



PUBLIC SAFETY COMMITTEE

City Hall - Large Conference Room
300 W. Crowell Street
Monroe, NC
June 1, 2026
4:15 PM

AGENDA

1. Minutes from May 4, 2026
2. Edward Byrne Memorial Justice Grant (JAG) Program Application
3. K9 Vest Donation to Monroe Police Department
4. Slow Monroe Campaign
5. Extension for Police Department Secure Parking Lot
6. Rodney Chaney Resolution and Award of Helmet
7. Aerial Asset Accessibility Grant Application
8. LIV Fire Inspection Compliance Software
9. 2025 AFG/SAFER Grants for Monroe Fire Department
10. Union County Critical Intersections – Lancaster Ave & Bragg St
11. W Franklin Street Traffic Calming – Travel Lane Delineation

**PUBLIC SAFETY COMMITTEE
MEETING MINUTES
May 4, 2026**

The Public Safety Committee met on May 4, 2026, at 4:15 p.m. in the City Hall Large Conference Room.

Members Present: Chairman David Dotson, Council Member Gary Anderson

Absent: Council Member Julie Thompson,

Staff Present: Mayor Robert Burns, City Manager Mark Watson, Assistant City Manager Jeff Wells, Fire Chief Ron Fowler, Fire Deputy Chief Travis Stegall, Fire Administrative Assistant II Alice Withers, Police Assistant Chief T. J. Goforth, Police Major Shannon Huntley, Police Captain Steve Morton, Police Captain Chad Shoultes, City Attorney Richard Long, Staff Attorney William Hunt, Grant Administrator Lisa Kerner

Guests:

Chairman David Dotson called the meeting to order at 4:15 p.m.

Item 1: Minutes from April 13, 2026 Meeting

Council Member Anderson made a motion to approve the minutes of the Public Safety Committee meeting of March 2, 2026. Chairman Dotson seconded the motion and the motion passed unanimously.

Item 2: Edward Byrne Memorial Justice Grant (JAG) Program Application

Grant Administrator Lisa Kerner presented to the Committee an opportunity to apply for the JAG grant. This item was tabled for the next meeting.

Item 3: Donation from American Legion to the Police Department

Police Assistant Chief TJ Goforth presented to the Committee a donation in the amount of \$1,000 from American Legion to the Police Department. This will be used toward the Citizen's Police Academy. Council Member Anderson made a motion to accept the donation and forward to Council for approval. Chairman Dotson seconded the motion and the motion passed unanimously.

Adjournment

There being no further business, Chairman Dotson made a motion to adjourn the meeting. Council Member Anderson seconded the motion, which passed unanimously, and the meeting was adjourned at 4:34 p.m.

Respectfully submitted,

Alice Withers – Committee Secretary



STAFF REPORT

TO: Public Safety Committee
VIA: Mark Watson, City Manager
DATE: June 1, 2026
FROM: Chief William Bolen
PREPARED BY: Asst. Chief TJ Goforth
SUBJECT: BJA FY25 Edward Byrne Memorial Justice Grant (JAG) Program
– Local Formula

SUMMARY STATEMENT

The Monroe Police Department is seeking approval of an application that was submitted to the BJA FY25 Edward Byrne Memorial Justice Grant (JAG) Program – Local Formula for \$77,674 with an expected 25% match.

REVIEW

The Bureau of Justice Assistance, U.S Dept. of Justice Office accepted applications for its BJA FY25 Edward Byrne Memorial Justice Grant (JAG) Program. The Monroe Police Department is requesting this grant approval to fund additional equipment that will enhance our ability to prevent crime, solve cases faster and keep our community safe.

The City of Monroe is eligible to apply for funding that was made available for FY25 in the amount of \$40,226, as well as \$37,448 that was made available in FY24 under the local allocation program.

RECOMMENDATION

Staff recommends the Public Safety Committee approve an application to the BJA FY25 Edward Byrne Memorial Justice Grant (JAG) Program – Local Formula for \$77,674 and include this item on the Consent Agenda for City Council approval at its June 9, 2026 meeting.



STAFF REPORT

TO: Public Safety Committee
VIA: Mark Watson, City Manager
DATE: June 1, 2026
FROM: Chief William Bolen
PREPARED BY: Asst. Chief TJ Goforth
SUBJECT: K-9 vest donation

SUMMARY STATEMENT

Staff requests approval to accept the K-9 vest donations made by Sandra Karg in Memory of her late husband, Carl Peoples.

REVIEW

Staff have the opportunity to accept a donation of a K-9 ballistic vest for the K-9 “Dax”. This vest was donated by Sandra Karg, at no cost to the Monroe Police Department.

RECOMMENDATION

Staff requests approval from the Public Safety Committee to accept this donation and forward to the full Council for approval.



STAFF REPORT

TO: Public Safety Committee
VIA: Mark Watson, City Manager
DATE: June 1, 2026
FROM: Rhett Bolen, Chief of Police
PREPARED BY: Shannon Huntley, Police Major
SUBJECT: Speed Enforcement Downtown

SUMMARY STATEMENT

The Public Safety Committee is requested to take part in discussion about addressing speeding in downtown Monroe.

REVIEW

On May 12, 2026 Monroe City Council requested the Monroe Police Department to present ideas and a plan on addressing “Strict Enforcement of Speed Limits in Downtown”. The Monroe Police Department would like to present some ideas, data and discuss future plans to address community concerns.

RECOMMENDATION

This is for informational and discussion purposes only.



STAFF REPORT

TO: Public Safety Committee
VIA: Mark Watson, City Manager
DATE: June 1, 2026
FROM: Chief William Bolen
PREPARED BY: Asst. Chief TJ Goforth
SUBJECT: Extension for Police Department secure parking lot

SUMMARY STATEMENT

The Monroe Police Department is seeking approval to extend the fenced in secure parking lot.

REVIEW

The Monroe Police Department requests approval to expand the fenced-in parking lot to meet our growing vehicle space needs. The additional area, owned by the City of Monroe, requires minimal work to complete. The total cost from the Monroe Police budget is \$21,529.63.

The cost breakdown is:

- 5,400.00 to City of Monroe Street Department (driveway and curb cutting)
 - 16,129.63 for the fence materials and installation.
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RECOMMENDATION

Staff recommends the Public Safety Committee approve this project and include this item on the Consent Agenda for City Council approval at its June 9, 2026 meeting.



STAFF REPORT

TO: Public Safety Committee

VIA: Mark Watson, City Manager

DATE: June 1, 2026

FROM: Ronald D. Fowler, Fire Chief

PREPARED BY: Alice Withers, Administrative Assistant II

SUBJECT: Award of Fire Helmet and Retirement Resolution for
Battalion Chief Rodney Chaney

SUMMARY STATEMENT

The Public Safety Committee is requested to consider a recommendation for City Council to authorize awarding Battalion Chief Rodney Chaney his fire helmet, and to adopt Resolution R-2026-38 on the occasion of his retirement.

REVIEW

Battalion Chief Rodney Chaney is retiring July 1, 2026, with 37 years of service to the City of Monroe. The General Assembly of North Carolina recognizes the importance and the symbolism of the Firefighter's helmet. General Statute §160A-294.1 authorizes municipalities, at the discretion of the governing board, to honor retiring firefighters by awarding them their fire helmet. Recognizing the importance of the fire helmet to Battalion Chief Rodney Chaney, staff feels it is fitting and proper to honor him by awarding him with his fire helmet to cherish during retirement. In accordance with General Statute §160A-294.1, staff recommends that Council set the price of the helmet at \$0.01 (one cent), and award it to Chief Chaney. Staff has also prepared Resolution R-2026-38, recognizing Chief Chaney on his retirement, for Council adoption. Staff expresses appreciation to Chief Chaney for his service to the Monroe Fire Department over the past 37 years, and extends best wishes and God's blessings on his retirement.

RECOMMENDATION

Staff requests that the Public Safety Committee recommend that City Council adopt Resolution R-2026-38, and that Council authorize awarding Rodney Chaney his fire helmet for one cent.

R-2026-38

**RESOLUTION OF MONROE CITY COUNCIL
HONORING RETIRING EMPLOYEE RODNEY LAVONNE CHANEY
R-2026-38**

WHEREAS, on the occasion of his retirement on July 1, 2026, City Council finds it is fitting and proper to express its sincere appreciation to Battalion Chief Rodney Lavonne Chaney for his loyal and dedicated service to the Monroe Public Safety and Monroe Fire Department over the last 38 years; and

WHEREAS, Rodney Chaney joined Monroe Public Safety Department as a Public Safety Officer on November 14, 1988, and following the reorganization of the Monroe Fire Department in 1999, continued to serve with the Fire Department advancing through the ranks and serving in key positions as Engineer, Lieutenant, Captain, and Battalion Chief; and

WHEREAS, Rodney Chaney achieved numerous fire service professional certifications and accomplishments from the State of North Carolina and the National Fire Academy and played vital roles in the advancement of the Monroe Fire Department, including organization and growth of the Fire Department and development of personnel; and

WHEREAS, Rodney Chaney's experience, skills, and commitment to excellence positively influenced other members of the Fire Department, from Firefighter to Fire Chief, and Chief Chaney contributed greatly to developing the Monroe Fire Department into the modern-day professional fire department it is today; and

WHEREAS, Rodney Chaney has selflessly and faithfully served the citizens of Monroe and Union County, where his personal integrity, professionalism, and devotion to duty has been a tremendous example of public service; and

WHEREAS, Members of the Monroe Fire Department are most grateful to Chief Rodney Chaney for his professional and personal contributions over his 38 years of distinguished service to the citizens of Monroe and Monroe Fire Department, and wish him God's blessings for a long and happy retirement.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Monroe, North Carolina, does hereby proclaim Battalion Chief Rodney Chaney a vital part of the City of Monroe community and encourages all citizens to express appreciation and support for his accomplishments.

BE IT FURTHER RESOLVED that this Resolution be entered upon the permanent Minutes of the Monroe City Council.

IN WITNESS WHEREOF, duly adopted by the Monroe City Council during the June 9, 2026 City Council Regular Meeting and signed by the Mayor on behalf of the Monroe City Council.

Robert A. Burns, Mayor

Attest:

Bridgette H. Robinson, City Clerk



STAFF REPORT

TO: Public Safety Committee
VIA: Mark Watson, City Manager
DATE: June 1, 2026
FROM: Lisa Hollowell, Assistant City Manager
PREPARED BY: Lisa Kerner, Grant Administrator
SUBJECT: Aerial Asset Accessibility Grant Application

SUMMARY STATEMENT

The Monroe Fire Department is seeking approval of an application that was submitted to the NC Dept. of Public Safety, Dept. of Emergency Management, (NCEM), requesting funds through the Aerial Asset Accessibility Grant program in the amount of \$5,003,000. There is no matching funds requirement. The Charlotte-Monroe Executive Airport is included in this grant application and sought separate application approval through the Public Enterprise Committee.

REVIEW

The NCEM is accepting applications through June 15, 2026. Funds may be used to increase capacity for emergency preparedness and disaster response through capital projects on airfield property, and includes funding for fire department equipment. Also, funds may be used to repair, replace, and restore infrastructure on airport property, including terminals, runways, gates, hangars, and roads damaged by Tropical Storm Helene.

RECOMMENDATION

Staff recommends that the Public Safety Committee approve the application submitted to NCEM's Aerial Asset Accessibility Grant Program and include this item on the Consent Agenda for City Council's consideration at the meeting on June 9, 2026.



STAFF REPORT

TO: Public Safety Committee
VIA: Mark Watson, City Manager
DATE: June 1, 2026
FROM: Ronald D. Fowler, Fire Chief
PREPARED BY: Bryan Kindley, Deputy Chief
SUBJECT: LIV Fire Inspection Compliance Software

SUMMARY STATEMENT

Staff will share with the Public Safety Committee information regarding usage of LIV for fire inspection compliance.

REVIEW

Staff will provide the Public Safety Committee an overview of the LIV Fire Inspection Compliance Software. The Monroe Fire Department wishes to utilize LIV to assist with compliance with fire alarm and sprinkler reports utilized during fire inspections. LIV is a third-party software used by fire inspectors to assist with fire inspections by monitoring fire alarm and sprinkler inspection compliance. The software helps reduce multiple inspection visits, false alarms, and saves time and effort by fire inspectors. This software comes at no cost to the City of Monroe.

RECOMMENDATION

For informational purposes and discussion.



STAFF REPORT

TO: Public Safety Committee

VIA: Mark Watson, City Manager

DATE: June 1, 2026

FROM: Ronald D. Fowler, Fire Chief

PREPARED BY: Bryan Kindley, Deputy Chief

SUBJECT: FEMA Assistance to Firefighters Grant / Staffing for Adequate Fire and Emergency Response

SUMMARY STATEMENT

Staff is seeking authorization to apply for a FEMA Assistance to Firefighters Grant and/or FEMA Staffing for Adequate Fire and Emergency Response Grant.

REVIEW

Staff is seeking authorization to apply for a FEMA Assistance to Firefighters Grant (AFG) and/or FEMA Staffing for Adequate Fire and Emergency Response Grant (SAFER). The application period has just opened and will close before July Council meeting. Staff will evaluate grant objectives and determine how they align with fire department needs. Staff will plan to discuss at Public Safety Committee Meeting.

RECOMMENDATION

For discussion, direction, and any potential action by Public Safety Committee.



STAFF REPORT

TO: Public Safety Committee
VIA: Mark Watson, City Manager
DATE: June 1, 2026
FROM: Sarah McAllister, P.E., Engineering Director
PREPARED BY: Will Auret, P.E., Land Development Engineering Manager
SUBJECT: Union County Critical Intersections – Lancaster Ave. & Bragg St.

SUMMARY STATEMENT

Staff will be prepared to discuss three different design options for safety improvements to the intersection at Lancaster Ave. and Bragg St.

REVIEW

Union County has adopted a Critical Intersection Analysis which identified a series of high priority intersections that would be competitive for funding through NCDOT or Charlotte Regional Transportation Planning Organization (CRTPO). Based on traffic counts, crash data, etc. the intersection at Lancaster Ave. and Bragg St. has been identified as a project to be considered in the process.

The City of Monroe has received two design options for review. Both designs include additional striping and signage. Alternate 1 adds access management to the Palace Restaurant and the Citgo gas station. The designs were sent out for public comment and the summary is attached.

RECOMMENDATION

The Public Safety Committee is asked to select one design option to be recommended to City Council at the June 9th meeting.

Attachments:
Public Involvement Summary
Lancaster/Bragg Design Options
Cost Estimates

Union County Critical Intersections Phase IV – Public Involvement Summary

Public Involvement Approach

The Union County Critical Intersection Program – Phase IV public involvement approach was based upon previous phases while incorporating minor process improvements. The approach included:

- Demographic research to identify Limited English Proficiency (LEP) and other traditionally underserved populations for potential language access services and targeted outreach;
- Development of a GIS storymap including a program overview and individual project tabs with conceptual alternative designs, visualizations, cost estimates, a comparison of benefits and challenges, and an online survey, using the ESRI program Survey 123 for stakeholders to provide information and input on their design preferences, existing conditions, and concerns;
- Postcards distributed to nearby property owners announcing the virtual public meetings and providing links to Union County’s Critical Intersection website; and,
- Five virtual public meetings conducted via Zoom including a pre-recorded overview presentation of the program and the focus intersection, and a Q&A forum for attendee stakeholders to ask written questions. Panelists responded to questions verbally and with written responses. The chat box was used to share links/info.

<u>Intersection</u>	<u>Municipality</u>	<u>Date</u>
South Bragg St. and Lancaster Ave.	City of Monroe	3/3/26
Unionville Indian Trail Rd. and Unionville Brief Rd./CJ Thomas Rd.	Town of Unionville	3/4/26
NC 84 (Weddington Rd.) and Willoughby Rd.	Union County	3/5/26
New Town Rd. and Lester Davis Rd.	Village of Wesley Chapel	3/17/26
Old Charlotte Highway and Faircroft Way/Hayes Rd.	Town of Indian Trail	3/19/26

Summary

1. Overall stakeholder input vs. Town specific input
2. Comments/concerns regarding conceptual designs
3. Do stakeholder conceptual design preferences align with the most effective/lower cost options?

South Bragg St. and Lancaster Ave.

Five of the 14 survey respondents stated that they live in Monroe, including two that live near the intersection. Survey responses indicate that the frequency of use of the intersection varies, ranging from multiple times per day to never and that the travel through the intersection is for commuting, leisure, and downtown access.

In-person outreach efforts and coordination with adjacent property owners have occurred.

On March 9, 2026, Union County and City of Monroe project staff met onsite at the Palace Restaurant to engage stakeholders, observe site conditions, and arrange a meeting with the restaurant owner.

On March 27, 2026, the project team (Union County, City of Monroe, RK&K staff) met onsite with the Palace Restaurant owner and presented the design options, the project development process, and project schedule. Discussions revolved around safety conditions, the potential for changes in access to the restaurant, creation of a sight triangle through potential right-of-way acquisition and temporary construction easements, aesthetic improvements, the loss of parking spaces along Lancaster Ave., and Alternate preference.

The owner noted recent accidents at the intersection and agreed that improvements were warranted. The owner did not oppose either option, with the expectation that there would be compensation through the right-of-way/easement acquisition process. Easements and additional right-of-way will be required for construction, and to provide clear sight triangles at the intersection. The property's parking lot includes spaces close to the intersection, which restricts sight distance for vehicles traveling along Bragg Street.

The project team also met onsite on March 27 with a representative for the owner of the Citgo gas station in the southeast quadrant of the intersection. Following a presentation of the project, the business owner did not have opposition to either option. Coordination between the City and the property owner in the southwest quadrant of the intersection resulted in plans to remove the large shrubs that are blocking sight lines and causing a safety issue.

Alternate 1 results in better access control, adds pedestrian facilities and lighting, and results in minimal right-of-way and easement impacts. Alternate 2 improves roadway signage and striping, and adds lighting with minimal right-of-way impacts, but does not significantly address access conflicts. Both alternates will improve traffic operations and safety and would serve as valid mitigation. In general, stakeholder comments and concerns pertain to access control, the potential/need for a signal, the need to increase vehicular and pedestrian safety, obscured sight lines, and property impacts. Based upon survey input, **Alternate 1: Proposed Access Management, the higher cost alternate (\$882K), was slightly preferred.**

Survey Comment Summary

- Respondents – 14
- Survey Responses
 - **Alternate 1: Proposed Access Management – 42.9%**
 - Alternate 2: Proposed Signing and Marking Upgrades – 35.7%
 - Neither Alternate – 14.3%
 - Both Alternates – 7.1%
- A stakeholder who lives near the intersection commented that they were encouraged by the effort to improve the intersection for motorists and pedestrians accessing the two adjacent businesses, local parks and downtown.
- (Alternate 1) will reduce the possible points of entry for traffic from parking lots, hopefully helping to improve safety. This intersection needs more controls to improve safety and traffic flow, especially at rush hour and when the local Central Academy of Technology and Arts (CATA) has let out for the day. A traffic signal or four-way stop would be best. Could this intersection be upgraded to be the same as the Houston St./Hayne St. intersection?
- (Alternate 1) Allows pedestrian access to Bragg St and makes more people aware of the intersection. Make it a 4-way stop. It would make the intersection safer.

- (Alternate 1) Better controlled access to the intersection.
- This intersection needs more access control and Alternate 1 provides this. Convert to a four-way stop or install a signal.
- There are many pedestrians involved as well. The more thorough option (Alternate 1) will provide the best way to maintain safety for everyone. Please be advised more safety equipment will be needed in the near future. I completely understand the following protocol and trying less expensive interventions prior to some sort of traffic signal. As someone who walks for exercise, selfishly I think more support is needed than improved signage and painting. My nephews visited this Christmas, and it was challenging to cross the street to go to the park near the YWCA.
- (Alternate 2) Lower cost and have not experienced a need for it. The church nursery near Doster on Lancaster needs more attention than this segment.
- (Alternate 2) Less impact to surrounding properties and the same real impact to traffic.
- (Alternate 2) Looks like it will improve safety more.
- I proposed Alternate 2 because from looking at intersection some of the signs around that intersection are not that valuable and hard to see. Have a stoplight installed at the intersection.
- (Both Alternates) Make it a four way stop. It would make the intersection safer.
- (Neither Alternate) Never have a problem crossing.
- (Neither Alternate) Doesn't look like it would make anything safer. One big obstacle is the large bush that blocks a clear view of the traffic coming up Lancaster. Cut down the bush is my quick easy and cheap improvement suggestion. I think the main issue with this intersection is that it is a cut through. My suggestion would be to place signage and restrict what vehicles can use the segment of Bragg between Lancaster and Griffith. Commercial vehicles use it which is very loud as trailers go over the speed bumps. The main vehicles that cut through are ambulances.

Public Meeting Summary

- Attendees – 5
- I live at the intersection of Johnson & Lancaster (other side of the Citgo). There are many pedestrians trying to navigate as well. I highly recommend doing the more thorough plan with sidewalks. It is quite hectic on Lancaster by those businesses. Thank you so much for holding this meeting and advocating for safety and improvements in our county. **Response** – I appreciate that comment and that is exactly the kind of feedback that we are looking for. If you wouldn't mind also including that on the survey on the website. We'll collect all the questions, answers and comments we get this evening, but seeing them in more than one place is helpful. It always helps that we can define those pedestrian crossings and make them more visible and safer for people crossing.
- Why not install a traffic signal? **Response** – In terms of signal warrants there is currently not enough volume on the minor streets to justify installing a signal at this time, although future year 2050 increases could justify a signal. The current high number of angle and left-turn crashes warrant a signal, however, other safety improvements need to be employed first per NCDOT standards.

Unionville Indian Trail Rd. and Unionville Brief Rd./CJ Thomas Rd.

The majority of survey respondents are Unionville residents. The frequency of intersection use varies with the majority of respondents using the intersection daily. Comments, questions, and concerns pertained to minimizing right of way impacts, the intersection configuration, existing and proposed speed limits, sight distance, traffic operations, potential for a signal, safety, and project cost and schedule.

The conceptual alternates developed for this intersection are relatively low-cost options that provide operational and safety benefits, increasing the likelihood of funding. A notable minority of respondents were not in favor of either alternate, while one respondent was in support of both alternates. **A wide majority of survey respondents and public meeting attendees favored Alternate 2: Proposed Realignment, the higher cost option (\$759K)** that results in right-of-way impacts. Reasons for support included primarily safety benefits, improved driver visibility and design preference. Stakeholders that favored Alternate 1 cited lower cost and impacts as factors.

Survey Summary

- Respondents – 26
- Survey Responses
 - Alternate 1: Proposed Marking – 11.5%
 - **Alternate 2: Proposed Realignment – 76.9%**
 - Both Alternates – 3.9%
 - Neither Alternate – 7.7%
- (Alternate 1) Less impact on neighboring properties and reduced spending.
- (Alternate 1) Lower cost and appears to make the road more clear. However, the second choice would prevent many accidents.
- (Alternate 1) No need to close one of the main roads in and out of town. Having people stop at all ways would make it safer.
- (Alternate 2) This is the safer alternative, and this area is experiencing a lot of growth. Suggest a roundabout - eases lots of congestion and safer.
- (Alternate 2) It helps with incoming and outgoing traffic flow for Unionville without stopping on Unionville-Indian Trail Rd. Many people do not stop at this very confusing intersection anyway. Have had many near misses with drivers not stopping at the stop sign on Unionville- Indian Trail Rd. Nothing or very little seems to be taken into consideration for the intersection with Unionville-Brief Rd. This intersection sits in a valley on Unionville-Indian Trail Rd. There is a large hill on Unionville-Indian Trail Rd. going toward Hwy 601 and another smaller hill on the same road facing the town of Unionville. This is a very dangerous blind spot for people turning right or left onto Unionville-Indian Trail Rd. from Unionville-Brief Rd. If Unionville-Indian Trail Rd. is a thru road this will result in the potential of increased accidents at the Unionville-Brief Rd. intersection. Both hills as mentioned should be graded down flat on Unionville-Indian Trail Rd. to give proper sight viewing, the speed limit should be reduced from 55 to 45 mph on Unionville-Indian Trail Rd. in this area. Option: realign Unionville-Brief Rd. for a T intersection with the proposed CJ Thomas Rd. intersection.
- (Alternate 2) Appears to be safer and less confusing for driver. Would like to see more preservations of the guy on the corner's yard and fence as shown in the visual.
- (Alternate 2) Less confusing interchange and less stop signs overall.
- (Alternate 2) Think it would be safer and cause less accidents.

- (Alternate 2) Makes the most sense. Lower the speed limit of Indian Trail - Unionville.
- (Alternate 2) It solves more of the problems associated with CJ Thomas Rd. For us personally, it would be great if the intersection of CJ Thomas and Unionville Indian Trail Rd. is not directly in front of our driveway. This would reduce head lights shining in our bedroom windows. I like that this intersection looks to be slightly moved towards HWY 601. When you make Unionville Indian Trail Rd. go straight through without stopping, people are going to FLY through the intersection. There is already a problem with people going very fast as they leave Unionville. Now it going to be happening with traffic both ways. This is especially true when Piedmont High School lets out. During some times of the day it is going to be dangerous for us to get out of our driveway with cross traffic at 55MPH. I realize that you guys don't control speed limits. With that said, your suggestions to DOT would still likely be impactful. This whole area has so many new houses built that Unionville Indian Trail Rd. now has residences almost all the way up to Hwy 601. 55MPH is not appropriate.
- (Alternate 2) Makes the most sense. It is at a better spot to have Unionville Indian Trail and CJ Thomas meet and takes the least amount of land.
- (Alternate 2) Less confusing. Alt 1 was more confusing with more stop signs....folks will not know what to do, they already stop at the roundabouts. No, this is a good plan, other than a roundabout.
- (Alternate 2) #1 could cause major confusion since the intersections are not aligned.
- (Alternate 2) Seems safer between the two. Ideally would have like to have seen a four-way intersection between CJ Thomas, Unionville-Brief, and Indian Trail-Unionville roads.
- (Alternate 2) Alternate 1 is the poor-man's version of trying to fix a bad intersection. Stop signs can and still will be run. The realignment in Alt 2 forces traffic from CJ Thomas to stop. There still might be a sight distance issue at the proposed new stop sign at CJT/Unionville Indian Trail intersection. Suggest dropping the speed limit approaching the new traffic pattern to 35 or 45 to slow traffic down prior to passing through this congested area.
- (Alternate 2) Easier to understand.
- (Alternate 2) Less confusing. Better flow of traffic on the busier road and easier turns.
- (Alternate 2) It seems to be the safest.
- (Alternate 2) Safety.
- (Alternate 2) This seems like the safer and least confusing option.
- (Alternate 2) Safer. Easy to drive.
- (Alternate 2) I choose the proposed realignment as that is a safer way to go though this intersection and make traffic in that area flow a lot smoother then it does now in its current form.
- (Alternate 2) Option 1 still has the same design, and looking over to ensure traffic is not coming when making a right onto Unionville from CJ Thomas. Also, you are banking on people *not* treating that stop sign as a yield sign in Option 1. I would consider keeping this same intersection geometry more confusing than Option 2. Option 2 keeps traffic on Unionville flowing with less hesitancy, while also allowing safer turns and less blind spots.
- (Both Alternates) While Alternate 1 is cheaper, Alternate 2 seems safer and more intuitive for drivers. Can CJ Thomas not align in a four-way stop? Rather than taking ROW/easements from the west side of CJ Thomas, can RKK look at shifting the road to the west to align in a true four-way intersection?

- (Neither Alternate) Because neither will improve the safety at Unionville-Indian Trail Rd. and Unionville-Brief Rd. intersection because of the limited sight distance from the hill adjacent to the intersection on Unionville-Indian Trail Rd. Reconstruct the end of Unionville-Indian Trail Rd. by curving this road to the right at this intersection as approaching from Hwy 601 and becoming a T intersection with CJ Thomas Rd. Vehicles would be forced to stop on Unionville-Indian Trail Rd. and CJ Thomas would continue as the uncontrolled Rd as present. Reduce the speed limit to 35 mph through this intersection in all directions and reduce the speed limit to 45 mph from this intersection on Unionville-Indian Trail Rd. to Hwy 601 instead of the present 55 mph. Add flashing stop light at this new intersection on Unionville-Indian Trail Rd for vehicles approaching from Hwy 601. These changes would eliminate vehicles running the stop sign at the current intersection and would be forced to stop.
- (Neither Alternate) It would make more sense to turn this into a single intersection, possibly with four-way stop.

Email Summary

- I was disappointed to see that the notification cards for the public meeting arrived the day of the meeting. Unfortunately, I did not see the notice until late last night, which prevented me from attending and voicing concerns in person. As a resident on UIT, I already see frequent speeding issues along with animals being struck by vehicles. Because of this, I am extremely concerned about the proposal to continue a 55-mph roadway into a residential area near a school and playground where children are regularly present, especially if there is no stop control at that intersection. Another major concern is visibility. If a driver is turning left from Unionville Brief Road onto UIT, the hill limits sight distance. With traffic potentially traveling 55 mph, it creates a dangerous situation where drivers may not be able to safely judge whether the roadway is clear. I am also concerned about the proposed alignment that appears to take part of a resident's front yard and move the roadway closer to their home. Given that there is an open field adjacent to the area, it seems more reasonable to shift the road toward the available space and create a single, properly aligned intersection rather than pushing the roadway closer to a residence. Earlier discussions included the possibility of installing a four-way stop at this intersection. Based on the safety concerns above, I strongly believe that either a four-way stop or a roundabout would be the safest way to control traffic and protect the residents, children, and pedestrians who use this area daily. The safety and well-being of children and families in this neighborhood should be the top priority in any final design. I would appreciate a response addressing these concerns and explaining how the current proposal accounts for the safety risks mentioned above.
- I just wanted to share that removing the stop sign from Unionville Indian Trail Rd. is the worst possible solution. I live on Unionville Brief and when turning onto CJ Thomas, most of my near-accidents come from people not stopping at the stop sign. The stop sign is on a hill and people coming from downtown Unionville or Unionville Brief cannot see a vehicle on UIT until the last possible second. If the intersection was flat then this might work, but there is almost no visibility onto UIT and oncoming vehicles until they are at the current stop sign due to the terrain.
- I live on Unionville-Brief Rd. just a short distance from this intersection. I travel through this intersection daily and have had near misses or seen near misses at this intersection many times. It is somewhat of a confusing intersection. The ongoing problem seems to be vehicles not stopping at the stop sign on Unionville-Indian Trail Rd. when approaching this intersection from

Highway 601. There are double stop signs as well as stop ahead signs located there but for some reason they are being ignored. The speed limit on that section of roadway is 55 mph, which is the only 55 mph speed limit on Unionville-Indian Trail Rd. between Unionville and Indian Trail. The two design changes as shown will not be the best changes. They will only increase the probability of accidents at the adjoining Unionville-Brief Rd. intersection. The intersection of Unionville-Brief Rd. and Unionville-Indian Trail Rd. sits in a valley with hills on both sides on Unionville- Indian Trail Rd. The major hill is the one on the right looking toward Hwy 601. If Unionville-Indian Trail Rd. is changed with no stop signs at this intersection it will probably result in a much higher risk of accidents at Unionville-Brief Rd. because of the limited sight distance due to the hill on Unionville-Indian Trail. This is increased much more with vehicles turning to the left going into Unionville from Unionville-Brief Rd. Approaching vehicles cannot be seen until they top the hill on Unionville-Indian Trail Rd. This hill is located within 200 – 300 ft. of this intersection. Vehicles will be speeding also from 60 – 65 mph on Unionville-Indian Trail Rd. instead of the posted 55 mph speed limit as now posted. My suggested thoughts on improving this intersection would be: Lower the speed limit from 55 to 45 mph on this section of road from this intersection to Hwy. 601 in both directions. Lower the speed limit to 35 mph through this intersection in both directions. Make Unionville-Indian Trail Rd. dead end into a T intersection as approaching from Hwy 601 at CJ Thomas Rd by curving Unionville-Indian Trail Rd. to the right instead of the suggested design #2 as proposed. This would make it necessary for vehicles to stop on Unionville-Indian Trail Rd. Add flashing stop light as well as roadway rumble strips. Add a guardrail type barrier with red reflectors across from the new intersection on CJ Thomas Rd. This would give 4 or 5 added safety factors that the vehicles approaching Unionville from Highway 601 would have to stop at this new intersection. These things would also eliminate the possibility of an accident at the adjoining Unionville-Brief Rd. intersection. These changes could be done as cost effectively as proposal #2 with no additional right of way being necessary. The proposal #1 and #2 both as suggested are not doing anything to reduce possible accidents at Unionville- Brief Rd. intersection, especially with Unionville-Indian Trail Rd. becoming a thru nonstop road at this intersection. A roundabout would also not be necessary if this was considered.

Public Meeting Summary

- Attendees – 14
- Will the speed limit be addressed? **Response** – For this effort we're looking at designs that meet current speed limits, and we usually design for over the speed limit. We add a factor of safety. Any issues or concerns with the current speed limit on the road could potentially be addressed separately through an NCDOT speed study, which would recommend if the speed limit should be maintained or lowered.
- If you give Unionville Indian Trail Rd. the right-of-way, the speed will pick up. **Response** – Speed is always a difficult issue because we have the posted speed limits. We design a little bit above the posted speed limit, but we understand that the public doesn't always follow those. So really, most of the time that comes down to an enforcement issue and sometimes targeted enforcement for periods of time can help. And I understand that people will be able to go through here, free flowing now instead of stopping, but the safety benefits of realigning this and stopping the minor street outweigh those risks. It's an unconventional setup as mentioned, where we have the side streets having the right of way and the main street stopping.

- Where do we find those email addresses for concerns on other roads? **Response** – On each individual page on the story map, there are contacts for each intersection. So, if you're on the Unionville Indian Trail Road tab here, you'll see contact information is on each one of these. My information is on the overview page if you'd like to email me, but really for anything in the town of Unionville, these would be your two best options for voicing any other concerns or anything else in terms of other improvements.
- Was realigning the road to meet Unionville Brief so that CJ Thomas and Unionville Brief would be basically a four-way intersection considered? **Response** – The reason that we chose not to do that is that it took a significant amount of right-of-way from what we see on the screen now as the large left-hand parcel. And part of that was because of the existing geometry, we actually had to swing that road pretty far out to get it to tie in closer to 90-degree angle.
- Was a roundabout considered? **Response** – We did look at a roundabout here, but the right-of-way impacts were significant on all of the parcels at this intersection. And part of that is just the way that the legs of a roundabout have to be separated from each other. In both cases, I know we are taking some of the parcel in the corner, but the right-of-way impacts for this option (Alternate 1: Proposed Marking) are far less than the other two options. To explain further, because of the design speed on CJ Thomas to reroute it with the proper curves based on standards for that design speed, it really does take a big piece of this property here. So, it's a much more significant project in terms of right-of-way cost, and the same with the roundabout. Looking at the costs that are associated with these two alternates, they're relatively low-cost improvements with pretty significant safety benefits.
- Very little was done on Unionville Brief Rd. about visibility coming through the intersection. **Response** – One thing about these concepts is that they don't include a lot of vertical geometry. Because we're working just with LIDAR and the accuracy is not the best, not as good as gathered survey, we've tried to show what we would do. Of course some leveling through Unionville Indian Trail to Unionville Brief could be done but this is really just a very high-level concept right now.
- When is this project expected to start and finish? – **Response** – It's early on in the process that things can still change and comments can be incorporated into the future detailed design work. This process will wrap up in June. We'll gather all the feedback that we get from these meetings, from the survey results. We'll share those with everyone on this call on the panelists side, NCDOT, CRTPO, the municipal representatives in Union County. And based on that feedback, we're hoping that we have a preferred alternate that really sticks out as the better choice. And from there, we finalize a report, each municipal board will review the report and hopefully accept the preferred alternate (in May or June) and then the process starts to try to find funding for that project. So again, starting early to make sure that we're looking for funding for the right project. Once that process starts, that can really vary and that may be usually somewhere between two to four years design and project development. And that really hinges on how much right away is necessary, how many utilities are impacted, what environmental permits are needed based on what we're impacting at each site. The timeline can really vary based on those factors. And we just don't know enough about them right now to give a definite timeline.
- Alternate 1, if you switch the stop sign are you worried about more accidents for confusion once again? **Response** – That's a great question. I think long term we think the improvement is significant for safety and there should be a long-term benefit. There will be a short period of time as the road users are getting used to the new pattern that we do have to be careful with

and that's why that alternate does have the advanced signing. We're trying to make sure that everybody is aware of the new traffic patterns. There would be advanced signs posted before the opening or before that switch happens that alerts drivers that there's a new pattern ahead, something different than what they're used to saying. The stop signs can be illuminated with the LED lights so that it's very clear which movement has the stop now. And then as people get used to it, people that drive through every day are the ones that are going to see the biggest change. If you only go through here every once in a while, you're not as used to kind of being on autopilot and going through, you know, in a certain way. So that transition period is always difficult when we're changing a traffic pattern, but we try to be very proactive with signing, striping lighting to make sure that people are aware that something's changing. And that can be coupled with kind of a little bit of a public relations campaign where before that traffic pattern changes through the county or through Unionville, we can try to make sure that that information gets out to the public online through the various media sources that we have access to.

- Is there a similar prescriptive process for changes in stop signs, like what is envisioned in this alternative? **Response** – We could put out some digital message boards, warning, traffic pattern changing, X date, and then once it does change we can put out some signage to let the public know that traffic pattern changed via an alert. We can also put out some press releases too through our communications team and coordinate with the county and the town as well to get those public releases out on social media.
- What are the right-of-way impacts for the alternates? **Response** – For Alternate 1, there's not much of a right-of-way impact because the majority of the footprint stays the same, really concentrating on signs and striping and more low cost, low impact safety improvements. With Alternate 2, there is a realignment of CJ Thomas to come up at 90 degrees, squaring up the intersection and allowing people to kind of have a more defined area to make those turning movements. And it separates these two legs from each other as much as we can. There is a right-of-way impact associated with this alternate, this corner property. Right now, that alignment runs through the corner of that property and there would be a right-of-way impact there. There's also likely some small impacts as we improve radii.
- Did we address the question of making CJ Thomas at Unionville brief a four-way stop? **Response** – It had the same issues as the roundabout and the right-of-way impacts would be very significant.
- Was a traffic light considered? **Response** – We did look at a possible traffic light. At this particular intersection the traffic volumes are too low to warrant a signal. From an operational standpoint it's still operating fine with a two-way stop configuration. If we look at crashes in the five-year study period, we only saw 10 crashes total. To qualify for the crash warrant you need five correctable crashes which would be like your angle left turn type crashes within a one-year period. So, we're only getting 10 crashes within the whole five years and there's just not enough crashes or enough volume at this intersection to warrant a signal.

NC 84 (Weddington Rd.) and Willoughby Rd.

Survey respondents live in various municipalities and unincorporated Union County, and the frequency of use varies. Travel through the intersection is for a variety of activities such as visiting family, leisure, and access to goods and services. Stakeholder comments pertained to safety, traffic volumes, traffic operations and project cost. Existing conditions include poor intersection geometry and high speeds on

NC 84. Both alternates improve traffic operations and reduce crashes. The **majority (40.7%) of survey respondents support Alternate 2: Proposed roundabout, the higher cost (\$3.2 mil) and more impactful option from a right-of-way acquisition standpoint.** Alternate 2 will result in fewer conflict points and a significant crash reduction. Notable support (29.6%) was expressed for Alternate 1, which will reduce rear end crashes and improve operations on Willoughby Rd., and Neither Alternate (25.9%).

Survey Summary

- Respondents – 27
- Survey Responses
 - **Alternate 2: Proposed Roundabout – 40.7%**
 - Alternate 1: Proposed Traffic Signal – 29.6%
 - Neither Alternate – 25.9%
 - Both Alternates – 3.7%
- (Alternate 2) Less traffic congestion.
- (Alternate 2) Less backups and congestion since the traffic will be constantly flowing. Plus, I like the 37% reduction in traffic accidents. The roundabouts in the Indian Trail/Weddington area have significantly improved traffic conditions. I am a lifetime resident of Union County and welcome a change at this intersection. The proposals are spot on. I would hope this project would land in this fiscal year and not 2031 (as the projected cost will increase significantly).
- Alternate 2 Roundabout because it will keep traffic moving. The traffic light option will hold up traffic on Weddington Road unnecessarily when there are no vehicles on Willoughby Road.
- (Alternate 2) Prefer Alternate 2 but curious about the impact to NC 84 during construction.
- (Alternate 2) Less traffic delay, keeps vehicles moving
I like that it appears the existing road might remain operational for most of the construction - it appears that the new road and roundabout will be moved
- (Alternate 2) Rural and not a lot of traffic at times so a stop light leads to wasted waiting, prefer roundabouts.
- (Alternate 2) While I understand the thought that it slows traffic somewhat in a 55-mph area, a signalized intersection would slow it down even further and prohibit the free flow of traffic. So the many on NC 84 already would suffer more disruption from a signal than the relatively fewer number on Willoughby that have to make that merge.
- (Alternate 2) A roundabout is safer and causes less congestion and in the long run is cheaper. Just do it. Don't waste time like the intersection on Mineral Springs. 75 and Potter Rd. is a joke. Traffic is worse since the new lights.
- (Alternate 2) Safer and it keeps traffic moving.
- (Alternate 2) Lights always bring unintended driver reactions. They look for alternate routes through neighborhoods to avoid the delays caused.
- (Alternate 1) I prefer the choice that costs the least amount of money. Aside from the odd angles, it never seemed difficult to navigate; not even sure why it's on this list. It may be different during rush hour, but I seldom see anyone waiting at the intersection.
- (Alternate 1) If the traffic signals are traffic actuated, it can keep the flow of traffic moving, plus it would provide an extra safety component.
- (Alternate 1) I choose the stoplight because it make the intersection safer and it also require less resources then a roundabout to construct.

- (Alternate 1) A traffic signal will slow cars down on NC 84 whereas the circle would not reduce overall speed as much. Additionally, straightening the intersection to allow for the traffic signal is a very good idea.
- (Alternate 1) Slightly lower cost minimizes delay on NC 84.
- (Alternate 1) Traffic signal might be the better choice considering the volume of traffic on Weddington Rd. Especially during heavy traffic hours, such as schools and rush hour. Also, the intersection of Rocky River Rd. and Weddington Rd. backs up during peak hours. The current intersection is not safe since traffic volume has increased and it's an awkward intersection.
- (Alternate 1) Traffic is probably heavier from Monroe to Wesley Chapel and keeping the flow of that traffic moving by allowing the light in this direction to be longer will keep traffic flowing rather than slowing for a roundabout which causes all traffic to slow to almost a complete stop to safely enter the roundabout. It is too high a speed road to approach a roundabout in my opinion especially at night in the country. I prefer to change the road per the traffic signal alternate but simply put a stop sign at Willoughby Road which would be at a right angle to NC 84.
- (Neither Alternate) Traffic on Willoughby Rd. is too light to warrant a signal or roundabout at this intersection. Alternate 1, but with a stop sign for Willoughby and no stop for Hwy 84. If traffic increases, this design would allow a signal to be added later.
- (Neither Alternate) I don't mind Alternate 1 with stop sign on Willoughby but no light or stop sign on Weddington Rd.
- (Neither Alternate) Adding a stoplight causes too much interruption to NC 84 which is a major roadway, whereas Willoughby Road is minor.
- (Neither Alternate) We do not need any new traffic circles. Traffic volume on Willoughby does not merit a signal. Reposition the intersection to where it is closer to a 90-degree angle and install a stop sign on Willoughby. That is all that is needed in my opinion.
- (Neither Alternate) For three million tax dollars, neither seem to be worth the cost.
- (Neither Alternate) Alternate one would be fine for a re-alignment, but without the traffic light.

Public Meeting Summary

- Attendees – 3
- Will either option help the accidents, probably 50% of the vehicles coming off Willoughby use the stop sign as a yield instead of a stop sign? **Response** – Yes, both alternates are expected to significantly improve safety, reduce risky merging movements, and improve driver expectancy.
- Why not keep the intersection unsignalized with a stop sign on Willoughby and turn lanes on NC-84? **Response** – As traffic volumes on NC 84 increase, gap selection becomes more difficult and drivers make riskier decisions when gaps are infrequent. Without a signal, left turns from Willoughby would face conflicts with multiple lanes and rear end crash risk remains high. A signal provides a safer more scalable solution as traffic volumes grow.
- Why was a traffic signal considered necessary instead of a simpler configuration? **Response** – NC 84 volumes are already high and expected to increase. Signalization allows protected movements, can utilize detection to skip phases when no vehicles are present, and reduces risky gap acceptance.
- Why consider a roundabout if property impacts are significant? **Response** – Roundabouts reduce conflict points and greatly reduce crash severity. Property impacts that are shown are

conceptual and would be refined after survey is available during the detailed design phase. Impacts would be avoided and minimized as feasible.

- How does increased development factor into the design? **Response** – Nearby development in Monroe and surrounding areas is increasing traffic pressure and the proposed improvements are intended to address safety before volumes worsen.

New Town Rd. and Lester Davis Rd.

The majority (40%) of survey respondents are Wesley Chapel residents that use the intersection at varying frequencies for commuting, accessing nearby schools, leisure, shopping and other daily activities. Stakeholders commented on safety, the need to control development that contributes to traffic congestion, the potential effect of installing a signal, and project cost. Alternate preference was largely split, with **Alternate 1: Proposed Traffic Signal and Realignment, the higher cost (\$2.1 mil) option, receiving the majority of votes (47.5%)** and Alternate 2: Proposed Reduced Conflict Intersection (RCI), receiving 45% of the votes. Crash reduction was frequently cited in survey responses as the reason for preferring Alternate 1. Alternate 1 is projected to reduce crashes by 32% while Alternate 2 is projected to reduce crashes by 14%. A percentage of survey respondents (5%) favored neither of the alternates or both alternates (2.5%).

Survey Summary

- Respondents – 40
- Survey Responses
 - **Alternate 1: Proposed Traffic Signal and Realignment – 47.5%**
 - Alternate 2: Proposed Reduced Conflict Intersection - 45%
 - Both Alternates – 2.5%
 - Neither Alternate - 5%
- (Alternate 1) It allows southbound traffic on Lester Davis to turn left.
- (Alternate 1) Because it provides a left turn option off of Lester Davis onto New Town Road. Not having a left turn option would be a major inconvenience to get to our neighborhood entrance which is about 700 ft to the east of this intersection. Without a left-hand turning option, I don't know how we would get turned eastward to get to our neighborhood from Lester Davis. I don't like the idea of a traffic light, but if that's the only way to get a left turn option then I am for it. Do proposed Alternate 1 without the traffic light.
- (Alternate 1) It is safer. There is so much traffic on New Town, that it must be stopped to allow vehicles on Lester Davis a chance to enter New Town. Under Alternate 2, Lester Davis traffic, even though it can only turn right, must still make risky moves to get into westbound New Town.
- (Alternate 1) I prefer the light because there is no good place for somebody to turn around when they come down Lester Davis and realize they cannot take a left turn on to New Town. Some will do it anyways. Others will go right and go around the proposed roundabout to make the u-turn but this increases the hazard of an accident at the roundabout because it is rare that somebody who just entered would leave the same way they came in the roundabout and the number of people doing this will be large. It also sends traffic towards a congested roundabout with the school just down the road. Change the light to a roundabout at Lester Davis to keep traffic flowing away from the congested Cuthbertson roundabout with the school traffic. The dual roundabouts in Marvin appear to work though they are very close together.

- (Alternate 1) Will allow safer turns and traffic flow. Only concern is possible back up to Cuthbertson intersection when light is red.
- (Alternate 1) I don't want to not be able to take a left from Lester Davis as my neighborhood is to the left.
- (Alternate 1) Better left turn from New Town to Lester Davis.
- (Alternate 1) Improved flow and increased safety.
- (Alternate 1) Maximizes traffic options. The right turn only could be part time. "No left turn between time A and B."
- (Alternate 1) New Town Rd backs up significantly during morning school hours because there are three schools within a few square miles. I feel like having a stop sign where Lester Davis meets New Town will mean still having to have someone let you in. Also, the go right and west hundreds of yards to a roundabout and back to go left sounds like a big hassle. I'm surprised this intersection takes priority over the other end of Lester Davis where it meets Highway 84. That is a much busier intersection with a lot more danger, especially during rush hour. There should definitely be a light at that end before the New Town Rd. end.
- (Alternate 1) The traffic at this intersection is not that much. Building turn lanes won't have any real impact but realigning lights can help with left turns.
- (Alternate 1) Traffic would not be delayed to any significance especially if the traffic signal is traffic actuated.
- (Alternate 1) Traffic signal has a much greater reduction in potential traffic incidents.
- (Alternate 1) Less crash possibility.
- (Alternate 1) A no-left-turn at that intersection will add a considerable amount of time and traffic to the roundabout to make a U-turn. This would be way less convenient and honestly, would not solve the problem of the traffic backup at that stop in the mornings/afternoons during rush hour.
- (Alternate 1) A lot of drivers have no patience and cut out into oncoming traffic on New Town when coming out of Lester Davis. I see a near miss almost weekly. A lot of inexperienced Cuthbertson HS students drive through that intersection. Very few drivers give courtesy to cars turning left on to Lester Davis and this backs traffic up to Cuthbertson Rd/New Town Rd. intersection which is already terrible. A light clearing left turners onto Lester Davis will improve flow at Cuthbertson/New Town. A right turn lane onto Lester Davis should also reduce delays caused by Cuthbertson school traffic held up at Cuthbertson/New Town light. Traffic lights at Lester Davis/New Town and Cuthbertson/New Town should be synchronized for optimal flow! No point having green on New Town at either intersection when traffic is backed up all the way to the other light. During peak school hours traffic is backed up from Cuthbertson all the way to Will Plyler.
- (Alternate 2) A traffic circle at Lester Davis & Newtown would be better than either option. If I must choose one, I prefer 2 due to the reduction of traffic wrecks because left turns are not permitted off Lester Davis. Also prefer to eliminate traffic lights to keep traffic flowing smoothly but see a benefit of a turn light. Getting the traffic circle done at the same time! No traffic lights. The turn lane needs to be extended due to high traffic volume. The distance between would cause the traffic to back up given the short distance between intersections.
- (Alternate 2) We don't need a traffic signal just to accommodate left turns from Lester Davis Rd onto New Town Rd. That will just back up traffic on Lester Davis Rd.

- (Alternate 2) Keeps traffic moving on New Town Road which is the busier of the two roads over the course of a day.
- traffic. Lester Davis will experience backups under either alternate; but I think less with a stop lighted intersection. Control development and growth at a pace such that infrastructure can be funded and built to support that controlled growth! Apologies, that is not a DOT function.
- (Alternate 2) If people want to turn left, they can just go down Waxhaw Indian Trail to get to the traffic circle. This will be cost effective and keep the traffic flowing. A light will stop traffic on New Town in both directions, which will also affect Cuthbertson Rd. making the right onto New Town.
- (Alternate 2) With the closeness of the signal at Cuthbertson and New Town Roads, another signal will create traffic backups along New Town and not promote traffic movement. While eliminating the left turn off Lester Davis will prohibit traffic going south from the Church and Dogwood Park from making a left and forcing it down 84 to Waxhaw Indian Trail Rd, the intersection improvements planned for that intersection are much better and will facilitate the movement of traffic better. I lived in Wesley Chapel for 13 years before moving recently and was also the Mayor for 8 years. Consider a roundabout.
- (Alternate 2) We don't need more stop lights.
- (Alternate 2) Lower cost.
- (Alternate 2) Not enough traffic to warrant a light.
- (Alternate 2) New Town is a major road with a lot of housing developments and parks and commercial shops either directly on it or with roads coming off it. Putting a light at Lester Davis so close to Cuthbertson will only cause more traffic and increase the likelihood of additional accidents. Putting in a turn lane would most effectively help and limit the egress of New Town Road which is already too busy. Adding turn lane on New Town is most cost effective and least likely to further impact an already congested area and road.
- (Alternate 2) Eliminate delays and risk associated with people turning left.
- (Alternate 2) Adding a stop light just to allow for left turns off Lester Davis would cause additional buildup for an infrequent need. Most cars leaving Lester Davis are turning right anyway.
- (Alternate 2) I choose this option because there is no need for a stoplight at that intersection and a left turn is too dangerous at that intersection. I had a friend that was involved in a car accident at that intersection back in 2022 and this proved how dangerous a left turn is at that intersection.
- (Alternate 2) The traffic circle at New Town Rd and Cuthbertson will slow traffic down. Making a left turn from Lester Davis slows down traffic. Most people turn right. Please repave Lester Davis Rd. It has severe potholes that have damaged my car.
- (Alternate 2) Eliminate stopping all traffic by utilizing new roundabout. Complete work at new town Cuthbertson intersection asap.
- (Alternate 2) A traffic light during school and work hours would cause major backups, especially heading west where it backs up the most. We live in the Stonegate neighborhood and drivers have been courteous in letting us out of the neighborhood during congested times. I also see people letting cars in off of Lester Davis and New Town turning onto Lester Davis.
- (Alternate 2) Hopefully it will reduce traffic on Lester Davis.

- (Both Alternates) A re-alignment seems called for. I don't like the traffic light, but am sure about restricting SB left turns.
- (Neither Alternate) A Roundabout is safest, however, this intersection should not be fixed without including a plan for Cuthbertson Rd. Any plan to fix Lester Davis should also address Cuthbertson Rd. This intersection should have had a roundabout or at least additional turn lane(s) years ago. Between the school traffic and the cut-through from commuters, this intersection backs up more often than New Town at Lester Davis.
- (Neither Alternate) Traffic circle.

Public Meeting Summary

- Attendees – 5
- For the stop light option, would all 3 ways have sensors in the pavement? **Response** – Yes, all three approaches would have sensors. The signal would be designed so that if there's traffic coming from each direction non-stop there's going to be a point at which a certain set amount of time that the light will be green for let's say the traffic going east west on New Town Road and then it'll go to Lester Davis and then they'll have a set amount of time. But it'll also be designed so that if there's no traffic on Lester Davis that you're not going to have a full cycle of the amount of time needed. So, it can skip the cycle if there's no cars there or it can have a much shorter time period to let the cars that are there through.
- How many attendees? **Response** – We have three attendees, in addition to the nine panelists.
- Why isn't a roundabout being considered at this intersection? **Response** – Roundabouts require significant land and flat terrain.
- How does the planned Cuthbertson Road roundabout factor into this design? **Response** – The Reduced Conflict Intersection relies on the future Cuthbertson roundabout for U-turn movements and construction is anticipated in 2027 before upgrades at this intersection.

Old Charlotte Highway and Faircroft Way/Hayes Rd.

The majority (48%) of survey respondents are Indian Trail residents. Survey respondents indicated that frequency of use of the intersection varies and that travel was for work, personal activities, school transportation and leisure. Survey respondents noted frequent crashes, high traffic volumes, safety concerns and concerns with the lack of infrastructure to support ongoing development. Public meeting attendees noted concerns with safety, Faircroft Way access and right of way impacts. **Despite its higher cost (\$6.5 mil), and right-of-way/easement impacts, 70.4% of stakeholders prefer Alternate 2: Proposed Realignment** because of improved traffic operations, improved access and safety. Stakeholders that prefer Alternate 1 cited the lower cost as a factor. Both alternates will add bicycle and pedestrian accommodations, improve traffic operations and are projected to reduce crashes by 32%.

Survey Summary

- Respondents – 27
- Survey Responses
 - **Alternate 2: Proposed Realignment – 70.4%**
 - Alternate 1: Proposed Traffic Signal – 11.1%
 - Neither Alternate – 11.1%
 - Both Alternates – 7.4%

- (Alternate 2) Better traffic flow from all sides of the intersection. Traffic light or roundabout is needed to keep traffic moving.
- (Alternate 2) Ease of traffic flow.
- (Alternate 2) Alternate 2 is the better option because it is easier to navigate for vehicles and pedestrians. Just adding a traffic signal without realignment looks confusing and hard to navigate that would lead to more accidents from motorists who do not travel through this intersection often.
- (Alternate 2) The first alternative is too much like the superstreet intersections that Union County has all over Hwy 74 and I HATE those things. A normal 4-way intersection would work just fine to fix this intersection. The entrance for Hayes Road could be shifted to be right across from Faircroft Way. I lived on Faircroft Way for years, and this has been needed for a long time.
- (Alternate 2) Realignment makes more sense and seems safer.
- (Alternate 2) Less confusing intersection with safer turns.
- (Alternate 2) It creates less confusion with less delays and less conflict.
- (Alternate 2) This alternative seems to make the most sense and would help with traffic flow.
- (Alternate 2) Ease of driving and simple to understand.
- (Neither Alternate) Both proposals will impact old Charlette highway traffic and neither will provide a safer alternate. Additional study is required.
- (Alternate 2) Better functionality and traffic flow. More expensive to implement but in the long run, better for traffic.
- (Alternate 2) I like traffic circles. As a resident in Sandelewood, I'd prefer to not have to sit at a red light to turn left if I'm working 3rd shift and traffic is light after rush hour. Not realigning Hayes and Faircroft and just having an oblong rotary like ones I've seen on New Town Road and Hwy 200 headed to Lancaster.
- (Alternate 2) Alternate 1 is confusing and looks like it'll increase wait time.
- (Alternate 2) I choose the realignment because it makes the intersection easier to navigate than it does in its current state.
- (Alternate 2) Although significantly more expensive, traffic signals that close together I think could result in more incidents due to frustrated drivers and distracted drivers. 4 lanes on Old Charlotte would be a vast improvement to current traffic conditions, but a dedicated turn lane would certainly offer some improvement.
- (Alternate 2) Safer ingress/egress to/from Sandalwood Subdivision. Traffic signal must have left turn arrows, for all four (4) left turns, in order to reduce accident incidents, even with the realignment, as the left turns at this intersection, in all four directions, are the cause of the accidents/incidents at this intersection.
- (Alternate 2) It needs to be aligned so that there is better sight and order to the intersection.
- (Alternate 2) I chose Alternate 2 because the road needs to be moved. In recent years there have been four vehicles to go through the fence of our first neighbor's house at the front of the neighborhood coming from Hayes Road. It's only a matter of time before one of those vehicles hits that persons' house. I have witnessed many accidents over the years. It will be much safer to have one intersection and one light. It will also make it so much safer for people wanting to turn left. Concrete trucks and 18 wheelers have a hard time making a left turn off of Hayes Road onto all Charlotte Highway. It will also make it safer to have one intersection because of the neighborhood that's next to us and now the apartments that are on the other side of old

Charlotte Highway right by our neighborhood. The traffic is ridiculous. The building of new homes and apartments in our area needs to stop. We do not have the road structure to support all of this building and traffic that comes from it.

- (Alternate 1) Cost less, less impact on the environment, easier to implement.
- (Alternate 1) Lower cost. Safer traffic box. Very low amount of traffic that would cross straight through. Nearly all traffic from the secondary roads are turning onto the highway.
- (Alternate 1) Ease to exit and enter the neighborhood.
- (Neither Alternate) I like the idea of implementing turning lanes along Old Charlotte Highway to facilitate traffic movement, however, I do not think that a signal is necessary. With the Old Charlotte Highway widening process, this should become a right only intersection for both intersecting roads. I do not think that there is anyone going from Faircroft Way to Hayes Road or vice versa so realignment is not adding anything as most traffic off those minor roads are making left or right turns only.
- (Both Alternates) There has been a lot of accidents in this intersections.
- (Both Alternates) Either would be fine, but I do like the lower cost of Alternate 1.
- (Neither Alternate) Old Charlotte absolutely needs to be widened to four lanes from Monroe to Matthews. A roundabout similar to the one at intersection of Rocky River Road and Highway 75 in Monroe would be a better option to keep traffic flowing through a high-volume area than a traffic light. We pay astronomical taxes that supposedly go to road maintenance, but our roads are riddled with potholes as well as small chasms on a large percentage of the shoulders specifically at intersections.

Public Meeting Summary

- Attendees – 6
- Could you please describe which properties on Faircroft Way would be affected in both scenarios? **Response** – Both options affect similar properties, but the realignment option impacts the Duke Energy property more significantly. Minor impacts anticipated on two parcels north of Old Charlotte Highway. Properties south of Old Charlotte Highway see similar widening impacts in both options. Impacts shown are preliminary; detailed survey and design could reduce impacts through measures such as retaining walls.
- How would access to Faircroft Way be maintained during construction? **Response** – No long-term detours or closures are expected. Traffic will be maintained using flaggers, phased construction and off-peak work when possible. Short-term driveway access interruptions may occur but would be limited to hours, not days.
- How does nearby development and road widening factor into this project? **Response** – Private developments may complete road improvements ahead of this project through NCDOT approvals. If development-driven widening occurs first, future project designs would be adjusted to match the updated roadway footprint. Planned Harkey Creek connections are expected to help distribute traffic more evenly
- Will retaining walls be used and will the road move closer to homes? **Response** – Retaining walls are a conceptual option to limit grading impacts. Walls shown at this stage may be small (e.g., 3–4 feet tall). Final solutions would be determined during detailed design with full survey data. Improving alignment and control is expected to reduce vehicles leaving the roadway and improve safety near homes.



- Was a roundabout considered? **Response** – A roundabout was reviewed conceptually but ruled out because it would require significant land and property acquisition, it would likely need multiple lanes due to traffic volumes and truck maneuvering needs would increase the footprint making this infeasible.
- When would right-of-way acquisition occur? **Response** – Right-of-way acquisition follows the detailed design and permitting phases and typically occurs a year before construction. Property owners would be contacted directly during the acquisition process and enter a negotiation phase.
- How far would Old Charlotte Highway be widened under the realignment option? **Response** – Preliminary designs indicate widening would stop before reaching nearby businesses (e.g., AJ’s Family Restaurant). Limits are governed by NCDOT taper and storage standards. Final limits may shift slightly but are not expected to extend significantly farther
- When will the final decision be made and how can the public comment? **Response** – Town of Indian Trail Council discussion is likely in April and a decision is anticipated the at the Council Meeting on the second Tuesday in May. Public comment is available near the start of council meetings. Public attendance and comments can influence the final decision, especially if one alternative is strongly supported. Union County adoption would follow in June, typically aligning with the Town’s preference.

Action Items

1. Review public input
2. Discuss/determine alternates to move forward

Summary prepared by:

Tristram Ford

Tristram Ford
Public Involvement Lead
RK&K

cc: Project File

CONCEPTUAL DESIGNS
 SUBJECT TO CHANGE WITHOUT NOTICE
 FOR PRELIMINARY STUDY PURPOSES ONLY.

PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION.

INCOMPLETE PLANS
 DO NOT USE FOR R/F/T ACQUISITIONS.

UNION COUNTY
 NORTH CAROLINA

PREPARED FOR:
 UNION COUNTY

PREPARED BY:
RK&K
 CONSULTING ENGINEERS ARCHITECTS
 1000 S. W. 11TH ST., SUITE 100
 MIAMI, FL 33135

Alternative 1

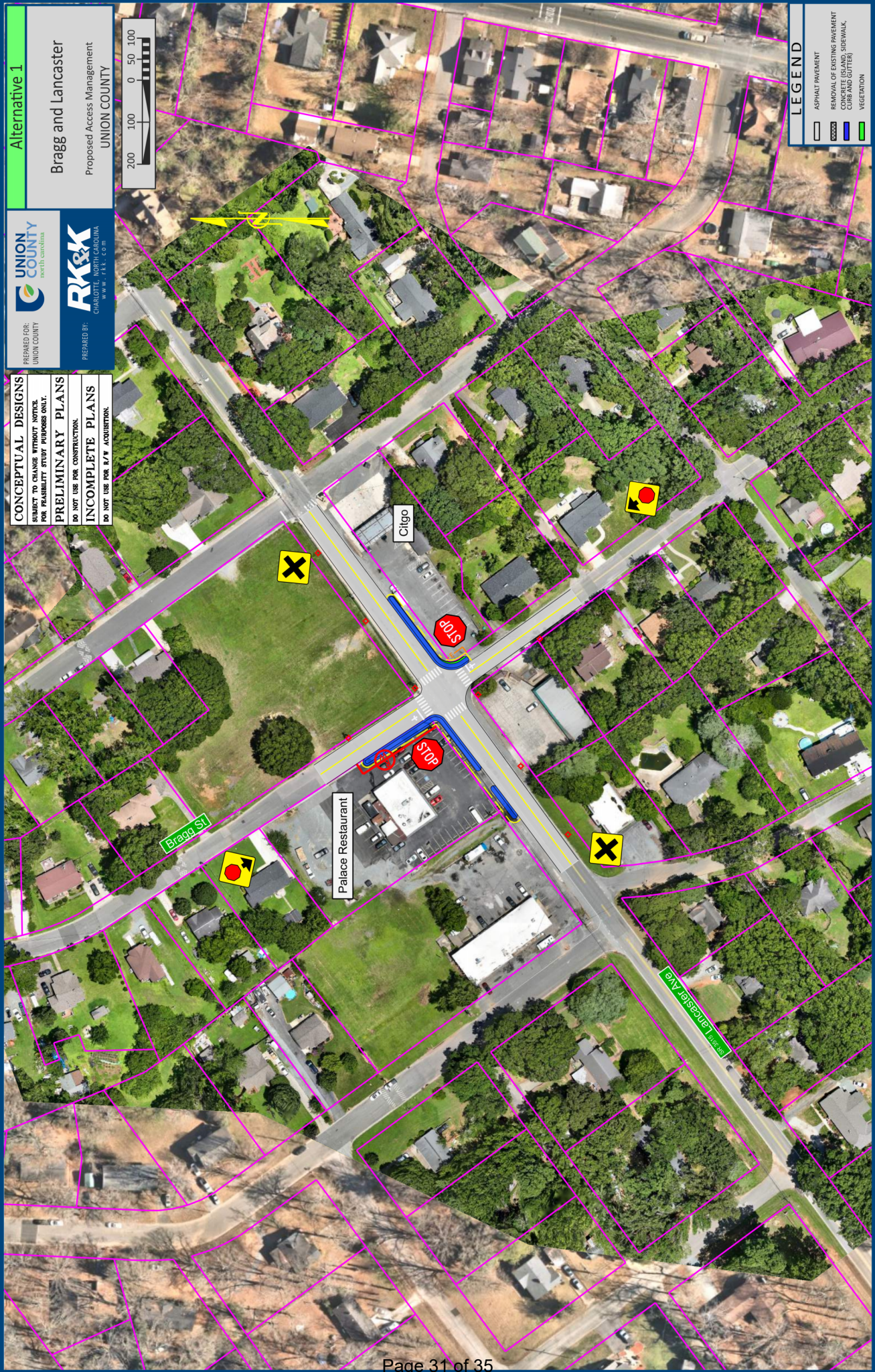
Bragg and Lancaster

Proposed Access Management
 UNION COUNTY



LEGEND

	ASPHALT PAVEMENT
	REMOVAL OF EXISTING PAVEMENT
	CONCRETE (ISLAND, SIDEWALK, CURB AND GUTTER)
	VEGETATION



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 UNION COUNTY



Alternative 2

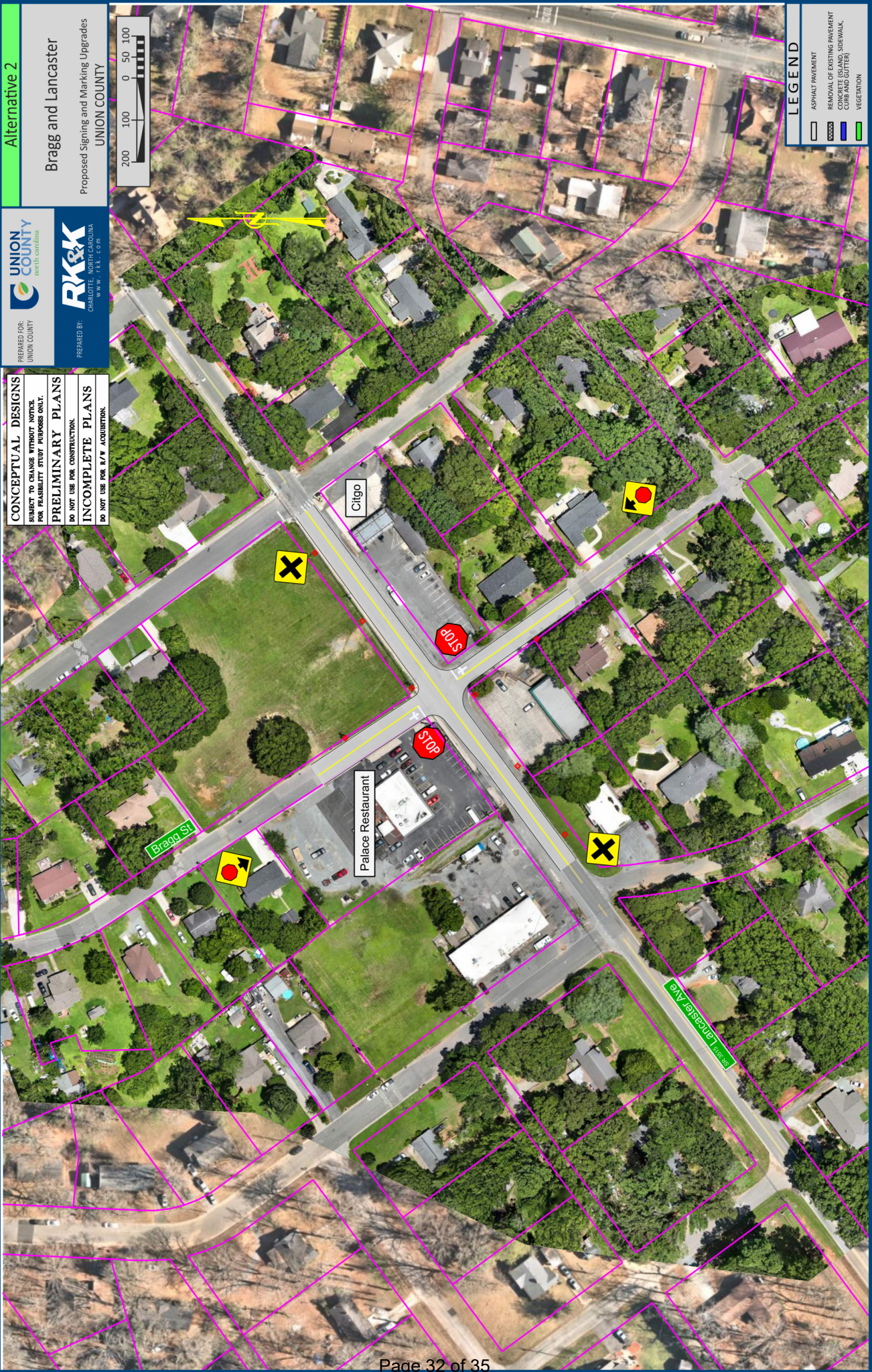
Bragg and Lancaster

Proposed Signing and Marking Upgrades
 UNION COUNTY



LEGEND

- ASPHALT PAVEMENT
- REMOVAL OF EXISTING PAVEMENT
- CONCRETE (ISLAND, SIDEWALK, CURB AND GUTTER)
- VEGETATION



UNION COUNTY CRITICAL INTERSECTIONS 2025

BRAGG AND LANCASTER

ALTERNATE 01: ACCESS MANAGEMENT
 ALTERNATE 02: SIGNING AND MARKING UPGRADES

CONCEPT LEVEL PROJECT COST SUMMARY

ALTERNATE	BASE CONSTR. COST	ENGINEERING / ENVIRON.	CEI	RIGHT-OF-WAY	UTILITY RELOCATION	CONTINGENCY (ALL CATEGORIES)	NCDOT ADMIN (ALL CATEGORIES)	TOTAL PROJECT COST 2026	TOTAL PROJECT COST 2031
		25%	20%			40%	10%		
1	\$534,800	\$133,700	\$107,000	\$60,000	\$0	\$334,200	\$117,000	\$1,286,700	\$1,491,638
2	\$344,600	\$86,200	\$68,900	\$0	\$0	\$199,900	\$70,000	\$769,600	\$892,177

All percentage costs applied to base construction cost
 All costs rounded to nearest \$100
 Contingency applied to all categories
 NCDOT makes every effort to reduce admin costs to the project

FUTURE PROJECT COST SUMMARY

Federal Fiscal Year the project is programmed	Inflation Percent	1	2
FFY 2026	3%	\$ 1,325,301	\$ 792,688
FFY 2027	3%	\$ 1,365,060	\$ 816,469
FFY 2028	3%	\$ 1,406,012	\$ 840,963
FFY 2029	3%	\$ 1,448,192	\$ 866,192
FFY 2030	3%	\$ 1,491,638	\$ 892,177
FFY 2031	3%	\$ 1,536,387	\$ 918,943
FFY 2032	3%	\$ 1,582,479	\$ 946,511
FFY 2033	3%	\$ 1,629,953	\$ 974,906
FFY 2034	3%	\$ 1,678,852	\$ 1,004,153
FFY 2035	3%	\$ 1,729,217	\$ 1,034,278

Preliminary Eng.
 Right-of-Way
 Construction
 Total



DATE: 1/16/2026
 PREPARED BY: Tanner Boles
 REVIEWED BY: Roman Prokopovych



STAFF REPORT

TO: Public Safety Committee

VIA: Mark Watson, City Manager

DATE: June 1, 2026

FROM: Sarah McAllister, P.E., Director of Engineering

PREPARED BY: Sarah McAllister, P.E., Director of Engineering

SUBJECT: West Franklin Street Pavement Markings

SUMMARY STATEMENT

The Public Safety Committee is provided information concerning a request for additional pavement markings on West Franklin Street.

REVIEW

Councilmember James Kerr proposed the idea of having additional pavement markings installed on West Franklin Street from Charlotte Avenue to West Street. The intersection of Franklin St and Johnson St was studied as part of the 2024 Critical Intersection Analysis with Union County. Alternate 1B, attached, was selected as part of that process and the project was submitted as part of a Build Grant application by Union County. Staff has forwarded Councilmember Kerr's request for white edge of roadway markings to NCDOT for review. NCDOT has acknowledged the request and is currently investigating. Staff will be prepared to update the committee with any new correspondence with NCDOT.

RECOMMENDATION

Staff will be prepared to update the committee with any new correspondence from NCDOT.

Attachment:
Franklin St and Johnson St Alternate 1B

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PREPARED FOR:
 UNION COUNTY



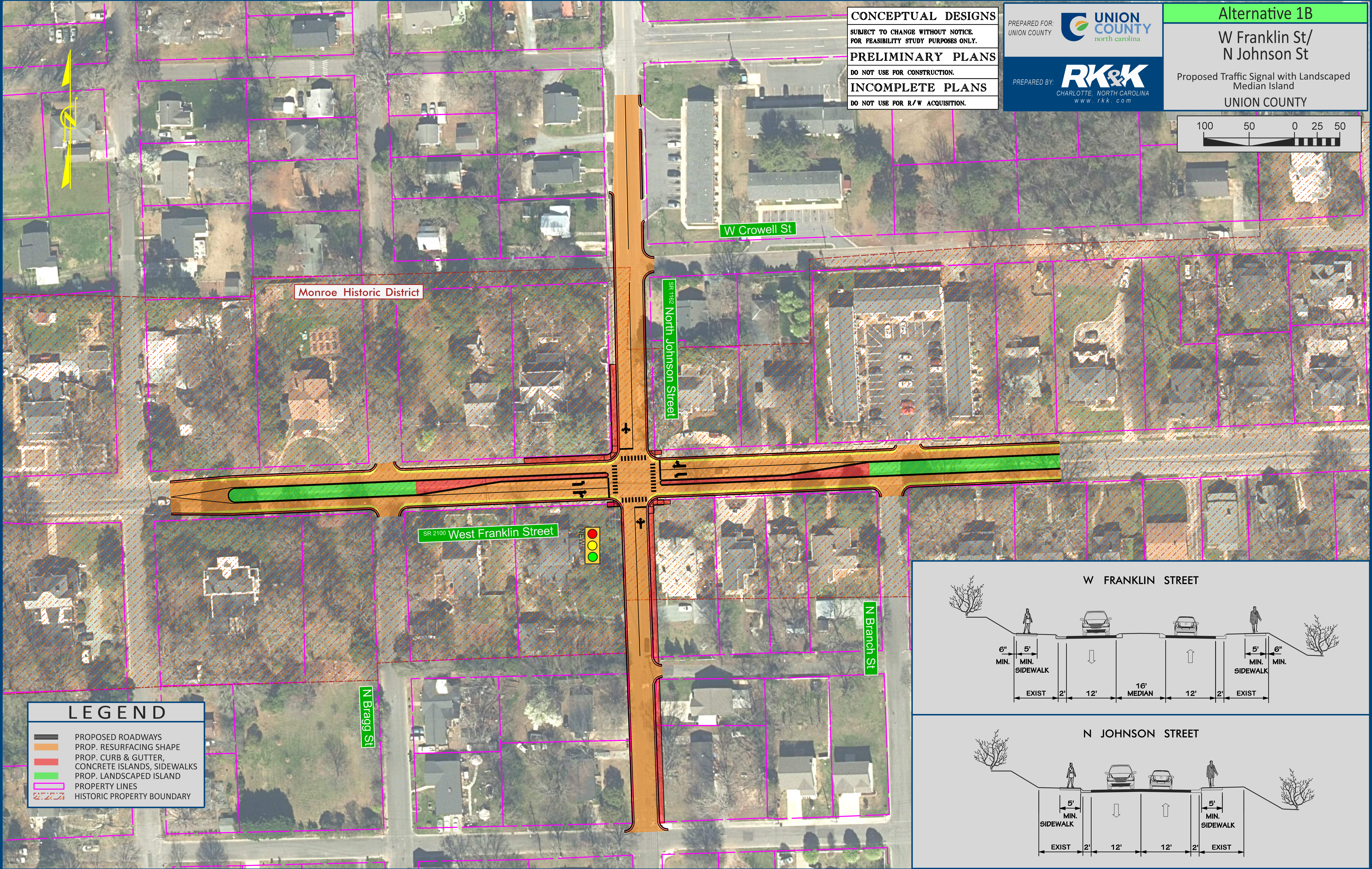
PREPARED BY:
RK&K
 CHARLOTTE, NORTH CAROLINA
 www.rkk.com

Alternative 1B

**W Franklin St/
 N Johnson St**

Proposed Traffic Signal with Landscaped
 Median Island

UNION COUNTY



Monroe Historic District

W Crowell St







SR 162 North Johnson Street

SR 2100 West Franklin Street

N Branch St

N Bragg St

LEGEND

-  PROPOSED ROADWAYS
-  PROP. RESURFACING SHAPE
-  PROP. CURB & GUTTER, CONCRETE ISLANDS, SIDEWALKS
-  PROP. LANDSCAPED ISLAND
-  PROPERTY LINES
-  HISTORIC PROPERTY BOUNDARY

