

**MINUTES**  
**BOARD OF COMMISSIONERS SPECIAL MEETING**  
**HOOD ROOM, MATTHEWS TOWN HALL**  
**MAY 15, 2018 – 6:00 PM**

**PRESENT:** Mayor Paul Bailey; Mayor Pro Tem John Higdon; Commissioners Barbara Dement, Jeff Miller, Kress Query and John Urban

**ABSENT:** Commissioner Chris Melton

**ALSO PRESENT:** Facilitator Randy Mitchell; Transportation Advisory Committee members Bill Stevens, Vince Manno and David Teixeira; citizens Renee Garner, Rob Jacik, Larry Lester and Garry Smith; Town Manager Hazen Blodgett; Assistant Town Manager Becky Hawke; Public Works Director CJ O'Neill; Town Engineer Susan Habina Woolard; Planning Director Kathi Ingrish; Town Clerk Lori Canapinno

Mayor Bailey thanked the participants for agreeing to work on this important topic. Facilitator Randy Mitchell explained that this is the first in a series of meetings to review the North Carolina Department of Transportation's (NCDOT) proposed plan to widen John Street. Additional meetings of this group will be held on May 30<sup>th</sup> and June 13<sup>th</sup>. The goal of this first meeting is to review the proposed plan, identify what the participants like and don't like about it and develop a consensus view about what the town would like to see here. Alternatives will be discussed at the second session. Public input will be accepted in person at the third session. Written comments will be accepted throughout the process via a web-based form, email and handwritten documents.

Public Works Director CJ O'Neill presented information on the project (exhibit #1 hereby referenced and made a part of these minutes). He reviewed multiple transportation projects underway or planned for Matthews. There aren't many ways to get through Matthews to Charlotte so those routes – Pleasant Plains Road or Weddington Road splitting off to Sardis Road or Monroe Road, Independence Boulevard/74, Idlewild Road and John Street – are heavily traveled. Years ago, transportation professionals formed an MPO (metropolitan planning organization) to study ways of moving traffic through the area. The came up with the main corridor of roads, including those through Matthews. From this it was determined that John Street/Old Monroe Road is considered a major thoroughfare and should have 100-foot-wide cross sections and multiple lanes of traffic in each direction. Recently transportation professionals have moved to a CTP (comprehensive transportation plan) process to include bicycles, pedestrians and transit as well as the road networks themselves.

Matthews has two major types of roads: town roads, which are owned, controlled and maintained by the town and primarily consist of neighborhood roads, and state roads, which are generally the major thoroughfares through town. State roads include Independence Boulevard/74, 485, Weddington Road, Pleasant Plains Road, Matthews Township Parkway/51, Monroe Road/John Street and Idlewild Road, among others. These major traffic-bearing roads are state roads, so they're not controlled by the town. If the town wants anything done to one of these roads it has to go through DOT. The town is working now to add its influence to the John Street project.

There are several road projects currently underway or planned in the near future that impact the Matthews corridors: John Street widening; a new interchange at Weddington road and 485; the culvert currently being installed on South Trade Street (U-5804B); the recently completed widening of South Trade Street (U-5804A); the future widening of 51(U-5007, U-5763); the Monroe Expressway, which should be completed by the end of this year; the widening of and addition of express lanes on Independence Boulevard (I-5507); and completion of the parallel road network of Independence Pointe Parkway and Northeast Parkway and the extension of McKee Road. The roundabout at

Idlewild Road and Matthews Township Parkway was recently completed and a portion of Idlewild Road will be widened in the future. The Lynx Silver Line is another future project.

Many of these projects have expected construction dates around the same general time frame. The town is working with DOT to try to arrange these projects so they're not all under construction at the same time. The town would prefer to see DOT put in the Independence Boulevard parallel access roads to give drivers alternate routes, then work on Independence Boulevard, and after that work on 485. Mr. O'Neill explained that staff asked DOT to take a new look at the numbers because when they wrote the original operations memo for John Street they didn't take into account McKee Road or the Independence Boulevard widening because the projects weren't funded at that time and so couldn't be considered. DOT should have a revised version back in a couple of months.

Mr. O'Neill reviewed the John Street project in more detail. The whole corridor runs through Matthews and into Union County, stopping at Wesley Chapel-Stouts Road. The Matthews segment is a third of the length of the project. There's a significant change in the amount of traffic that moves through the segments with greater numbers east of the 485 interchange. That's one of the reasons DOT is willing to look at the Matthews segment differently from the rest of the corridor.

This road was designated as a Major Thoroughfare on the MPO regional transportation plan and Matthews Land Use Plan in 1997. Matthews expressed its desire to the state for a median-divided two-lane roadway in 2002. DOT started work in 2013 with the charrette process to get public input on the proposed cross section. Around that same time Matthews and Stallings was working together on a comprehensive transportation plan which identified that this should be a median-divided, four-lane roadway. DOT started presenting information to the Matthews Board in 2014 and their initial design in 2016, culminating in a public hearing in 2016. Matthews gave DOT a lot of feedback, including a 2017 resolution stating the Town's concerns with the DOT design. DOT came back with a second alternative in late 2017 which covered many – but not all – of the concerns raised previously.

Mr. O'Neill reviewed the changes DOT made based on that feedback. These changes include a reduction of the median width from a 23-foot planted median to between five and eight feet through the downtown area and increasing to 17 feet as it reaches 485 and 23 feet beyond 485. There are pros and cons to this: the biggest positive is that it reduces the impacts to the residents on the side, but it also reduces what that median can provide. A wide median allows for large trees to soften the aesthetic impact and areas for turn lanes in without impacting the residents in the future. DOT also reduced the travel lane width from 12 to 11 feet which will prompt drivers to slow down as well as making the pedestrian crossing experience a bit shorter and easier. DOT also centered the widening where possible. This allowed less impacts to the north side but more to those on the south side. DOT also removed the planting strip on the south side and narrowed it for the majority on the north side. This was not done at the Town's request; it decreases the residential impacts but puts pedestrians and bicyclists a lot closer to traffic. DOT removed three of the U-turn bulbs (also known as loons) and drastically reduced the size of the remainder of them. They were 83 feet and the widest point and were reduced to around 23 feet. This means that trucks can't use them to turn around but that is not something that really should be done in this area anyway. DOT also added two full-movement turn signals so the plan now calls for a full movement signal at Trade Street, at Charles Buckley Way and at Greylock Ridge Road. This gives access for the neighborhoods and pedestrians to cross the road at those locations but does congest the road at those locations a little more than it would without a signal. They also added a U-turn/left turn near BB&T Bank and by doing so were able to remove a U-turn bulb at South Trade Street that would have added 15-18 feet to that intersection. They also added a left turn into Park Square.

Mr. Miller asked why a signal was placed at Greylock Ridge Road over other locations. Mr. O'Neill explained that the future traffic coming through the Sportsplex would be an issue since thousands of people will be exiting all at once after an event there. Ms. Habina Woolard also noted that the multiuse path will cross over from the south side of the street to the north side at that intersection and having a signal there is much safer for pedestrians. Mr. O'Neill noted the additional nearby pedestrian connections of the Four Mile Creek greenway and the Crestdale Heritage Trail.

Ms. Garner asked if the DOT has identified which houses will be removed with this revised design. Mr. O'Neill explained that DOT has stated these are all preliminary designs and they are not yet working on survey designs, so there could be differences. They're trying to show the worst-case scenarios now but they may be less impactful in reality. This means that if the plan now shows that they're within a couple feet of a house then assuming the resident doesn't want to get rid of the house then DOT will look at ways they can save the house. Mr. Blodgett noted the downside of centering the project in the middle is making it more impactful to both sides of the road so it becomes a question of if it just causes slow deterioration on both sides versus just taking the houses on one side only.

Mr. O'Neill reviewed each segment, explaining the graphics: yellow represents new pavement, orange represents existing pavement, red represents concrete, dark green represents landscaping and light green represents easements. In the Fremont Street to Park Square section, DOT shortened the median; removed the U-turn bulb in one location and added a small U-turn bulb in another while also allowing the Town to extend the street next to BB&T if the Town desires to allow people to make a different turning movement; extended the multiuse path further up to Cotton Gin Alley; removed some planting strip on both sides of the road and added a left turn onto Park Square Place.

In the Charles Buckley Way to Kent Drive segment, DOT added a full movement intersection with signal at Charles Buckley Way; removed two U-turn bulbs; removed the left turn into Kent Drive and added one further down and reduced the median width throughout the section. Losing some of the access for left turns allows that reduction in the median width. Mayor Bailey asked about the DOT process of evaluating the impact of taking houses. Mr. O'Neill said federal law requires DOT to purchase the home at fair market value if grading impacts the structure itself. In cases where it impacts the site but not the house DOT would compensate them only for the value of the taken property. DOT uses appraisers to appraise values but the homeowner can get their own appraiser if they wish to argue the DOT appraisal. The appraisals would value the property before and after the construction and pay the difference to the owner.

In the Edgeland Drive to Clearbrook Road segment DOT reduced the median width from 23 feet to around 17 feet; added the left turn that was removed from Kent Drive at Edgeland Drive; removed the left turn at Clearbrook Road; reduced the U-turn bulb size and removed the planting strip next to the sidewalk on the south side. Mr. Miller questioned the safety of placing the sidewalk at the edge of curb. Mr. O'Neill agreed it was not the best practice for safety reasons but that DOT was trying to reduce the impacts to the existing residents. Mr. Query noted that the original design called for taking the houses on the north side but the revised plan calls for just taking land. Mr. O'Neill said that is what it looks like at this time.

In the Greylock Ridge Road to 485 segment DOT removed a U-turn bulb and changed the superstreet design to a full-movement intersection with signal at Greylock Ridge Road.

Mr. O'Neill then reviewed the overall corridor. Starting just past Ames Street the project widens to the south side of the road because of the legal restrictions associated with the historic property known as the Reid House site. The project gets very close to the buildings on the southern side; at this point it is not known if those buildings will have to be taken. The intersection of Trade Street and John Street is a major corridor for vehicles and pedestrians so it's important to keep that pedestrian connectivity. Because of that the plan calls for the narrower cross section and pedestrian refuge on the extended median. This is also why they added a left turn and U-turn over by the BB&T bank so turning vehicles don't have to hold up traffic at the intersection. The multiuse path is now very close to the edge of the pavement and the sidewalk on the other side is right next to the edge of pavement. This plan is very impactful to the gas station on the corner. There will be a left-over movement— which allows a left turn into the property but not a left turn out from the property onto John Street - into Park Square Place and the Post Office. This is done to prevent crash impacts common with left turn movements.

Mr. Higdon asked if the median at West John Street by the Reid House was really necessary. Mr. O'Neill explained that the left turn requires a median to make room for that turn. It could be a physical or painted median. Medians are

also used for pedestrian refuges and also blocks the left turns that would be unsafe. Staff asked for an eight-foot median to allow for a pedestrian refuge and planting area.

Buckley Way is now a full-movement intersection with signal which gives good access for vehicles and pedestrians. Kent Drive will be prohibited from taking a left due to the median. Drivers would take a right and go to a U-turn bulb or back through Sadie Drive. They wouldn't be able to take a left into Kent Drive but instead would take left onto Edgeland Drive. Similar with Edgeland Drive – they'll have the same access to the right and coming in from the left but to take a left out they'd have to come down to the U-turn bulb or go through the back roads to get to the signal at Greylock Ridge Road. Clearbrook Road is similar but with closer access to Greylock Ridge Road; to get to Clearbrook Road drivers would generally take a left at Greylock Ridge Road. Greylock Ridge Road was converted to a full-access signal. Council Place will probably have the most difficulty as they will keep a left in and left in/right out movement but they can't make U-turns at the two closest signals so they'll have to travel down a longer distance.

The 485 interchange will have signals at the ramps and DOT will rebuild the ramps. Drivers will be able to come on and off the ramps at signals and there will be pedestrian crossings there. Mr. O'Neill believes DOT still needs to purchase the right of way for the ramps.

Mr. O'Neill explained that cyclists will use either a traffic lane or the multiuse path, which does cross over from one side to the other. The multiuse path goes through the whole corridor from Cotton Gin Alley through to Union County. Staff requested the path on the north side but it travels over to the south side to connect to the greenway and because the path is located on the south side for the rest of the project.

Mr. Lester asked if DOT ever moved structures further back on their lots. Mr. O'Neill explained that staff asked about that and DOT doesn't do that – they would purchase the property depending on the circumstances. The owners could then purchase the property back at the discounted price and use the savings to move it themselves.

The group then discussed pros and cons for the plan which are summarized as follows (numbers after topics indicate the number of people who agreed or mentioned similar issues):

Pros:

- Multiuse sidewalks (13)
- Pedestrian refuge at John & Trade - easier to cross (6)
- Medians – narrows road, landscape (4)
- Full movement intersections (5)
- Narrow travel lanes to slow traffic (4)
- No U-turns at John & Trade (3)
- Improving traffic flow
- Landscaping (2)
- U-turn bulb at BB&T (1)
- Alternatives for truck turns
- Sportsplex access
- Medians aid safer turns from neighborhood
- DOT is open to our input

Cons:

- Project should follow other projects – McKee, Independence, Independence Point Pky & Northeast Pky (5)
- Lanes too narrow?
- Three intersections that force right turns – use Charles Buckley Way to Sadie
- Encourages traffic through rather than around Matthews (2)
- Environmental impact of 50,000+ cars

- Businesses impacted by limited turns
- 10-foot-wide multiuse path not wide enough
- Doesn't address residents
- Is not integrated plan. Bus?
- Diverts traffic to Sadie & Matthews Elementary
- NCDOT addressed state environmental regulations?
- Cut-throughs to neighborhoods
- Noise pollution
- 485 East John vs. West John – should they be different?
- Doesn't address extension of Greylock Ridge Road
- Too-wide median at animal clinic
- Multiuse path that crosses road unlikely to be used
- Multiuse path stops at Cotton Gin Alley
- Why four lanes?
- Emergency access to side streets
- 485 interchange (1)
- Bulbouts (2)
- Left turn restrictions (3)
- Lacks aesthetics of a gateway (2)
- Distance to make left turn from Kent Drive and Council Place (2)
- Pedestrians' distance to cross the road (1)
- Landscaping/tree tradeoff (2)
- Lack of utilization of existing right of way (3)
- Enables too fast speeds (3) yet stymied by traffic lights (2)
- Loss of homes/businesses (4)
- Five lanes at some points (2)
- No left turn at Council Place (1)
- Is a signal needed at Charles Buckley Way? (1)
- Impact on single family homes (1)
- Elimination of planting strip between road and sidewalk (8)
- Missing landscaping/lighting (1)
- Pedestrian connectivity & kids (2)
- Doesn't fully address vehicle connectivity (3)

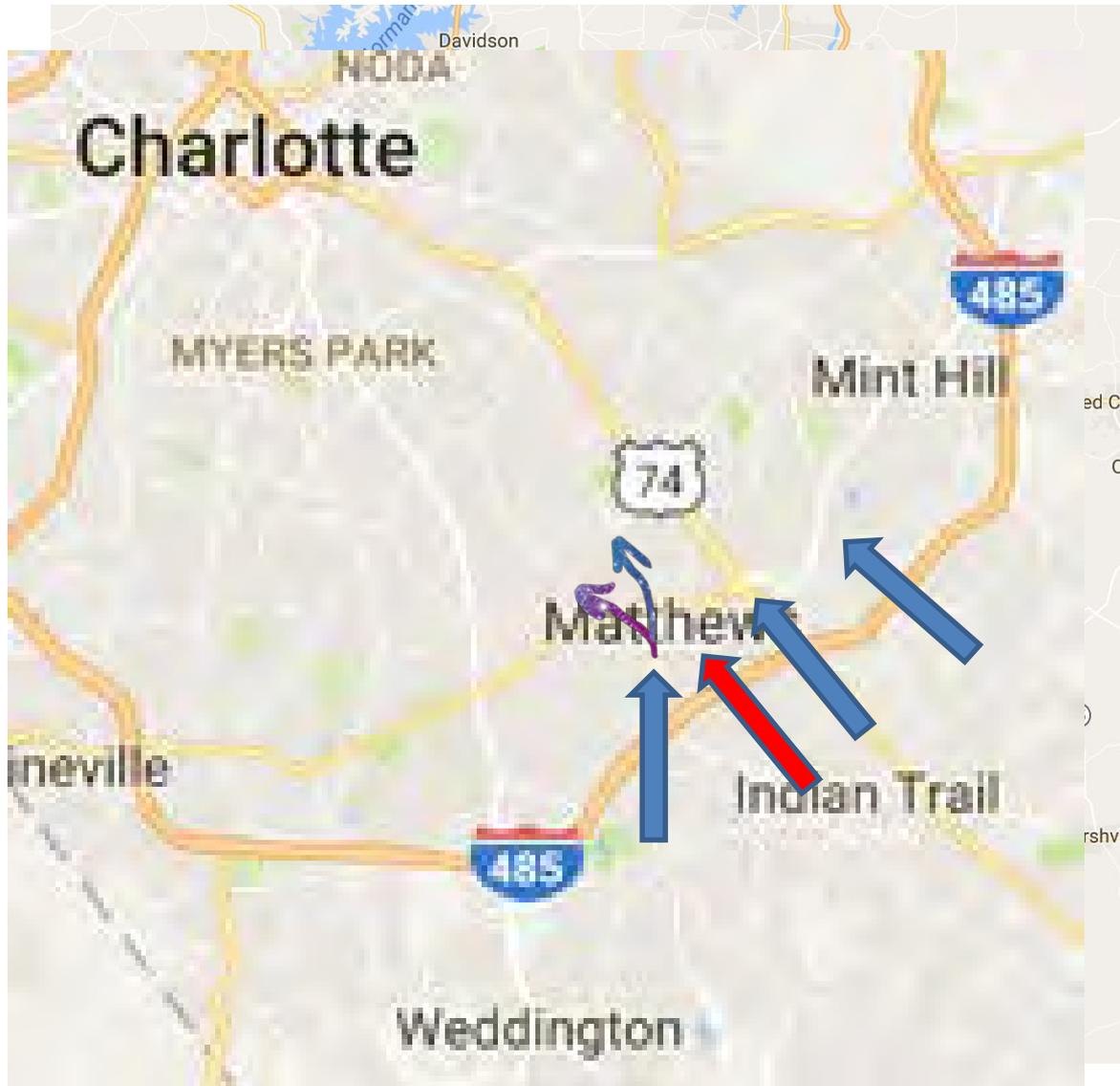
Mr. Mitchell noted the next meeting will be Wednesday, May 30 at 6:00 pm. He asked the group to be prepared to discuss alternatives they'd like to see.

The meeting adjourned at 8:37 pm.

Respectfully submitted,

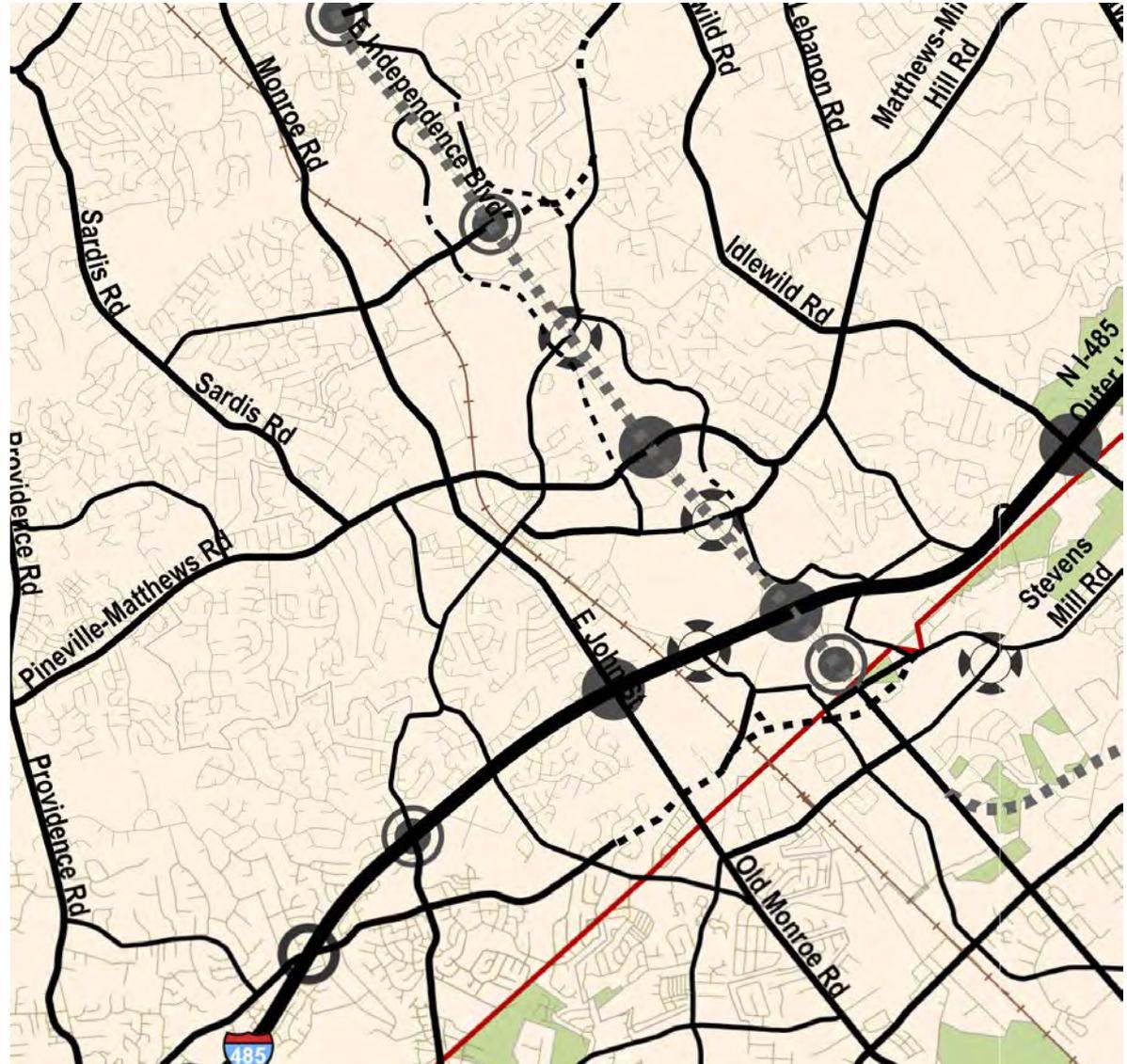
Lori Canapinno  
Town Clerk

# John St Community Input



# John St Community Input

## Thoroughfare Plan



## Comprehensive Transportation Plan (CTP)

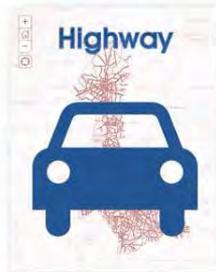
### Interactive Mapping



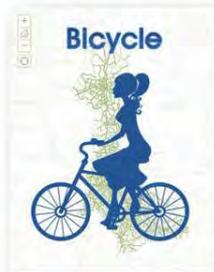
## CTP Engagement

The interactive maps below will allow you to explore and provide comments on each of the Highway, Bicycle, Pedestrian, and Public Transportation & Rail CTP modes. Please click the map image below corresponding to the mode for which you would like to review and/or comment.

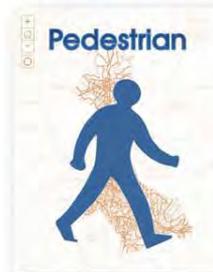
### Highway Maps



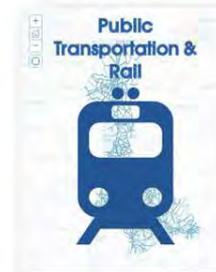
### Bicycle Maps



### Pedestrian Maps



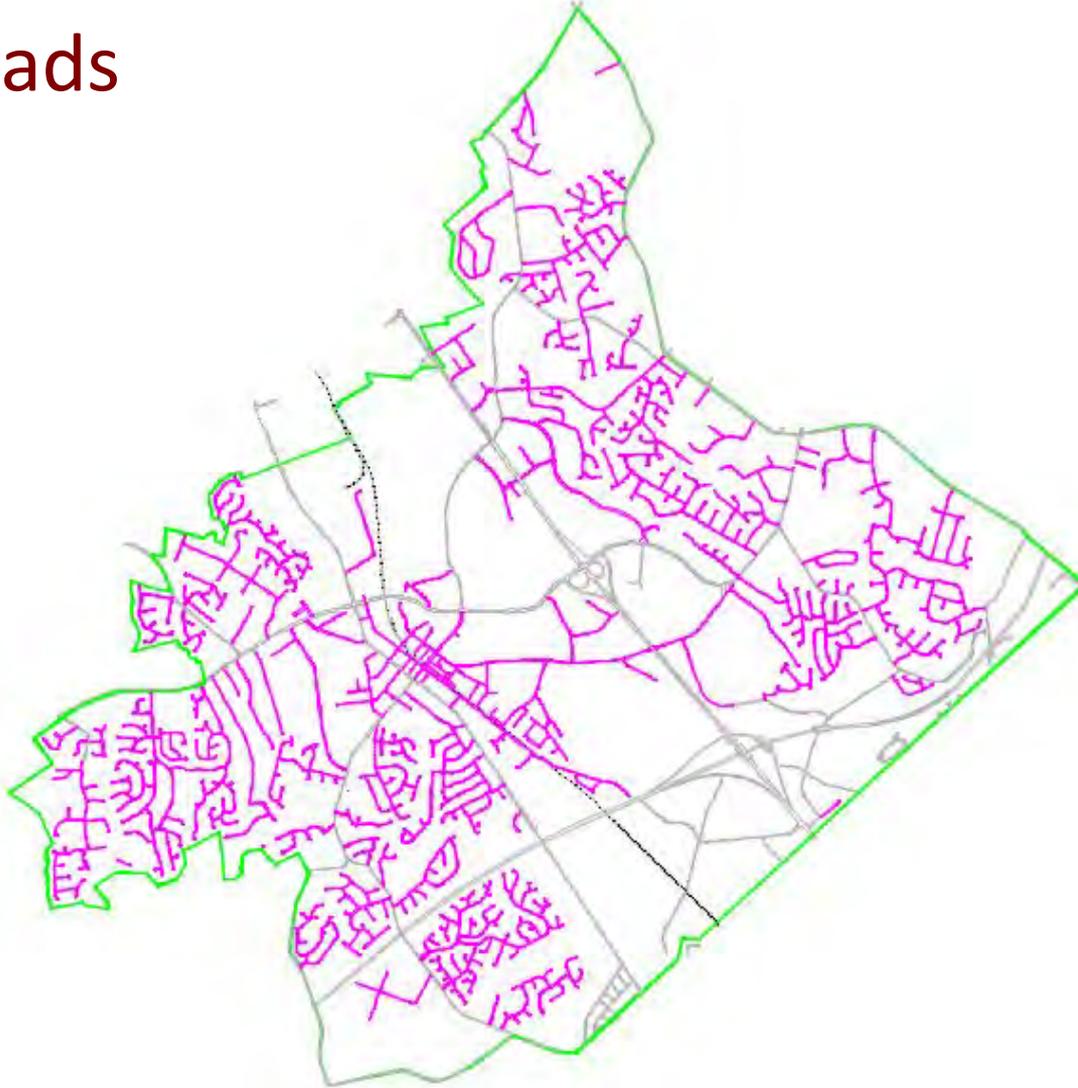
### Public Transportation



*These maps will be best viewed using either **Google Chrome** or **Mozilla Firefox** web browsers from a desktop, laptop, or 'tablet' device.*

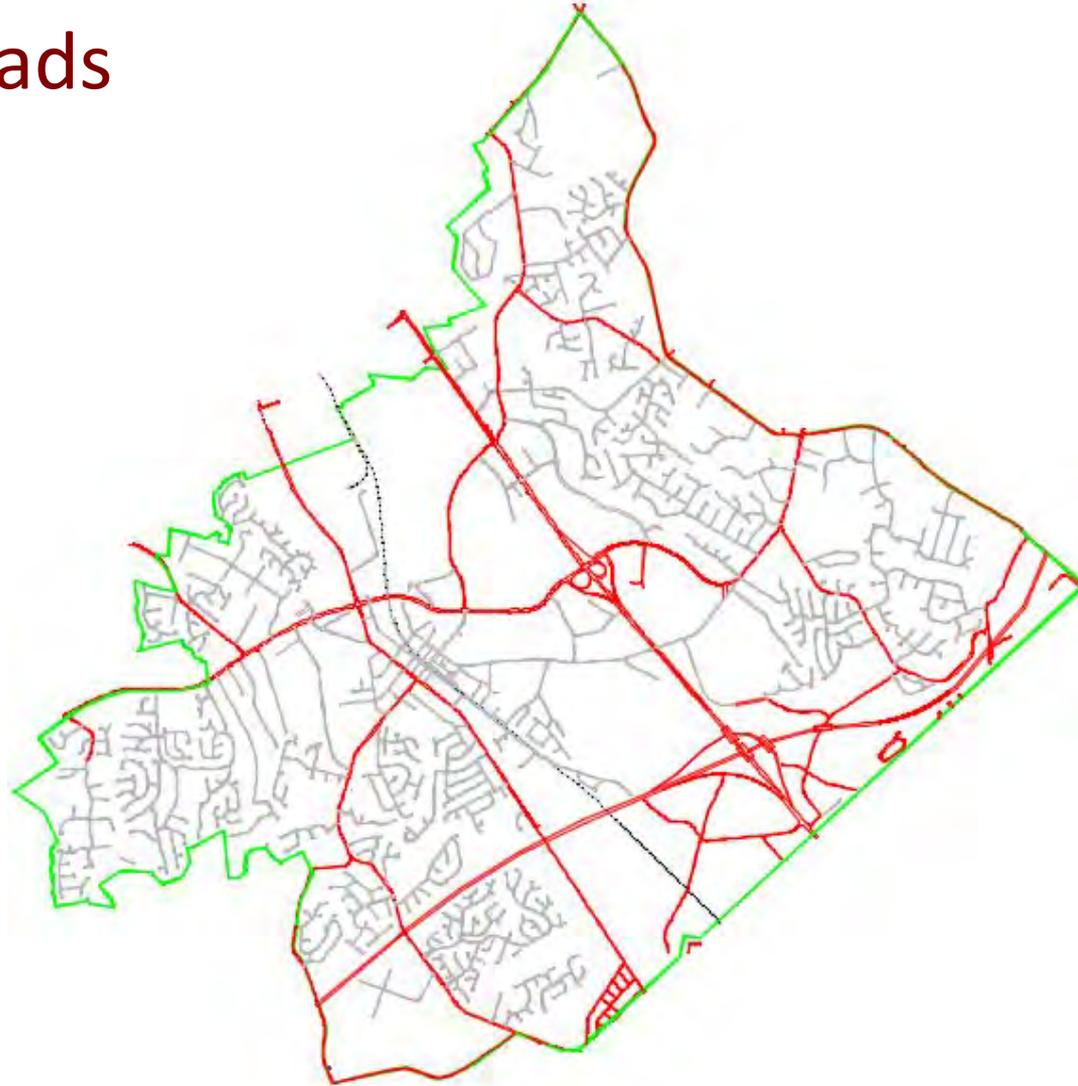
# John St Community Input

## Town Roads

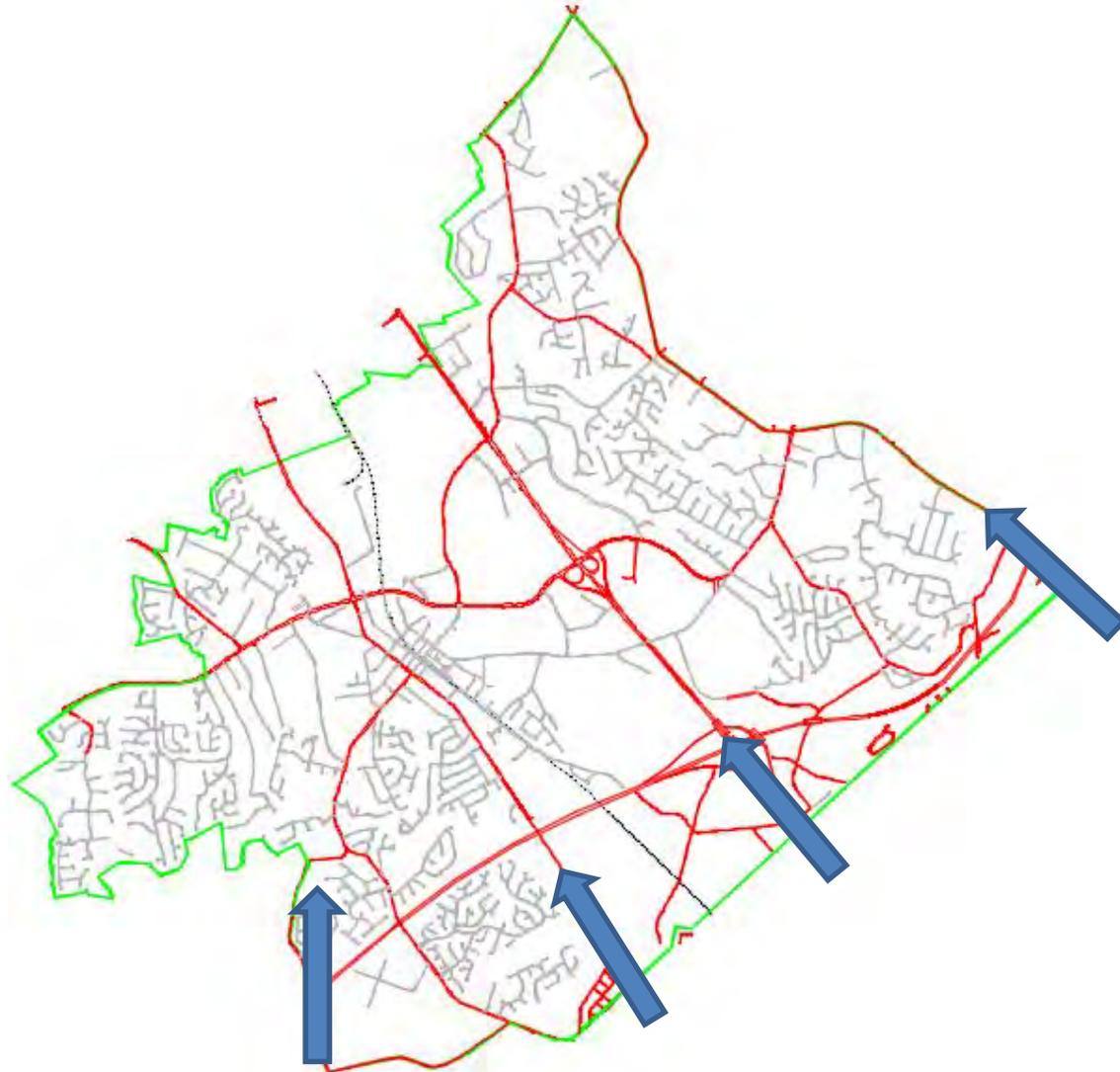


# John St Community Input

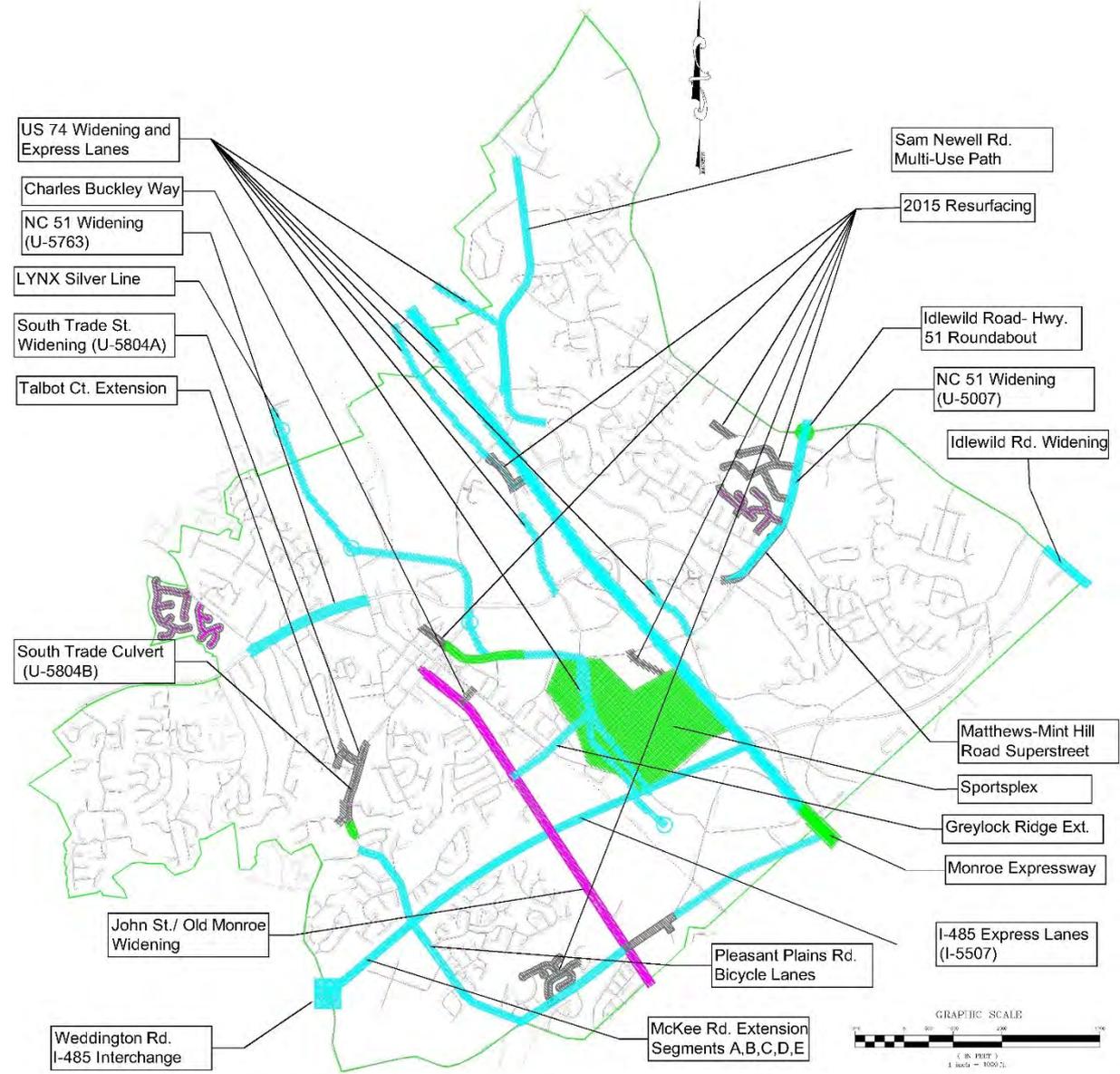
## State Roads



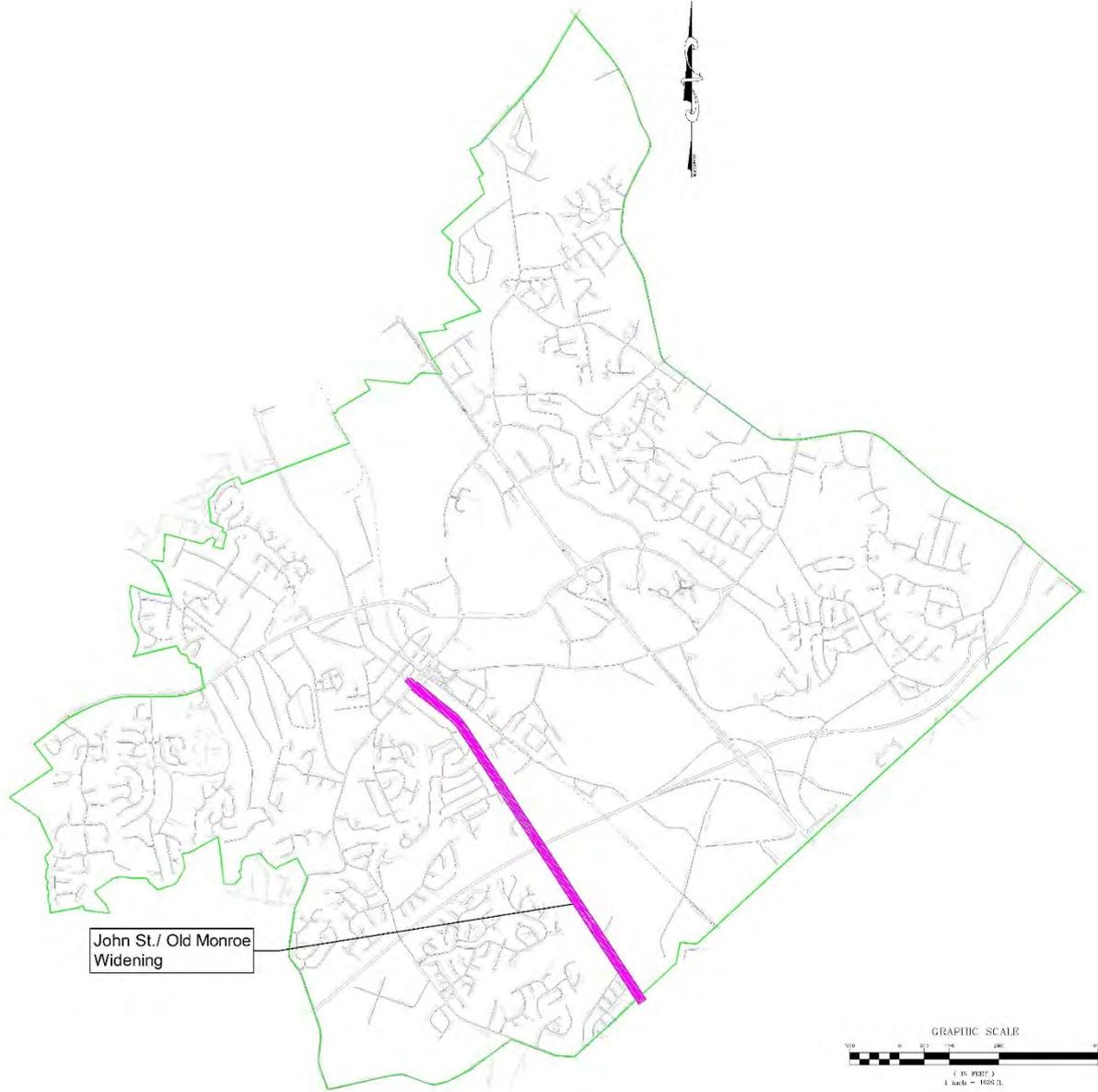
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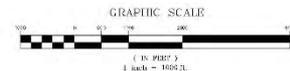
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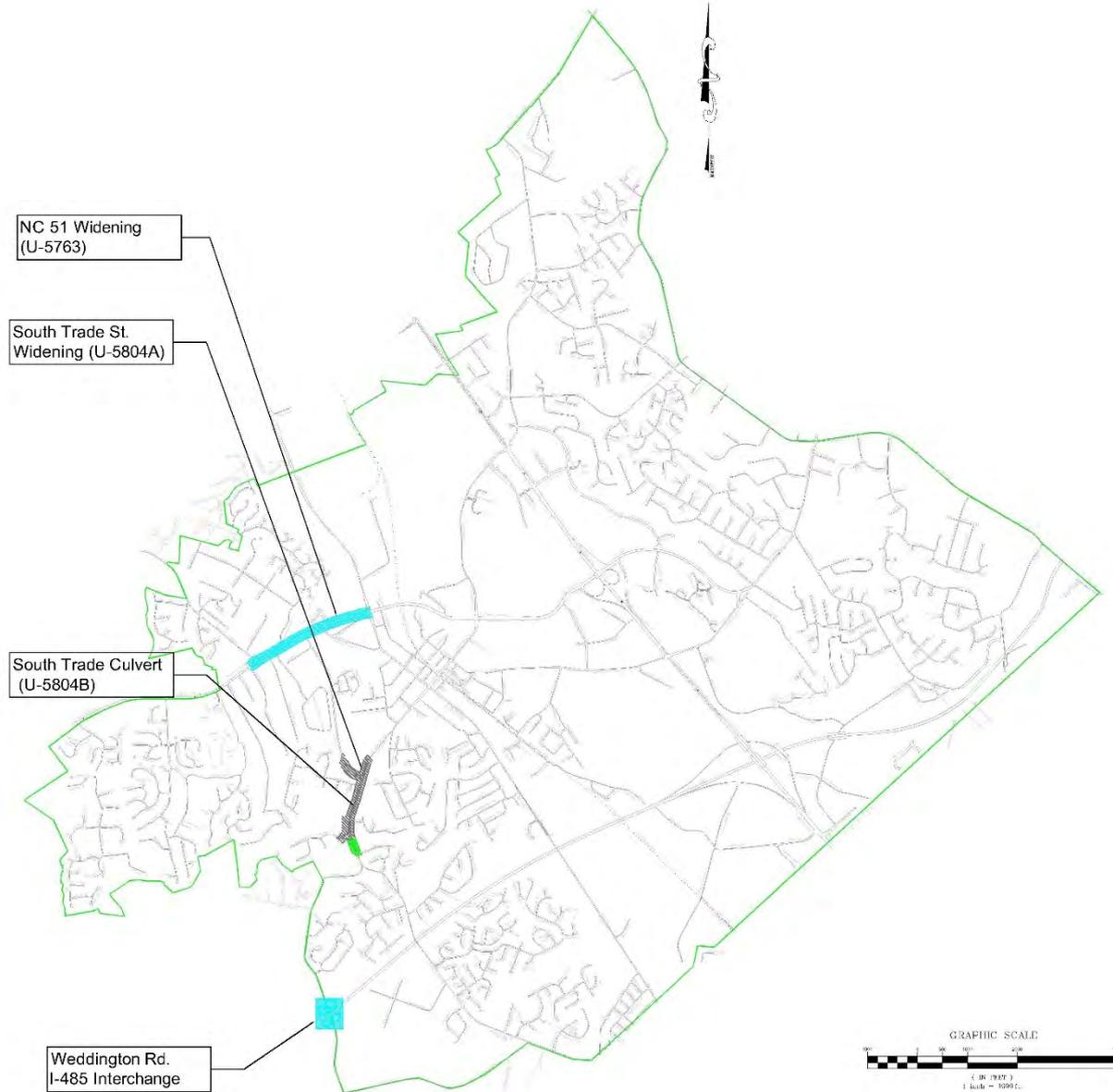
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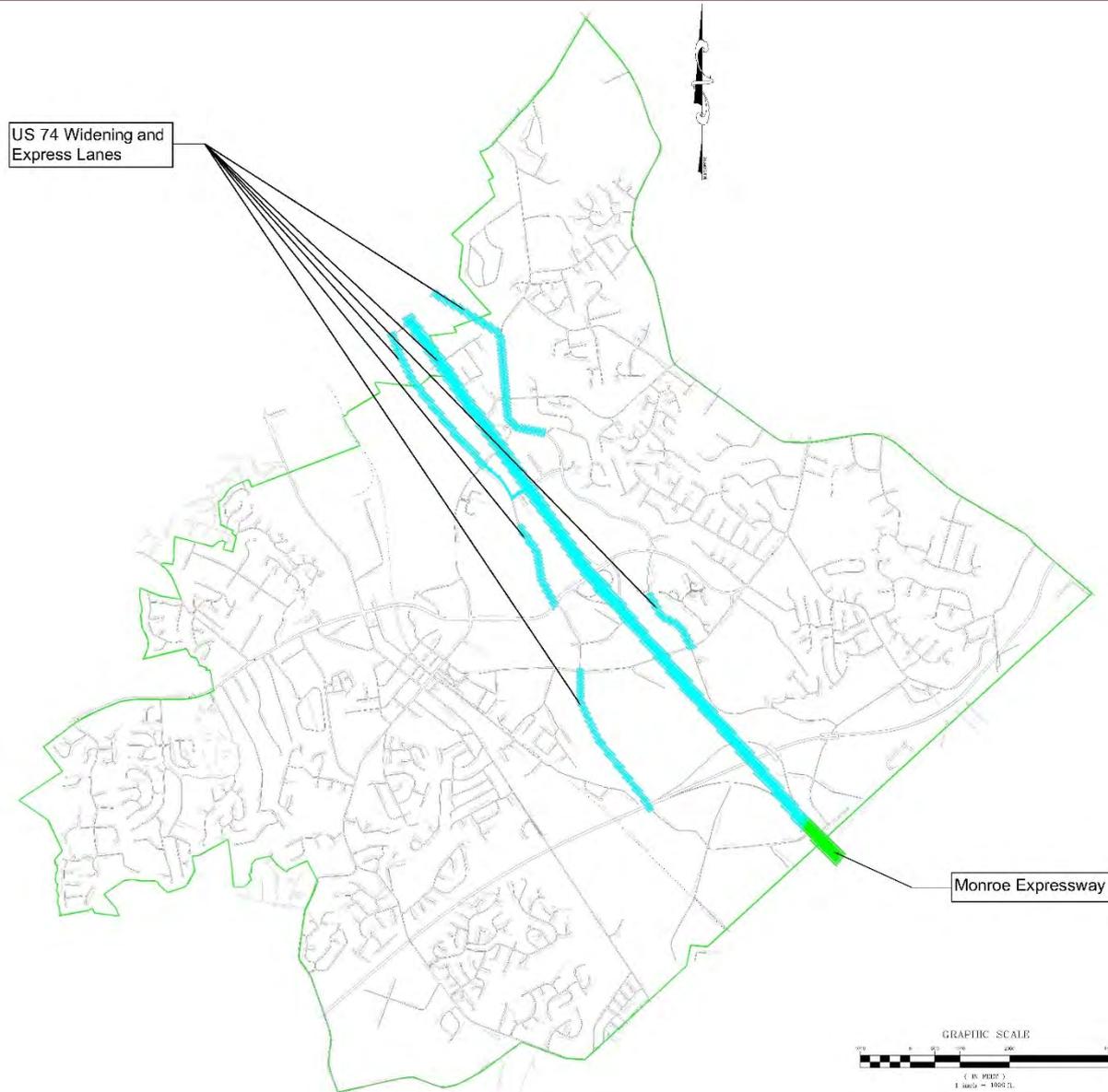
John St./ Old Monroe  
Widening



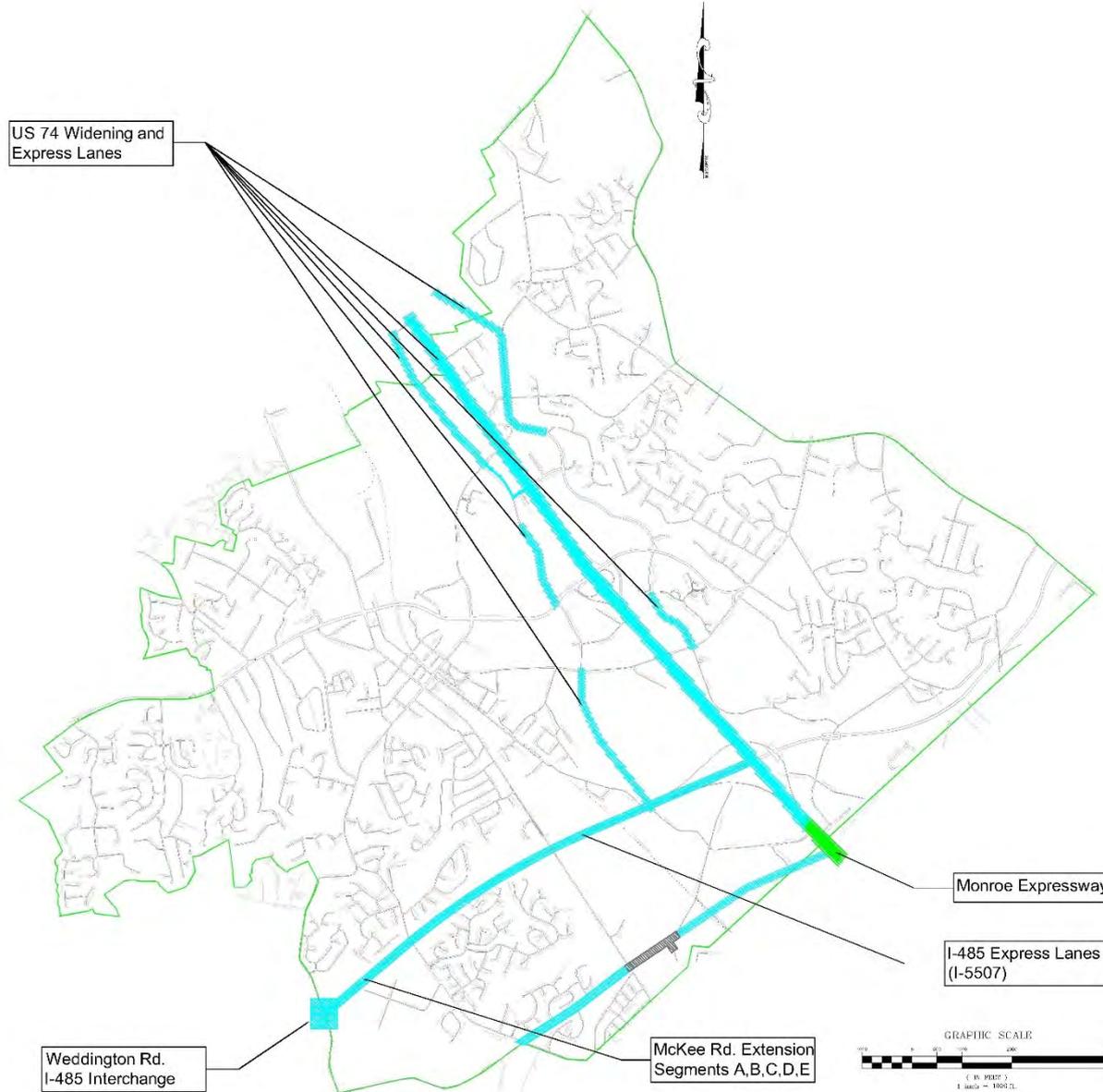
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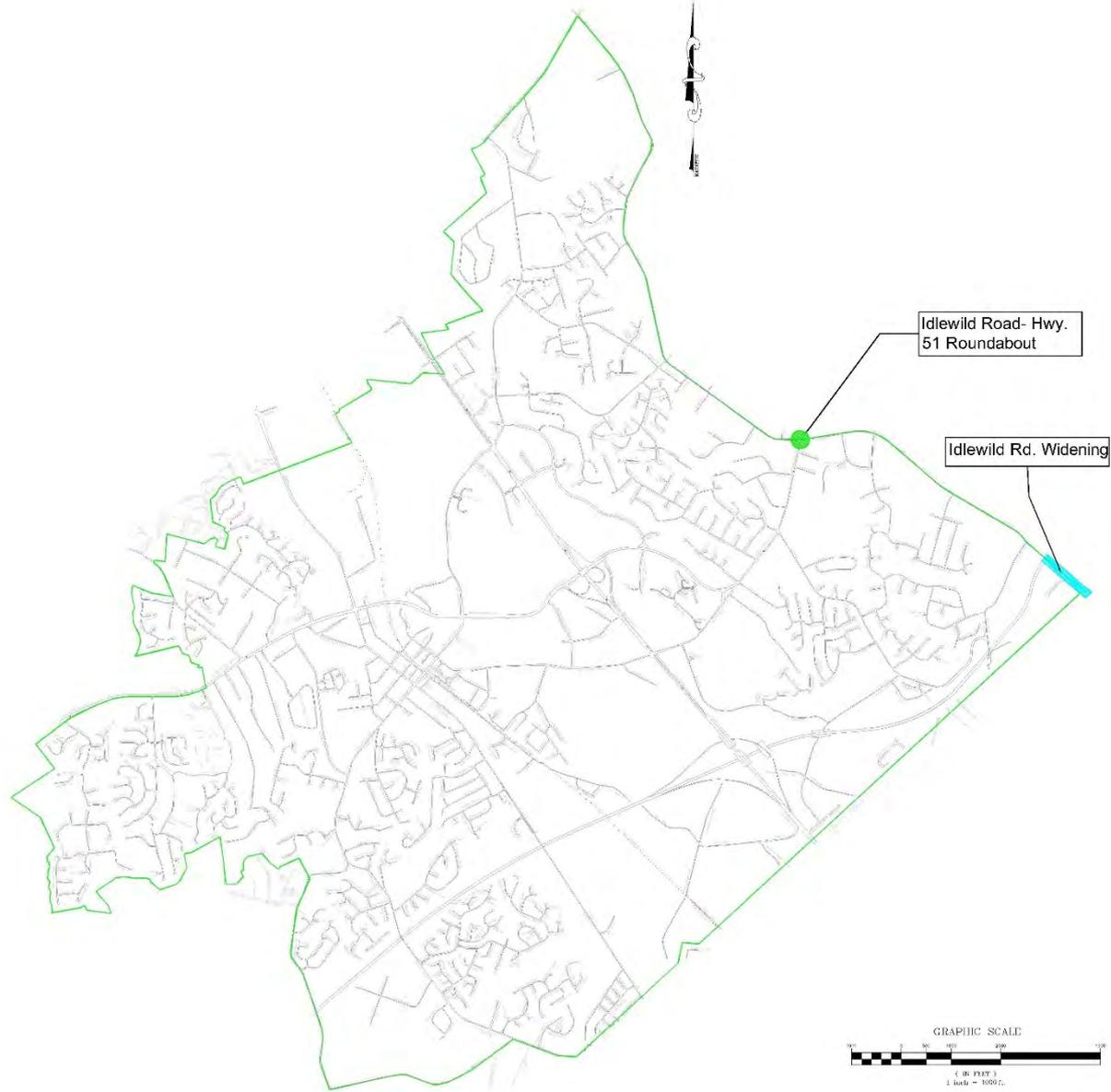
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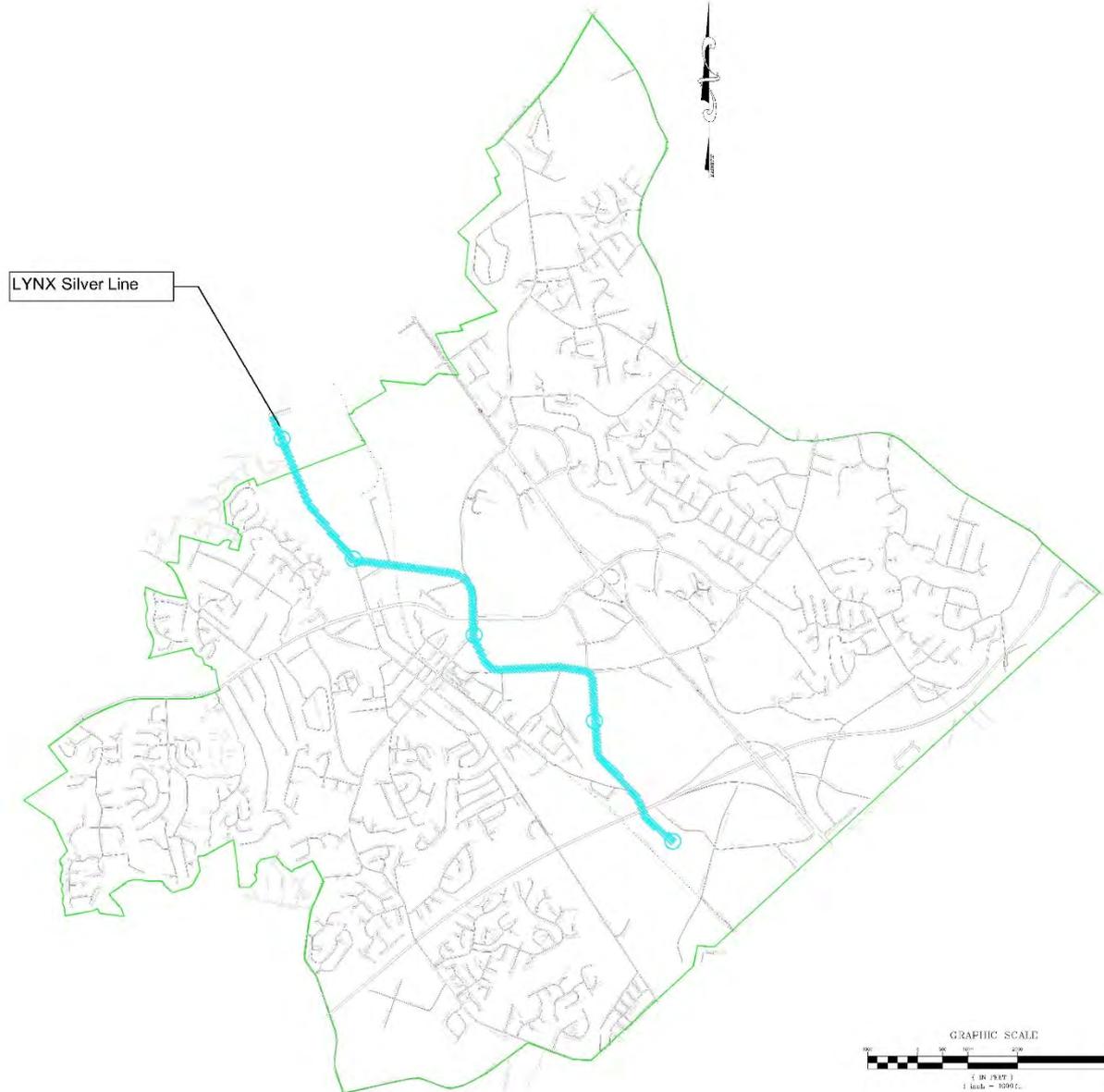
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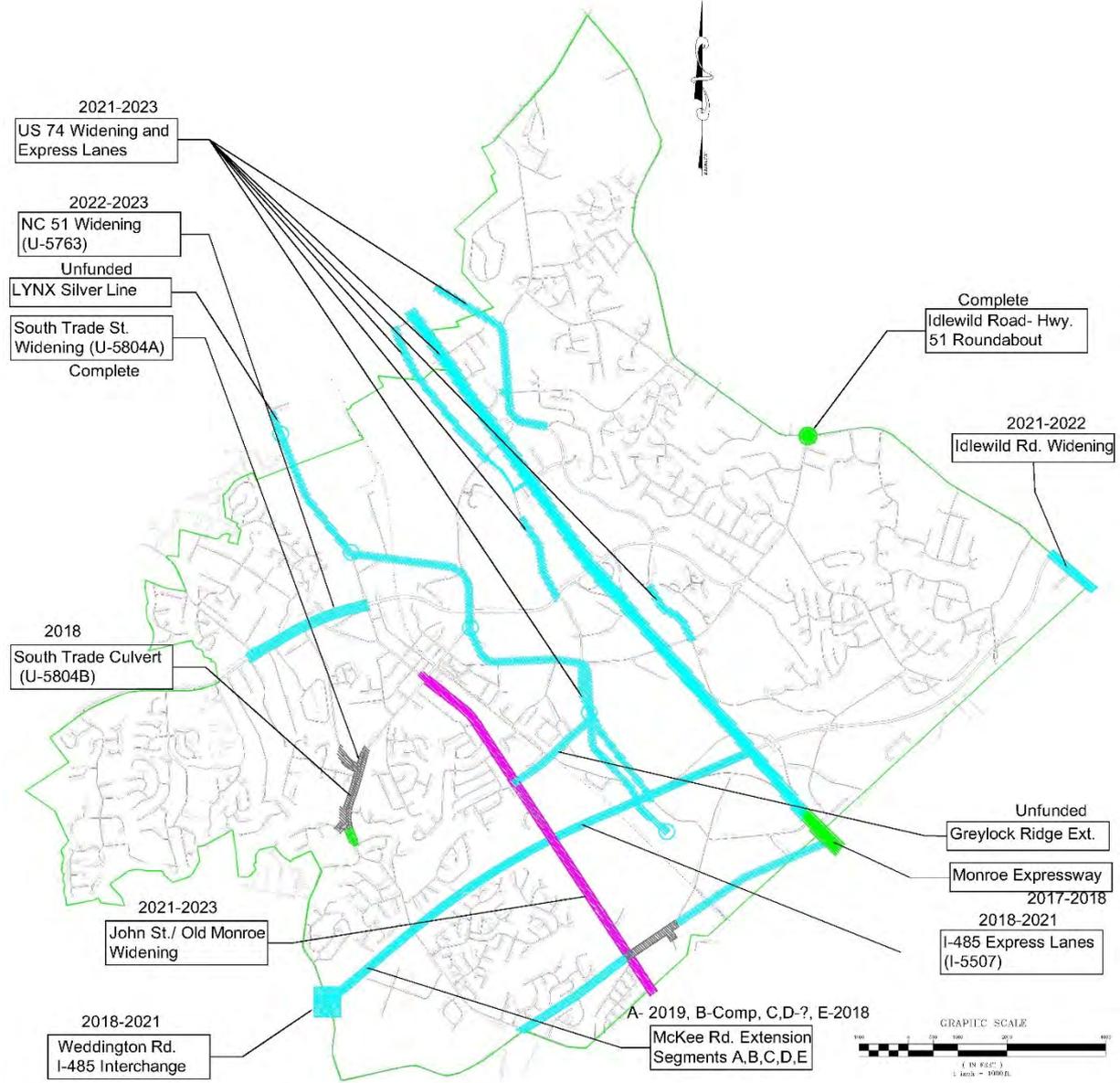
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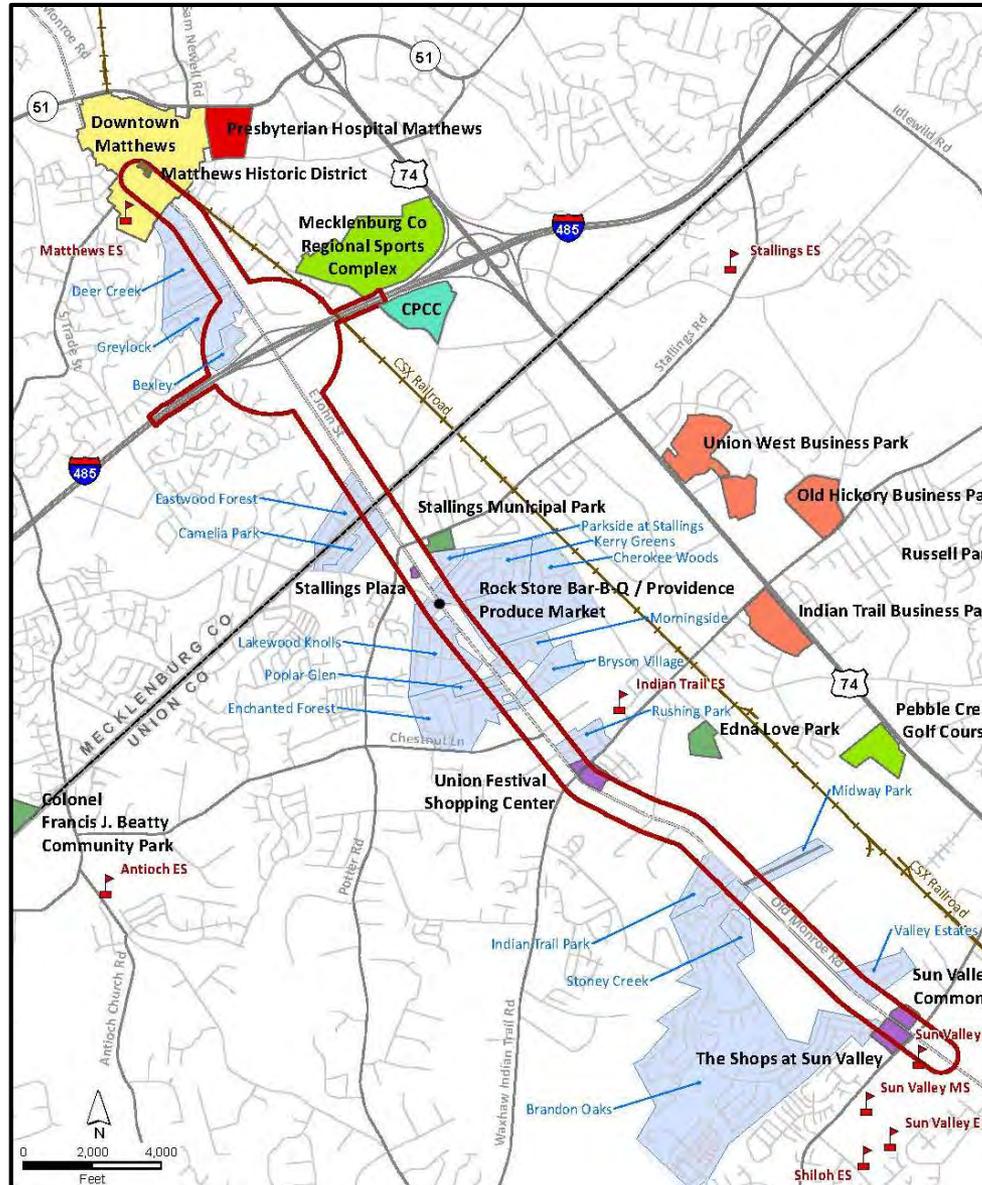
# John St Community Input



# John St Community Input



# John St Community Input



## History of the Project

- **1997** Designated as Major Thoroughfare on Matthews Land Use Plan and MPO regional transportation plan
- **2002** Matthews' desired concept was median-divided two-lane roadway
- **2013** Design charrette led by NCDOT
- **2013** Matthews-Stallings Comprehensive Transportation Plan shows a median divided four-lane roadway
- **2014-2016** NCDOT presentations to Matthews Board
- **2016** Public hearing for the Environmental Assessment. NCDOT presented initial design.
- **2017** Matthews sent a resolution to NCDOT expressing concerns with the design concept and a resolution to expand the traffic analysis to include all currently-funded projects
- **2017** NCDOT returned to Matthews with revised plans based on Matthews resolution and started work on revising Traffic and Operations



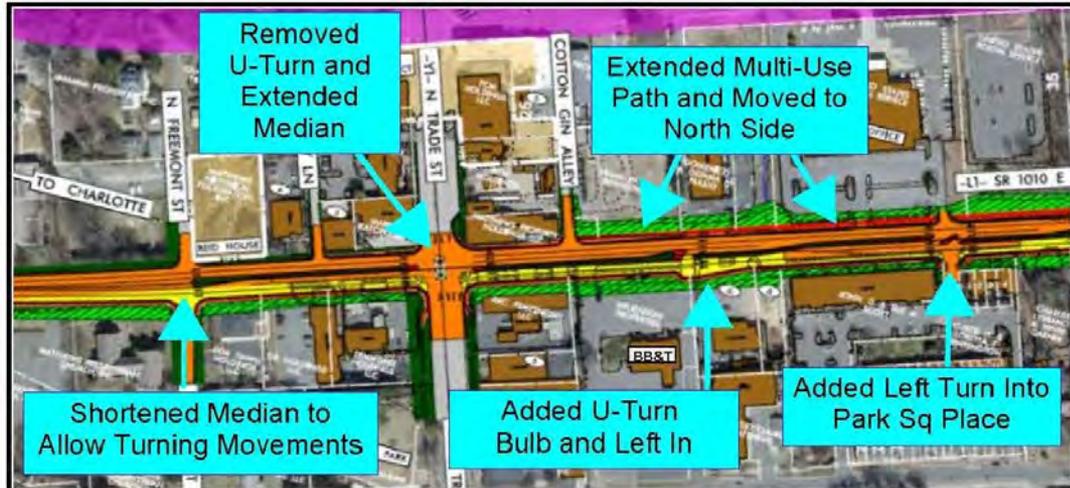
# John St Community Input

## Freemont St to Park Square Pl

PRELIMINARY DESIGN



REVISED DESIGN



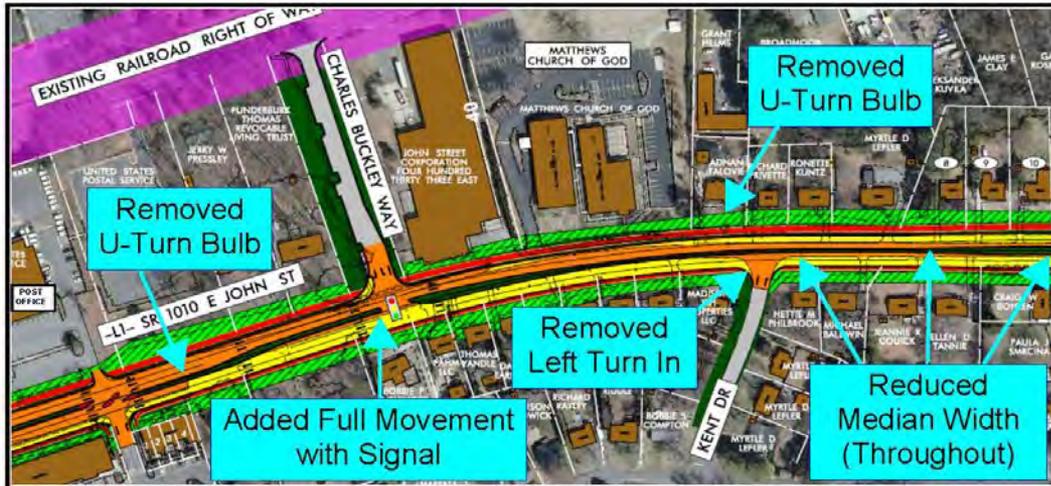
# John St Community Input

## Charles Buckley Way to Kent Dr

PRELIMINARY DESIGN



REVISED DESIGN



# John St Community Input

## Edgeland Dr to Clearbrook Rd

PRELIMINARY DESIGN



REVISED DESIGN



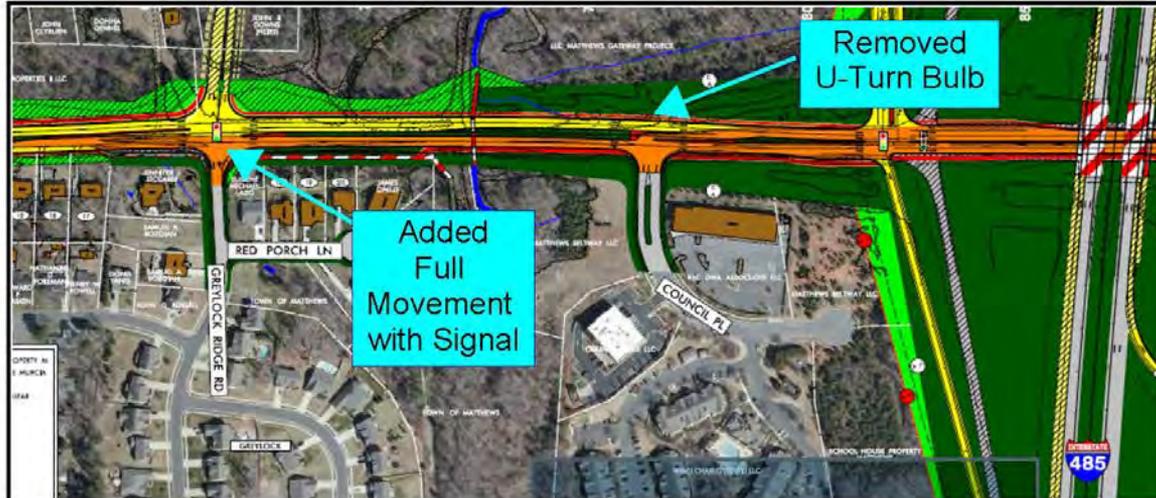
# John St Community Input

## Greylock Ridge Road to I-485

PRELIMINARY DESIGN



REVISED DESIGN



# John St Community Input



DESIGN PUBLIC HEARING MAP  
 SHIP PROJECT U-474  
 F.A. PROJECT STPDA-1009/16  
 MECKLENBURG AND  
 UNION COUNTIES  
 EAST JOHN STREET-OLD MONROE ROAD  
 SR 809 IMPROVEMENTS  
 FROM SR 344-SR 374 TO SR 1377  
 ROLL 1 OF 4

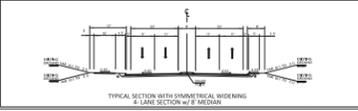
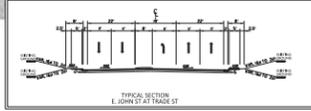


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DESIGN PUBLIC HEARING MAP  
 SHIP PROJECT U-474  
 F.A. PROJECT STPDA-1009/16  
 MECKLENBURG AND  
 UNION COUNTIES  
 EAST JOHN STREET-OLD MONROE ROAD  
 SR 809 IMPROVEMENTS  
 FROM SR 344-SR 374 TO SR 1377  
 ROLL 1 OF 4

**MINUTES**  
**BOARD OF COMMISSIONERS SPECIAL MEETING**  
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**MAY 16, 2018 – 6:00 PM**

**PRESENT:** Mayor Paul Bailey; Mayor Pro Tem John Higdon; Commissioners Barbara Dement, Jeff Miller, Kress Query and John Urban

**ABSENT:** Commissioner Chris Melton

**ALSO PRESENT:** Town Manager Hazen Blodgett; Assistant Town Manager Becky Hawke; Town Clerk Lori Canapinno

The Board met with Becky Veazey of the MAPS Group to discuss issues relating to employee pay and classification.

The meeting adjourned at 7:05 pm.

Respectfully submitted,

Lori Canapinno  
Town Clerk

**MINUTES**  
**BOARD OF COMMISSIONERS MEETING**  
**JORDAN ROOM, MATTHEWS TOWN HALL**  
**MAY 21, 2018 – 6:00 PM**

**PRESENT:** Mayor Paul Bailey; Mayor Pro Tem John Higdon; Commissioners Barbara Dement, Chris Melton, Jeff Miller, Kress Query and John Urban; Town Manager Hazen Blodgett; Assistant Town Manager Becky Hawke; Town Clerk Lori Canapinno

**ALSO PRESENT:** Finance Director Chris Tucker; Fire & EMS Chair Rob Kinniburgh; Parks, Recreation & Cultural Resources Director Corey King; Planning and Development Director Kathi Ingrish; Police Chief Clark Pennington; Public Works Director CJ O'Neill

The Board met with the Town Manager and staff to receive the Manager's recommended fiscal year 2018-19 budget. As presented the \$22,372,000 budget includes a two-cent property tax increase. A two-penny increase in the tax rate would raise an additional \$700,000 in revenue and would increase the property tax bill of a \$300,000 home by \$60 annually.

The budget includes 10 new firefighters to allow the Town to move to a 24-hour model for paid staff with volunteer supplementation and two new telecommunicators for the Police Department. It also includes the implementation of an employee pay and classification study, a new landscape division employee in Public Works and the change from part-time to full-time for the transportation planner position in Public works. The budget also includes a 3% merit-based salary increase pool for full time employees. No funds have been budgeted from the General Fund to balance this proposed budget.

The Board discussed their general approval of the proposed public safety items and discussed the impact of the employees pay and classification item. Several members were concerned with the impact of a two-penny property tax increase and directed the Manager to reduce that by a half-penny.

The Board will continue to discuss the budget at the public hearing on May 29 with another workshop on June 4<sup>th</sup> if needed. The budget will be adopted on June 11 during the Board's regularly scheduled meeting or in a special meeting on June 14.

The meeting adjourned at 7:20 pm.

Respectfully submitted,

Lori Canapinno  
Town Clerk