monroe Road Improvements

THANK YOU!





## **Appendix F**

# **Closing Night Opinion Exercise and Public Comments**

**Which concepts should be an alternative for detailed study in the planning and design stages?**

	SW one side	SW both sides	MUP one side	MUP both sides	Bike/ped features not specified	TOTALS
4-lane no median					4	4
4-lane divided C&G	1	1	4	1		7
6-lane divided C&G					2	2
4-lane Superstreet	1	2	5			8
Other	3-lane option (morning rush hour two lanes, then reversed in evening with non-peak hours middle turning lane). Sidewalk just one side of road.					1

\*14 comments/forms submitted

**SUPPORT GAUGE (OF 14 ATTENDEES)**

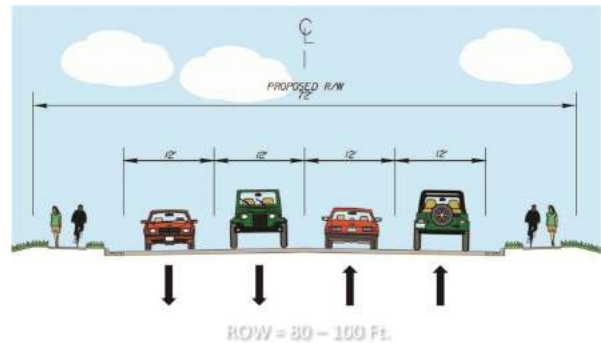
Share Your Opinion - A “rough” non-scientific gauge of support was undertaken during the closing presentation asking attendees to express their preferences on various concepts. Fourteen attendees were asked to hold up red, yellow, or green cards (given upon signing in), corresponding to their opinion on whether a particular concept should be studied in detail as an alternative in the environmental assessment (EA) document. Eight different concepts were shown (see below). Red indicated no support, yellow indicated possible support, and green indicated strong support for evaluation of a particular concept for detailed study in the EA (see slide to the right). The exercise also included gauging support on various access management considerations

## Share Your Opinion

- No way! This is something I could not support under any circumstance. I would not like to see this concept evaluated as an alternative in the EA.
- Interesting idea, but I need to learn more before I know for sure. I would like to see something like this concept evaluated as an alternative in the EA.
- Great idea! I would like to see something like this concept evaluated as an alternative in the EA.

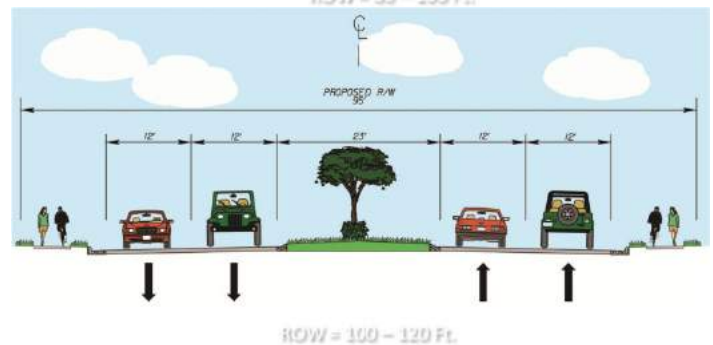
**Concept 1**

4-Lane Undivided Facility, C/G, Sidewalk Both Sides  
 YES/POSSIBLE: 11  
 NO: 0



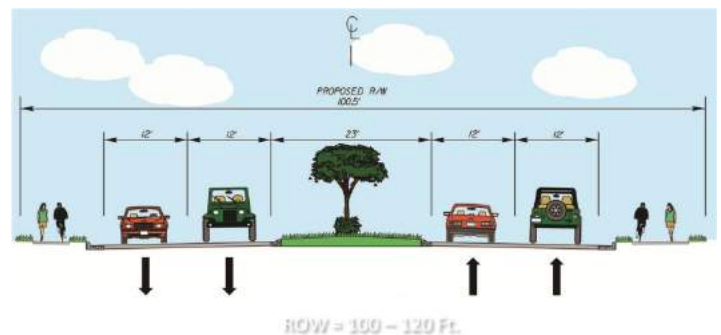
**Concept 2**

4-Lane, Median-Divided Facility, C/G, Sidewalk Both Sides  
 YES/POSSIBLE: 5  
 NO: 7



**Concept 3**

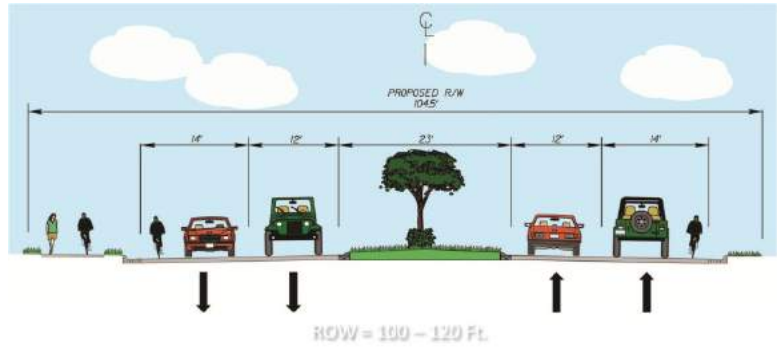
4-Lane, Median-Divided Facility, C/G,  
 Sidewalk & Multiuse Path  
 YES/POSSIBLE: 5  
 NO: 7



STIP No. U-4714 Design Charrette – Overview of Comments/Opinion Gauge

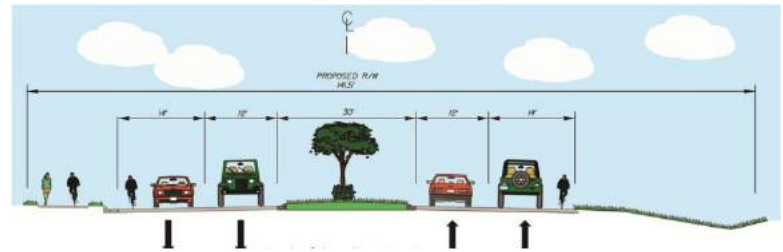
**Concept 4**

4-Lane Median-Divided Facility, WOL, C/G,  
Multiuse Path  
YES/POSSIBLE: 0  
NO: 12



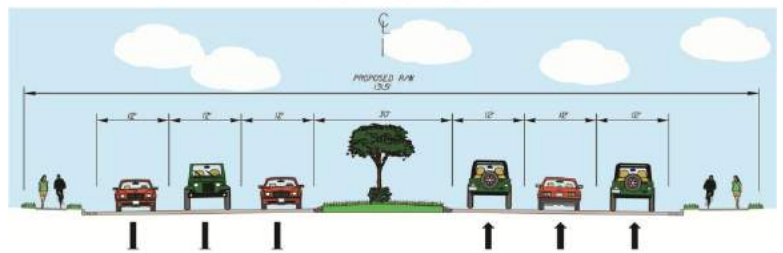
**Concept 5**

4-Lane Median-Divided Facility, WOL,  
Multiuse Path  
YES/POSSIBLE: 1  
NO: 11



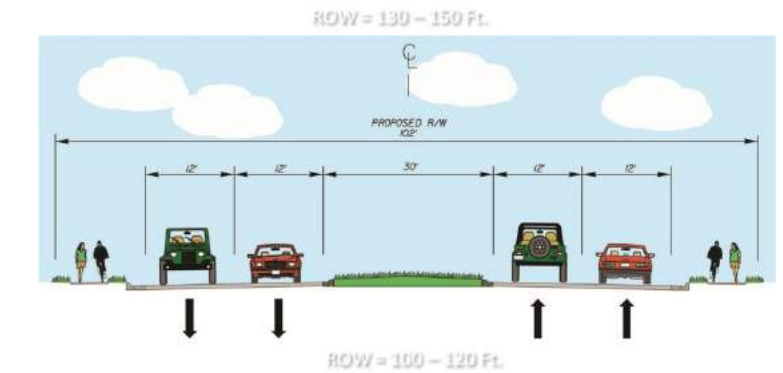
**Concept 6**

6-Lane Median-Divided Facility,  
C&G, Sidewalk & Multiuse Path  
YES/POSSIBLE: 4 (all 'maybe')  
NO: 7



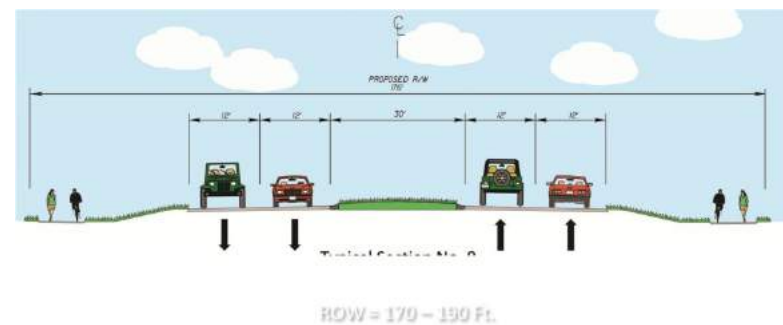
**Concept 7**

Superstreet, C&G, Sidewalk Both Sides  
YES/POSSIBLE: 5  
NO: 7



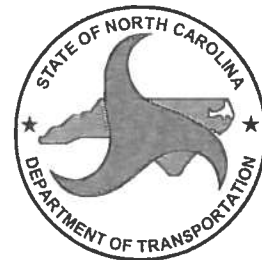
**Concept 8**

Superstreet, Paved Shoulder, Multiuse Path  
YES/POSSIBLE: 1  
NO: 12



**Access Management**

No Median – YES/POSSIBLE: 10 NO: 0  
Planted Median – YES/POSSIBLE: 6 NO: 5  
Superstreet – YES/POSSIBLE: 4 NO: 8



# E. John Street/Old Monroe Road Project

## NCDOT STIP No. U-4714

---

### Tell us your thoughts...

Please share your thoughts. Once completed, please place it in the comment box tonight or send via mail to:

Mr. Elmo Vance, NCDOT PDEA Project Manager  
1548 Mail Service Center  
RALEIGH NC 27699-1548  
or email your comments to:  
[eevance@ncdot.gov](mailto:eevance@ncdot.gov)

1. Tonight's presentation revealed the concepts that participants developed during the three-day design charrette. Of those, which overall concepts do you think should be carried forward as a project alternative for detailed study in the planning and design stages? ***(CHECK ONE OR MORE)***

- Four-lane divided with no access control (no median)**
- Four-lane divided/curb and gutter/sidewalks on one side**
- Four-lane divided/curb and gutter/sidewalks both sides**
- Four-lane divided/curb and gutter/multi-use path on one side**
- Four-lane divided/curb and gutter/multi-use path on both sides**
- Six-lane divided/curb and gutter/sidewalk(s) and/or multi-use path(s)**
- Four-lane Superstreet/curb and gutter/sidewalks on one side**
- Four-lane Superstreet/curb and gutter/sidewalks both sides**
- Four-lane Superstreet/curb and gutter/multi-use path on one side**
- Four-lane Superstreet/curb and gutter/multi-use path both sides**
- Other:**

---

---

---





# E. John Street/Old Monroe Road Project

## NCDOT STIP No. U-4714

---

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RALEIGH NC 27699-1548  
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- Four-lane divided/curb and gutter/sidewalks both sides**
- Four-lane divided/curb and gutter/multi-use path on one side**
- Four-lane divided/curb and gutter/multi-use path on both sides**
- Six-lane divided/curb and gutter/sidewalk(s) and/or multi-use path(s)**
- Four-lane Superstreet/curb and gutter/sidewalks on one side**
- Four-lane Superstreet/curb and gutter/sidewalks both sides**
- Four-lane Superstreet/curb and gutter/multi-use path on one side**
- Four-lane Superstreet/curb and gutter/multi-use path both sides**
- Other:**

---

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---







## E. John Street/Old Monroe Road Project NCDOT STIP No. U-4714

---

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- Four-lane divided/curb and gutter/sidewalks both sides
- Four-lane divided/curb and gutter/multi-use path on one side
- Four-lane divided/curb and gutter/multi-use path on both sides
- Six-lane divided/curb and gutter/sidewalk(s) and/or multi-use path(s)
- Four-lane Superstreet/curb and gutter/sidewalks on one side
- Four-lane Superstreet/curb and gutter/sidewalks both sides
- Four-lane Superstreet/curb and gutter/multi-use path on one side
- Four-lane Superstreet/curb and gutter/multi-use path both sides
- Other:

---

---

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# E. John Street/Old Monroe Road Project

## NCDOT STIP No. U-4714

---

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- Other:**

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2. What resources and concerns are most important to you as the project is being planned and designed?

- |   |   |
|---|---|
| <input type="checkbox"/> Landscaping/Roadway Aesthetics   | <input type="checkbox"/> Future greenways     |
| <input type="checkbox"/> Access to/from properties        | <input type="checkbox"/> Impacts to churches  |
| <input type="checkbox"/> Bike lanes and sidewalks         | <input type="checkbox"/> Wetlands and streams |
| <input type="checkbox"/> Four Mile Creek Greenway         | <input type="checkbox"/> Historic properties  |
| <input type="checkbox"/> Public transit                   | <input type="checkbox"/> Traffic Noise        |
| <input checked="" type="checkbox"/> Impacts to residences | <input type="checkbox"/> Air quality          |
| <input type="checkbox"/> Impacts to businesses            |   |

3. Please share any additional comments about the East John Street/Old Monroe Road Improvement Project.

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I have lived on Edgeland Dr. for 24 years. We have totally renovated the entire house and yard! Now, it appears we will have to move to avoid sleeping on a four lane highway! I still have one child living with me and my 84 year old mother.

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**Thank you for your participation!**



# E. John Street/Old Monroe Road Project

## NCDOT STIP No. U-4714

### Tell us your thoughts...

Please share your thoughts. Once completed, please place it in the comment box tonight or send via mail to:

Mr. Elmo Vance, NCDOT PDEA Project Manager  
1548 Mail Service Center  
RALEIGH NC 27699-1548  
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- Four-lane Superstreet/curb and gutter/multi-use path both sides**
- Other:**

~~need~~ Need to work w/ towns  
Re: Realistic uses/zoning given the massive  
impact of this road. Not a county road  
anymore.

Great Presentation  
Thanks!



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---

Very concerned that property value will be ~~adversely~~ greatly reduced due to taking of more land, blocking of access and basically making it inaccessible, ~~to~~ and useless.

If done right it should help improve the values/uses etc.

• Need Arterials, Sewer, water, electric etc

• Should be beautified

• Move cars + create lateral access

**Thank you for your participation!**

*annexing*



# E. John Street/Old Monroe Road Project

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- Other:**

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Median and bike paths are expensive and  
Un-NECESSARY.  
I LIVE VERY CLOSELY TO THE ROAD,  
AND DO NOT WISH TO LOSE MY HOME!  
Robert Presby  
6308 MONROE Rd,  
INDIAL TRAIL, 28079

**Thank you for your participation!**



# E. John Street/Old Monroe Road Project

## NCDOT STIP No. U-4714

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- Four-lane Superstreet/curb and gutter/multi-use path both sides
- Other:

*Sidewalks should be protected/separated from street*

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- Other:

*Bridgeway or tunnel under the Indian Trail road and  
old Monroe intersection. This would mean a good flow  
of traffic in the direction of Charlotte and Monroe*





## Bereis, Kimberly D

---

**From:** Vance, Elmo E [eevance@ncdot.gov]  
**Sent:** Thursday, September 05, 2013 3:01 PM  
**To:** Bereis, Kimberly D  
**Subject:** FW: E. John Street/Old Monroe Road Project NCDOT STIP No. U-4714

FYI

---

**From:** Vance, Elmo E  
**Sent:** Thursday, September 05, 2013 2:40 PM  
**To:** 'Kathleen Riordan'  
**Subject:** RE: E. John Street/Old Monroe Road Project NCDOT STIP No. U-4714

*Mrs. Rioradan,*

*Thank you for your interest in the East John Street/Old Monroe Road Improvement Project. We regret that you weren't aware of the meeting. In meetings such as this it is always a challenge notifying all interested parties. In addition to the message signs, NCDOT also issued/utilized press releases, media coverage (newspaper ads and television), project posters hung at local area businesses, and information provided to the Towns of Matthews, Stallings, and Indian Trail for uploading on their municipal websites. We also sent e-mails to HOA contacts provided to us by the local towns. Unfortunately, your neighborhood is located outside of our project study area and was not included on our listing. However, we will be sure to add your name and address to our mailing list for future meeting notifications.*

*Copies of the presentations from the charrettes will be available on the Towns of Matthews, Stallings and Indian Trail websites. Following your review of this information, if you have any additional questions or suggestions, please feel free to contact me.*

*Thank you for your comments on the project.  
Elmo*

---

**From:** Kathleen Riordan [<mailto:adminprofessional24@hotmail.com>]  
**Sent:** Tuesday, September 03, 2013 4:38 PM  
**To:** Vance, Elmo E  
**Subject:** E. John Street/Old Monroe Road Project NCDOT STIP No. U-4714

Hi, I live in Indian Trail. I received a copy of a questionnaire that was distributed at a meeting regarding the E. John Street/Old Monroe Road Project NC Dot Stip No. U-4714. Unfortunately I was not aware of the meeting. I had seen the flashing sign on Old Monroe Road but was unable to really read it since I was driving and thought it was a sign for road repair. If feasible, it would be great to contact the community HOA's when having these meetings and ask them to email all the home owners about them. Another thought is to put a flyer in the mailboxes to inform people of the upcoming meeting.

In regards to the questionnaire, I think a four-lane superstreet/curb and gutter/sidewalks on both sides **or** a six-lane divided/curb and gutter with sidewalks on both sides sounds like an excellent solution.

My main concern is the landscaping/roadway aesthetics and air quality.

Old Monroe Road is currently rather run down and congested. I'm excited to learn that some updates are planned which should help to make Indian Trail more attractive and attract businesses and new residents.

Cordially,

Kathleen M. Riordan  
Taylor Glenn Community  
1013 Apogee Drive  
Indian Trail, NC 28079

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

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The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

## Bereis, Kimberly D

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**From:** Gibilaro, Carl  
**Sent:** Wednesday, August 28, 2013 1:34 AM  
**To:** Bereis, Kimberly D  
**Cc:** Noonkester, Matt; Vance, Elmo E  
**Subject:** FW: Monroe Road expansion

Kim, please include this suggestion in the meeting summary. The gentleman attended the presentation portion of Tuesday night but had to leave before the exercise.

**Carl Gibilaro, PE**  
Group Manager, Transportation Design and Planning - Mid Atlantic  
Associate Vice President

**ATKINS**  
75 years of design, engineering and project management excellence

5200 Seventy Seven Center Drive, STE 500, Charlotte, NC, 28217 | Tel: +1 (704) 522 7275 | Fax: +1 (704) 525 2838 | Direct: +1 (704) 665 4478 |  
Email: [carl.gibilaro@atkinsglobal.com](mailto:carl.gibilaro@atkinsglobal.com) | Web: [www.atkinsglobal.com/northamerica](http://www.atkinsglobal.com/northamerica) [www.atkinsglobal.com](http://www.atkinsglobal.com)  
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LinkedIn: [www.linkedin.com/company/atkins](http://www.linkedin.com/company/atkins) | YouTube: [www.youtube.com/ws Atkinsplc](http://www.youtube.com/ws Atkinsplc)

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**From:** [erin@elccpa.com](mailto:erin@elccpa.com) [<mailto:erin@elccpa.com>]  
**Sent:** Tuesday, August 27, 2013 9:43 PM  
**To:** Gibilaro, Carl  
**Subject:** Monroe Road expansion

Hi Carl

I thought you had a good presentation tonight. Per our discussion, I think it would be worth reviewing the option of a 3 lane option.

Morning rush hour - two lanes north and then reversed in the evening. Non peak hours middle lane would be a turning lane.

Sidewalk on just one side of the road.

I think this proposal would be the most cost effective and less disruptive to the community. It is not perfect, but no matter what plan is chosen, there will be pros and cons.

I think this is worth considering, especially since simply going to four lanes will only increase traffic to maximum capacity in the near future and we will be back in the same situation we are now.

Sincerely,

Erin L. Cunningham, CPA  
Insurance Solutions for Employers and Individuals  
Office 704-847-8974  
Fax 704-405-5435  
Cell 704-576-1094  
624 Matthews-Mint Hill Road, Suite 402

## Bereis, Kimberly D

---

**From:** Vance, Elmo E [eevance@ncdot.gov]  
**Sent:** Tuesday, September 24, 2013 10:42 AM  
**To:** Sue Smith  
**Cc:** Cole, Scott; Underwood, John W; Bereis, Kimberly D  
**Subject:** RE: East John Street/Old Monroe Road Improvement Project No. U-4714

Mrs. Smith,

The NCDOT Division 10 office has indicated that they are slated to begin construction on an intersection improvement at Pleasant Plains Road/Old Monroe Road this week. This improvement consists of adding a westbound approach turn lane on Old Monroe Road at Pleasant Plains Road. Although this particular improvement doesn't address the specific situation you presented in that area, as part of our study, we will be investigating access points along the entire corridor. As access management is important for traffic flow, the option you presented (reroute Pleasant Plains intersection to connect with Kerry Greens) is something we could consider in the upcoming alternatives phase. In fact, I checked with our Division 10 staff, and that scenario has been discussed in concept. Please note that things such as impacts to properties, traffic volumes, and turning movement counts in/out of Kerry Greens will be evaluated to determine if this option is feasible.

Thank you for your suggestions  
Elmo Vance  
Project Development Engineer

---

**From:** Sue Smith [<mailto:depauw89@gmail.com>]  
**Sent:** Sunday, September 08, 2013 7:10 PM  
**To:** Vance, Elmo E  
**Subject:** East John Street/Old Monroe Road Improvement Project No. U-4714

Mr., Vance,

I was unable to attend the meetings as South Piedmont Community College last week, but I wanted to voice my opinion regarding the Kerry Greens neighborhood intersection onto Old Monroe Road. This intersection is very busy with the current road structure and will become even more so once the road is widened. I have not seen the widening plans, but I wanted to bring up an option for your consideration. Would it be possible to re-route Pleasant Plains Dr to intersect with Old Monroe directly across from Kerry Greens Dr? If so, could you then put a traffic signal there to ease the entry onto Old Monroe. I see possible accidents occur at these 2 intersections daily, especially when trying to make left-hand turns.

I wanted to make my voice heard. Thank you for the opportunity.

Sue Smith  
1243 Kerry Greens Dr,  
Matthews, NC 28104  
980-721-7857

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# **E. John Street/Old Monroe Road Project**

## **NCDOT STIP No. U-4714**

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- Other:**

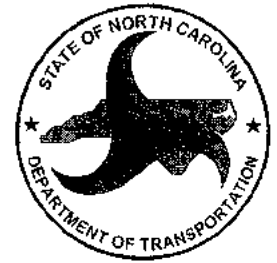
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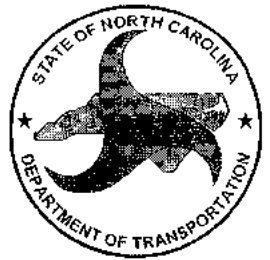
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- Other:

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