

Cornelius
Davidson
Huntersville
Kannapolis
Concord



Lincoln County
Mecklenburg County
Cabarrus County

October 24, 2018
10:30 AM - 12:00 PM
Huntersville Town Center
3rd floor Rotunda Conference Room
105 Gilead Road
Huntersville, NC

Regular Meeting Minutes

Attendees:

Steve Osborne	City of Concord
Jason Burdette	Town of Davidson
Jack Simoneau	Town of Huntersville
Zac Gordon	City of Kannapolis
Bill Thunberg	Lake Norman Transportation Commission
Andrew Bryant	Lincoln County
Charles Knox	Lake Norman Chamber/Knox Group
Brett Canipe	NCDOT Division 10
Adam Karagosian	WSP
Blair Israel	Centralina Council of Governments (CCOG)

Via teleconference:

Phil Collins Cabarrus County

Welcome and Introductions:

Mr. Gordon opened the meeting at 10:30 am. All present introduced themselves.

NC 73 Widening Plans (NC 115 to Poplar Tent)

Adam Karagosian provided an update of their work on projects R-2632AB and R-5706 on the NC 73 corridor (see attached presentation). The study area for R-2623 extends from NC 115 to Davidson-Concord Road, and R-5706 extends from there to US 29. WSP recently completed presentations to the municipalities in Cabarrus County along the corridor, reviewing typical sections and intersection plans.

Mr. Karagosian reviewed the schedule of project meetings up to the present. For agency meetings, at the outset, the two projects have been considered together. This is the third presentation to the COP. He reviewed the studies completed to date, starting in 2016. For R-5706, traffic analysis is nearing completion. Public meetings are expected to be held in early December with another round in Spring of 2019. Roadway design continues. The environmental documents for both projects are due next Summer.



Project R-2623AB is a federally funded a widening project, going from two lanes to four lanes, with median, curb and gutter, and bike and pedestrian facilities. It will feature multi-use paths on both sides of the road. The document type will be categorical exclusion.

R-5706 is a state funded project. It is also a widening from two to four lanes. Typical sections include curb and gutter, median divided, with bike and pedestrian facilities. The Mecklenburg County portion (R-5706A) will feature multi-use paths on both sides of the road, with sidewalks and bike lanes on the Cabarrus County side (R-5706B). There has been discussion in Concord and Kannapolis about multi-use paths. Concord currently has sidewalks approved in their plans and will seek approval from City Council to amend this.

The Project Manager for NCDOT has changed several times and is now Teresa Ellerby. Kevin Moore has also been involved with the project throughout.

Responding to Mr. Gordon's question concerning notification of affected property owners at the seven signalized project intersections, Mr. Karagosian referred to current scheduling of meetings underway with affected developers and other key invitees. Mr. Gordon also inquired about the possibility of shared paths on both sides of the road being potentially compromised by environmental and R-O-W constraints. Mr. Karagosian said that has not come up as a likelihood in his discussions with NCDOT. But in terms of the multi-use path vs. sidewalk and bike lanes, that is a decision pending local input.

Mr. Burdette asked about the intersection of Davidson-Concord Road and June Washam Road. Mr. Karagosian alluded to a super-street design in that area, with the potential to convert to a quad-intersection there, which would mean a re-alignment of June Washam northward to the existing tree line. This will likely be presented at the next public meeting in December.

Mr. Simoneau emphasized the need to give elected officials lead time to review the plans before the public meetings, particularly to consider the effects of super-streets. Mr. Burdette agreed that this was crucial. As a strategy to avoid quorum issues, Mr. Bryant recommended a review of the plans successively by pairs of public officials from different jurisdictions. However, if no action is taken, an elected board can meet to review the plans without advertising the meeting. The goal expressed was to facilitate review in as few sessions as possible by combining the boards. Mr. Karagosian agreed to talk to the project manager about accommodating this.

Mr. Burdette mentioned further need for coordination with current developers. Mr. Karagosian advised caution in sharing information prior to its presentation to the public. When it is discussed, it should be with the clear caveat that it is subject to change. Alternative designs will still be under consideration until Summer of 2019.

Mooresville North-South Corridor Study Update

Mr. Thunberg reviewed the North-South Corridor Study (see attached map boards). This work dates to 1987 with the first Mecklenburg transportation plan along the southern end of the project area. Most of the jurisdictions in that area have facilities in need of improvement along the project corridor that are included in the Comprehensive Transportation Plan (CTP). Some since the 90s. As shown on the maps, the corridor's current configuration runs from Eastfield Drive up to Timber Road in Mooresville. The sub-area study is unique in how it involves multiple jurisdictions, including Iredell County, Mooresville, Davidson, Cornelius and Huntersville, all of which have contributed funding to meet the match for the MPO for planning purposes. The consultant is Gresham-Smith, with Joe Lesch as project manager. We will be looking at their recommendations for North-South mobility in the study area that will primarily relieve traffic on NC 115 and I-77. The alternative alignments could include routes through Cabarrus County. The end goal is to come up with viable alignments that each of the local jurisdictions can adopt in their own local transportation plans, that would then serve to amend the CTP. There may be opportunity for some small projects to be proposed for construction using DA funds, etc. Plans are due from the consultant by May of 2019. We have so far had two public engagement meetings, with another scheduled in Davidson before the end of October. We are looking for ways to resolve the transition between 4-lane median divided and 2-lane median divided and determine if the facility will need to be bifurcated at some point. Mr. Israel is involved with the GIS element of the project, as CCOG is under contract with Gresham-Smith.

Mr. Simoneau advised that a 4-lane thoroughfare in Huntersville project will intersect the study corridor. Mr. Gordon requested that City of Kannapolis staff be involved upfront in this planning study since the municipal limits extend into the study corridor at the western edge of Cabarrus County. He estimated that the greatest challenge of the North-South corridor project would be the intersection of NC 73.

Mr. Thunberg reviewed the maps of the study area that showed conservation areas and other historical and environmental constraints, current and future land use, and development status data that was collected through the CONNECT Our Future work by CCOG and updated for the Regional Traffic Demand Model in 2014. Mr. Israel confirmed that CCOG is contracted to update this land use data again in 2019 for the next run of that model. He explained the generalized coding used in the maps that portrays the varying land use types and intensity across the study region. Also shown on the project analysis maps are bicycle and pedestrian facilities and CTP descriptions.

What's New along the NC 73 Corridor

Lincoln County

Mr. Bryant reminded the Council of the Ingleside project area just west of the Trilogy development at the intersection of State Route 1383. Grading of that project has begun. On the heels of that project we expect to see a widening from NC 16 to just west of Ingleside Farm Road (about 1.9 miles). This will correspond roughly to our planned extent of utilities. That right-of-way acquisition is scheduled for FY '29.

We just completed the second round of public meetings for the NC 73 widening project. There was general acceptance of the continuous flow and super-street intersections, particularly because the signalization would mean slower speeds than currently. Mike Reese was very helpful at the meetings in describing what the changes will involve. Most of the public discontent concerned Park Circle in the Huntersville area. But additional public pushback is expected for the development around Pilot Knob Road by Childress Klein. In general, there will be very few impacts, except for a taking of a building in the existing right-of-way at the southeast quadrant of Pilot Knob and NC 73, and the Walgreens property at NC 16 and NC 73. We are still wrestling with the question of bike/ped accommodation strategies.

Discussion ensued regarding local jurisdiction cost participation policy that is currently under review by NCDOT, as well as options for on-street bike lane funding being directed toward other bike-oriented facilities, including multi-use lanes and cycle tracks on a single side of the road. Mr. Gordon summed up the discussion with the term “complete highways”.

The intersection of NC 73 and NC 16 will resemble a continuous flow intersection (CFI) that has been most clearly documented on You Tube by the Utah DOT with continuous aerial footage.

Huntersville

Mr. Simoneau described alternative strategies for NC 73 in Huntersville. The current Town Board prefers widening the existing facility, though previously a new alignment southward was favored. Mr. Simoneau continued with description of the Northwest Corridor Study and how it is informing decisions about a north-south thoroughfare alignment with the Hugh Torrence Parkway. Design decisions will also affect access to Blythe Landing. Plans for a redevelopment of the driving range at Birkdale continue to progress, involving a hotel, apartments and retail. They would like left-turn out access to NC 73, but their traffic engineer will have to prove that this would not adversely affect what’s being planned for the highway. Elected officials have repeatedly expressed concern about limited access of superstreet design throughout their jurisdiction.

Davidson

Mr. Burdette talked about the Kemner development under construction on June Washam Road, and a connection of Shear Road to Davidson East that is still about one year out. The Summers Walk development is 90% built out, with some interest being shown in the development of townhomes.

Kannapolis

Mr. Gordon continued with a report on progress at the Kannapolis Parkway intersection of NC 73. The Amazon distribution center is in and functioning. Another small development is proposed nearby featuring a drive through restaurant and bakery. Not a whole lot is proposed along NC 73 proper.

Concord

Mr. Osbourne followed with description of a development at Moss Creek and Odell School Road of 128 acres, with two access points to Harris Road. It features substantial commercial

retail, as well as 154 detached and 250 town homes. A petition from neighboring property owners is circulating with over 1,500 signatures. Another development is underway, with 300+ apartments and around 100 townhomes. At Odell and NC 73, another development is acquiring a sewer connection.

The I-85 4-lane expansion is scheduled for completion by the end of 2019.

Administrative Matters

a. Meeting Minutes from the February 15, 2018 COP meeting:

Motion was made by Mr. Burdette to approve the minutes, was seconded by Mr. Simoneau and carried unanimously.

Next Meeting:

The next meeting of the COP is anticipated for late January in Kannapolis.

Mr. Gordon adjourned the meeting at 12:30 p.m.

Visit NC 73 Council of Planning online at:

nc73.net

