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May 26, 2020

Stallings Town Hall
315 Stallings Road
Stallings, NC 28104
704-821-8557
www.stallingsnc.org

Town Council Agenda

	Time	Item	Presenter	Action Requested/Next Step
	7:00 p.m.	Invocation Pledge of Allegiance Call the Meeting to Order	Wyatt Dunn, Mayor	NA
	7:05 p.m.	Public Comment	Wyatt Dunn, Mayor	NA
1.	7:20 p.m.	Agenda Approval	Wyatt Dunn, Mayor	Approve agenda as written. <i>(ADD, IF APPLICABLE: with changes as described by Mayor Dunn)</i> Motion: <i>I make the motion to:</i> 1) Approve the Agenda as presented; or 2) Approve the Agenda with the following changes: _____.
2.	7:25 p.m.	Stevens Mill/Lawyers Road Intersection Design	Chris Easterly, Town Engineer	Discussion and possible action
3.	7:40 p.m.	2019-2020 Amended Budget Ordinances (A) ABO#8 – Part time Maintenance Staff (B) ABO#9 – Capital Project Fund/General Fund for New Facilities (C) ABO#10 – Capital Fund Interest Expense	Marsha Gross, Finance Officer	Approve the amended budget ordinances
4.	7:50 p.m.	Regional Cabbarus Stanly Union Regional Hazard Mitigation Plan Resolution	Alex Sewell, Town Manager	Approve resolution
5.	7:55 p.m.	Holding Required Community Meetings Remotely	Lynne Hair, Town Planner	Approve remote community meetings
6.	8:05 p.m.	Adjournment	Wyatt Dunn, Mayor	Motion to adjourn



MEMO

To: Mayor and Town Council
Via: Alex Sewell, Town Manager
From: Christopher J. Easterly P.E., Town Engineer
Date: May 19, 2020
RE: RS&H Presentation Background Lawyers Rd / Stevens Mill Rd Design Alternatives

Purpose: This memorandum provides background on the Reynolds, Smith & Hills (RS&H) planned 5/26/20 presentation to Town Council regarding design alternatives for the Lawyers Rd / Stevens Mill Rd intersection corridor.

Background: The Union County Board of Commissioners adopted the 2019 Critical Intersection Analysis report on August 19, 2019. A total of 54 intersections were identified by a stakeholder committee and via public engagement. These intersections were then evaluated via a rating methodology for feasibility of the improvements, crash frequency/severity, traffic volumes and growth rates. Post evaluation, a list of 15 intersections were identified that have a competitive opportunity to score well for funding sources available through CRTPO and NCDOT.

Union County was awarded a \$120,000 planning grant through CRTPO to perform functional designs and construction cost estimates for the 6 highest scoring intersections. The County has selected RS&H to conduct this work via an RFQ selection committee comprised of County, NCDOT and municipal staff. The intersections identified are as follows.

NC 75 – Old Providence (Waxhaw)
NC 75 – NC 16 (Waxhaw)
North Sutherland – Walkup (Monroe)
Forest Lawn – Potter (Weddington)
NC 200 – Old Camden (Unionville)
Lawyers – Stevens Mill (Stallings)

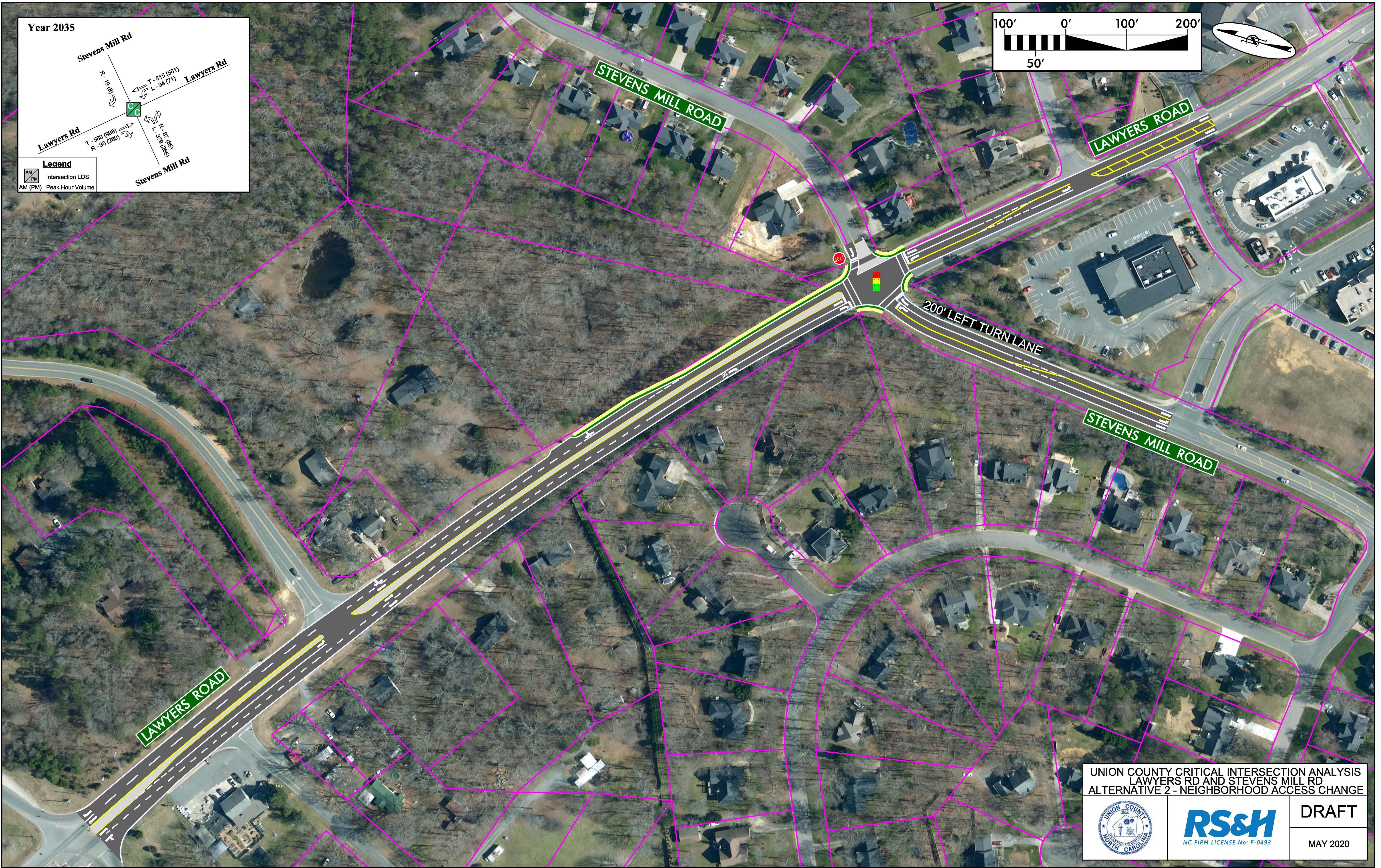
On November 12, 2019, Council approved a resolution authorizing the Town of Stallings to execute an interlocal agreement with Union County and allocate \$2,500 toward the local match. The Lawyers Rd / Stevens Mill Rd intersection is within the Town limits for study.

Two alternatives have been designed from corridor traffic and safety data collection. Alternative 1 consists of a full movement intersection at Lawyers / Stevens Mill. Millwright will become right in / right out access only at Lawyers. Additional turn lanes will be implemented. Alternative 2 consists of a right out only at the Stevens Mill signal. Millwright will remain a full access intersection with Lawyers.

During March, public engagement meetings and an online survey were conducted to solicit comments from the community. Alternative 1 has been perceived as a more viable option since there are no restricted movements at the signalized intersection.

Staff and RS&H are soliciting the preferred design alternative from Council. This will enable RS&H to finalize the study workbook reflecting the preferred alternative from each municipality. The product can then be presented to the Union County Board of Commissioners for review/approval.





Union County Critical Intersection Analysis Public Comment Summary, March 5 - 27, 2020

Forest Lawn Drive and Potter Road, Weddington

Comment Date	Where do you live?	Please select your age group.	How long have you lived in Union County?	Please select your preferred alternative.	What do you like about Alternative 1 (Roundabout)?	What do you dislike about Alternative 1 (Roundabout)?	What do you like about Alternative 2 (Signalized Intersection)?	What do you dislike about Alternative 2 (Signalized Intersection)?	Do you have any additional comments or concerns regarding this intersection?	
3/5/2020	Indian Trail	30_to_39	less_than_5_years	Alternative 1	I believe it will streamline traffic and help to avoid backups on potter like a traffic light would. The round about would continue to give priority to traffic on Potter, while allowing traffic on Forest Lawn to enter at appropriate times. Additionally, reducing crashes by 78% is a major bonus.	It would be nice if there could be a straight-through lane for north west-bound (towards Matthews) traffic that needed to continue without being interfered with traffic merging from Forest Lawn	Nothing			
3/5/2020	Mineral Springs	60+	more_than_20_years	Alternative 1	Roundabout keeps traffic flowing					
3/5/2020	Weddington	50_to_59	more_than_20_years	Alternative 1	Traffic flow. Roundabouts have greatly improved congested intersections and slows traffic down and keeps it moving.	Not sure this intersection should be as much of a priority as Antioch Church/Forest Lawn intersection and Chestnut/Matthews-Weddington Road. Both roads are a near gridlock every school morning. Traffic is at a standstill in all directions				
3/5/2020	Weddington	50_to_59	more_than_20_years	Alternative 1	The roundabout offers continuous flow rather than the signal which will still back up traffic in all directions and make the Wellington Woods neighborhood (where I live) more difficult to enter/exit.	Nothing, this is the best alternative!	Nothing! a signal is not the answer.	Will cause a backup in all directions and create more trouble entering and exiting Wellington Woods.	I am a Firefighter/EMT with Wesley Chapel and this intersection is right outside of my neighborhood. Most of the time I am the first arriving on all of the wrecks here. I have seen the advantage of the continuous flow roundabouts on Potter and Waxhaw-Indian Trail and believe this is the best solution.	
3/5/2020	Wesley Chapel	30_to_39	5_to_10_years	Alternative 2						
3/6/2020	Indian Trail	50_to_59	11_to_20_years	Alternative 1	It makes the intersection safer but doesn't make you have to stop and wait for the light to change when the traffic is lighter.	None	I makes the intersection safer.	During times of lighter traffic, you would have to sit and wait for the light to cycle.	It is usually a fairly dark area at night, some extra lighting would help as well.	
3/6/2020	Indian Trail	50_to_59	11_to_20_years	Alternative 1						
3/6/2020	Mineral Springs	60+	11_to_20_years	Alternative 1	Improves safety and maintains traffic flow.	The cost difference is greater than the traffic light alternative in this case.	Improves this dangerous intersection and is less expensive than the alternative.	Doesn't do as good a job with slowing traffic, reducing crashes while maintaining traffic flow as alternative 1.	Putting on my native plant hat again. This area is truly an historic grassland remnant with at least one rare species. I hope that something will be done to protect this little remnant during construction. Maintaining this as a grassland would likely be a lot less expensive than the usual roadside landscaping, too. Lisa Tompkins lestompkins@outlook.com	
3/6/2020	Unincorporated Union Co.	less_than_29	less_than_5_years	Alternative 1	I think a roundabout will move traffic more efficiently and safer at this intersection. I prefer roundabouts at intersections like this.					
3/6/2020	Weddington	60+	more_than_20_years	Alternative 1	less delay	nothing				
3/6/2020	Weddington	50_to_59	more_than_20_years	Alternative 1	A light stops people from moving when no one is there. A roundabout keeps traffic flowing.	Only people who don't understand the rules and right of way are a problem.	I like nothing about a traffic light here.	That cars will stack up and block neighborhoods entrance.	No	
3/6/2020	Weddington	40_to_49	less_than_5_years	Alternative 1	I think it will keep traffic moving. Many times I have seen near fatal accidents. At night there is no lighting and it's so hard for drivers to turn left from Forest Lawn to Potter without risk. I'm afraid a stoplight may cause more traffic unless Potter was widened to a 4 lane.	Worried a bit that the drivers from Forest Lawn will have a hard time getting out. But for the most part I think this is the best solution.	Possibly- if timed correctly could keep this area safer.	I worry that this could cause huge back ups on both roads	Something needs to be done ASAP- we live close and hear sirens weekly response ding to accidents. It's very scary.	
3/6/2020	Wesley Chapel	30_to_39	5_to_10_years	Alternative 1	Less crashes and fatality; maintains the character of the area without a traffic signal	Costly	Traffic would move quickly	Does not fit in with the character of the area		
3/6/2020	Wingate	less_than_29	more_than_20_years	Alternative 1						
3/6/2020	Indian Trail	30_to_39	5_to_10_years	Alternative 2	The traffic is continually moving.	Traffic seems to backup at the roundabouts in the area. I frequently hear questions from neighbors regarding how to use a roundabout and what laws apply to it. There is more room for human error with a roundabout.	The traffic pattern seems a bit more predictable, and there are less questions about "when to go."	I'm curious about how far the traffic might back up as there is a possibility it could back up to the next closest roundabout.		
3/7/2020	Weddington	40_to_49	11_to_20_years	Alternative 1	It is more efficient and appears to have a smaller footprint.	Traffic will still move quickly.	Cars would come to a complete stop.	Bigger footprint and more modifications to road as you head down Potter. Traffic will clog.	Traffic moves way to fast at this point on Potter and not all cars stop at the current stop sign. Have you considered reducing the speed limit?	
3/7/2020	Weddington	30_to_39	more_than_20_years	Alternative 1	Continuous flow	NA		Traffic stoppage and backups		
3/7/2020	Weddington	30_to_39	less_than_5_years	Alternative 1	Roundabouts are aesthetically pleasing and maintain small town feel. They also seem more efficient and lower cost.	Nothing that I can see - Alternative 1 looks like a well-formed plan.	Nothing - a traffic signal seems unnecessary.	It would be an eyesore to folks living nearby. Would increase congestion relative to a roundabout. Does not seem worth the cost.	I support the roundabout and think it would improve safety in the area, but do not think the volume of traffic is necessary to justify an ugly traffic signal and lines of cars sitting outside nearby neighborhoods with families and children.	
3/7/2020	Weddington	30_to_39	less_than_5_years	Alternative 1	We live in Wellington Woods I and are significantly affected by this intersection every day. The cars speed down Potter and it's often dangerous turning both into and out of our neighborhood. We also cross the street by foot frequently walking with our family over to Wellington Woods II and that is dangerous as well. The research has proven that roundabouts are the safer and more efficient option over traffic signals. Not to mention traffic signals are an eye sore, and what drew us to this area was the small town feel, two lane roads, and lack of congestion. Please do not continue to ruin Union County with over development and traffic signals. We do not want to move again. Please always choose roundabouts over traffic signals, every time.		Nothing. Do not put a traffic signal here! It will only make the situation worse and back up traffic. Traffic signals are less safe and completely inefficient.	Everything. Traffic signals are an eye sore, are not efficient at handling the flow of traffic, research has proven them less safe, are more costly to maintain in the long run than roundabouts, and often go down during storms which makes them even more dangerous. The roundabout is the only option.	Keep Union County's small town feel. Less traffic signals, more roundabouts when needed, less over development. PLEASE! We're begging you! The over development is scary. We do not want it!!!! We are young, just starting our family, and wanted this to be our forever home, but if this continues we will be forced to move further out!	
3/7/2020	Weddington	30_to_39	less_than_5_years	Alternative 1						
3/7/2020	Weddington	60+	more_than_20_years	Alternative 1	faster and smoother traffic flow		provides traffic control on Potter Rd	Potter Rd traffic can run the light like they do not slow/stop for turning vehicles now	with increased traffic on Potter we need HELP	
3/7/2020	Wesley Chapel	40_to_49	more_than_20_years	Alternative 1						

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Comment Date	Where do you live?	Please select your age group.	How long have you lived in Union County?	Please select your preferred alternative.	What do you like about Alternative 1 (Roundabout)?	What do you dislike about Alternative 1 (Roundabout)?	What do you like about Alternative 2 (Signalized Intersection)?	What do you dislike about Alternative 2 (Signalized Intersection)?	Do you have any additional comments or concerns regarding this intersection?
3/7/2020	Indian Trail	40_to_49	11_to_20_years	Alternative 2	Nothing!	Everything. I came from a state that was removing the roundabout because of the number of accidents. People did not know how to drive them. I see roundabouts being put in everywhere in NC without educating drivers on how to navigate through one. This will not help at all.	With a light people know what is excepted of them when driving. They see a red light they stop, end of story.	If the red light is to long traffic has the potential of backing up traffic.	
3/7/2020	Waxhaw	60+	5_to_10_years	Alternative 2		The intersection at Potter/Pleasant Plains needs immediate attention over Forest Lawn. I do not see congestion at Forest Lawn. Need to do more research on this.	Makes more sense than roundabout		I just don't see this intersection as being critical
3/7/2020	Weddington	60+	5_to_10_years	Alternative 2	Speeds cars through intersection. Should make it easier to exit Wellington Woods (where I live).	Would prefer third lane extends past Wellington Woods.	Like that third lane extends past Wellington Woods.	Cars may stack up at red light and make it difficult to exit with left-hand turn out of Wellington Woods.	Very glad that these fixes are being considered! Either alternative will really help! I live in Wellington Woods 1 subdivision and it can be very difficult to exit onto Potter Road. My son was victim of rear-end crash 2 years ago by car turning off Forest Lawn onto Potter and not realizing cars slow or stop to turn left into Wellington Woods. Thank You!
3/8/2020	Weddington	50_to_59	more_than_20_years	Alternative 1	Keeps traffic moving, less projected accidents	Time to implement	Nothing	Delay of a light	
3/8/2020	Weddington	60+	more_than_20_years	Alternative 1	Traffic moves smoothly as opposed to stoppage created by stop light. Reference roundabout at Potter and Indian Trail Waxhaw rd.	Nothing	I do not like it		
3/8/2020	Weddington	60+	more_than_20_years	Alternative 2	Good for minimizing delays when traffic volume is light to medium.	However, given heavy two way traffic on Potters road, I believe that it may be difficult for northbound traffic to made the loop to Forest Lawn exit against/across south bound traffic.	Maximum control of traffic flow. Probably the safest alternative during heavy traffic flow north and south on potter	Signal impeds traffic flow during low to medium traffic. Subject to power outages which round about is not.	Whichever alternative is selected it will be an improvement.
3/9/2020	Waxhaw	50_to_59	11_to_20_years	Alternative 1	Continuous flow of traffic with much lower vehicle delay	Cost	Cost	Increased vehicle delay and unnecessary stops during non-rush hours	
3/9/2020	Weddington	40_to_49	less_than_5_years	Alternative 1					
3/9/2020	Weddington	60+	less_than_5_years	Alternative 1	Calming effect on Potter Road; less wait time and 'bunching of vehicles' due to length of light changes. Esthetics align with neighborhood.		controlled movement of cars	Citifes the community; people will rush to push on the yellow light; I think it will increase accidents and be the just opposite of calming effect provided by a roundabout	am in favor of change. Trying to left turn on to Potter from Forest Lawn is virtually impossible when the drives taking a right pull right beside you. My present solution for that is to stay as far right as possible for my left turn. Nobody can pull beside me and obstruct view
3/9/2020	Weddington	60+	more_than_20_years	Alternative 1	Makes traffic flow a "snap" People have gotten to use to roundabouts in recent years.				
3/9/2020	Weddington	60+	less_than_5_years	Alternative 1	Traffic continues to flow			Traffic signal disrupts flow of traffic (stop/start)	
3/9/2020	Weddington	50_to_59	11_to_20_years	Alternative 1	Keeps traffic moving in all conditions (busy or not).	If we have to do something this is the least bad option. Simply squaring off the intersection would help tremendously.	nothing	It will stop traffic and add to congestion even there are no/few cars waiting to turn.	The simplest solution would be to square off the intersection and add left turn lanes. Both a roundabout and traffic signal seem like overkill.
3/9/2020	Weddington	40_to_49	more_than_20_years	Alternative 1	It seems to be the normal method of traffic control in this area and will have the least delay time of either choice	nothing applicale	It would provide the safety needed at this intersection	There would be delays with red lights which could cause traffic to backup on both Potter and Forest Lawn.	
3/9/2020	Weddington	60+	more_than_20_years	Alternative 1	I live on Wellington Drive. Help us! A roundabout will likely slow traffic down much more than a traffic light. But, it will keep traffic moving in all directions. If southbound traffic is heavy we can at least turn right and use the roundabout as a turn-around. 45mph is a reasonable speed for Potter Road until drivers try to beat the light. Potter road is an important road and new houses are springing up everywhere.			Stopping traffic will create lines and even more congestion. Northbound traffic turning onto Forest Lawn will line up and block any hope of a safe left turn from Wellington Drive onto Potter and offer no alternative for WW residents. Horrible idea.	Thank you for involving us in this process. The additional cost of a roundabout is significant but if you are looking towards the future it is the most sensible choice.
3/9/2020	Weddington	60+	11_to_20_years	Alternative 2	constant flow to traffic.	People don't consistently yield in a roundabout	controls traffic in all directions more economical to the taxpayer	Nothing	Yes. This process is very efficient and available to all who wish to comment. Well Done
3/10/2020	Weddington	50_to_59	more_than_20_years	Alternative 1	Continuous movement of traffic. More efficient than traffic signal, where traffic can back up during high congestion time frames.			Not efficient. Traffic will back up and block side streets during periods of high congestion.	
3/10/2020	Weddington	60+	more_than_20_years	Alternative 1	Keeps traffic moving. Solves the problem.	Nothing	Slows traffic, idling in traffic produces emissions.	Everything	Looking forward to the change. Live very near there and use that intersection a lot.
3/10/2020	Weddington	30_to_39	less_than_5_years	Alternative 1					
3/10/2020	Weddington	less_than_29	11_to_20_years	Alternative 1	Roundabouts keep the traffic moving.	Sometimes in roundabouts that are more than one lane (the on Weddington road) people do not stay in their lane.		I have personally almost been in an accident at this intersection because of vehicles stopping to make the left turn onto forest lawn drive. A signalized intersection will still stop vehicles and may not significantly reduce traffic collisions.	The roundabout is a better option.
3/10/2020	Weddington	60+	11_to_20_years	Alternative 1	Last longer.				
3/10/2020	Weddington	40_to_49	more_than_20_years	Alternative 1	Traffic continues to move with less backups for the heavier direction.	Time it takes to build	Quicker to install than round about	Traffic is stopped for no reason during non peak times. This location only receives heavy traffic for two short periods of the business week	Is this really necessary?
3/10/2020	Weddington	40_to_49	more_than_20_years	Alternative 1	Roundabouts are always faster and easier - probably fewer accidents	Nothing	Probably faster to implement than the roundabout	Longer waiting times- doesn't reduce crashes by as much as the roundabout	Hoping this is implemented soon - seen too many accidents in front of my house on Potter Road and I have a new driver at my house!
3/10/2020	Weddington	40_to_49	less_than_5_years	Alternative 1	No need to delay movement with a traffic signal during non peak hours	Nothing	Don't think its necessary for this location.	Don't think its necessary for this location.	

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3/10/2020	Weddington	60+	more_than_20_years	Alternative 1	Roundabout is far better. A traffic light would only further clog Potter Rd, especially at rush hours when it is bad now. The nearby roundabout at Potter and Indian Trail-Waxhaw Rd is great, it functions very well. The same would be true for this new roundabout. Note, it should be a large one, NOT like the small one at Beulah Church and IT-Waxhaw Rd. That one is dangerously small. I live in Wellington Woods. Thank you, we really need this new	Nothing. I like it.	Nothing. Would cause major backups on Potter.	It will cause major traffic backups at rush hours.	A Roundabout would be great here.
3/10/2020	Weddington	60+	more_than_20_years	Alternative 1	It keeps traffic flowing on both Potter and Forrest Lawn, yet allows (or at least facilitates) traffic to turn from Auckland onto Potter. (A traffic light would impede traffic on Auckland from turning onto Potter during peak hours AM and PM due to red lights on Potter.) The increased reduction in collisions certainly justifies the roundabout over the signalized intersection.	It only slightly facilitates turning from Auckland onto Potter, but "slightly" is better than "not at all."	It might help vehicle access from Auckland onto Potter, but traffic exiting from Auckland onto Potter while the Potter light is red would be problematic.	See above.	Thanks for looking into this intersection.
3/10/2020	Weddington	40_to_49	11_to_20_years	Alternative 1	Added visibility from ALL directions. Alt. 2 coming from Forest Lawn would have limited visibility to traffic coming from left on Potter Rd.		Much better than nothing at all. Would protect vehicles coming from Forest lawn.	would hinder traffic flow even when no on-coming vehicles are present and would potentially stack up traffic hindering Auckland land drivers from entering potter road	
3/10/2020	Weddington	60+	more_than_20_years	Alternative 1	It will keep traffic moving so it does not backup on Potter. This can be an issue in the mornings and evenings.	No objections.	Not my preference.	Will back up traffic in front of my house during morning and evening rush. Traffic needs to continue to flow.	It is a very bad intersection and definitely needs to be corrected as soon as possible.
3/10/2020	Weddington	60+	more_than_20_years	Alternative 1	Traffic flow will be better				
3/10/2020	Weddington	30_to_39	11_to_20_years	Alternative 1					
3/10/2020	Weddington	30_to_39	less_than_5_years	Alternative 1	Easy keeps traffic moving				
3/10/2020	Weddington	50_to_59	more_than_20_years	Alternative 1	Flows better and as a resident of Wellington Woods it would be advantageous for us to exit the neighborhood.	The amount of time it may take for completion	nothing	With the growth in the area, all I see is large backups at the lights making it even more difficult in exiting the neighborhood, Wellington Woods.	My main concern would be how it will effect our neighborhood that is located right at the intersection. How long will it take and what kind of detours will we have to endure?
3/10/2020	Weddington	60+	less_than_5_years	Alternative 1	Greater predicted reduction in crashes. And, those that do occur are likely to be no more than fender benders. Drivers traveling on Potter have become very familiar with roundabouts because of the two just south of this intersection.	Nothing	It is certainly better than we have now. I appreciate it is enough north of the current Auckland/Potter intersection that it will be possible to exit without spending several minutes during heavy traffic.	I don't believe it is as safe as the roundabout option.	The Forest Lawn/Potter Rd intersection definitely needs to be moved north of the exits to the Wellington Woods subdivisions.
3/10/2020	Weddington	50_to_59	less_than_5_years	Alternative 2	It keeps the traffic moving. There is a lot of traffic that wants to turn left from Potter and this will moderate it. It is like a race track at times with drivers taking a turn as if they were on an Indy car race	The disturbance to the land and the likely cost.	Simple design. If the timers were set to be appropriate intervals. If there is a turn lane and the cost is less, this might be a good option	It could back up traffic on Potter road if the turn lanes are not adequately sized.	It is hard to understand why a roundabout reduces crashes by a larger percentage.
3/10/2020	Weddington	50_to_59	11_to_20_years	Alternative 2	I appreciate all the roundabouts that have been installed in Union County and they work well.	I live in Wellington Woods off Auckland Lane. I am afraid this roundabout will make it impossible to get a chance to take a left on to Potter Road. The current stop at Forest Lawn gives us a fighting chance to get out.	This would provide an actual stoppage of traffic so we would have a chance to get out of the neighborhood.	I do not like having to use the electronics. I do prefer the roundabouts, just not in this circumstance.	It is much safer for drivers. I have seen the many accidents and have been horrified as my daughters reached driving age. I am only concerned about our ability to get out on to Potter Road. Every once in a while I actually take a right (South Bound) on to Potter Road, travel around the next roundabout and head back north on Potter Road because I cannot take a left.
3/10/2020	Weddington	40_to_49	11_to_20_years	Alternative 2	slows traffic so cars in Wellington Woods neighborhoods get onto the main road	Too many roundabouts	I prefer lights, there is less of a chance for people to get into an accident with a traffic light, not everyone knows how to properly use the roundabout. It also saves money.	no negative feedback	How fast can they do this? I live in Wellington Woods on Auckland Lane and it's really scary trying to pull out on Potter Road, especially during rush hour. There have been too many serious accidents at that intersection.
3/10/2020	Weddington	60+	more_than_20_years	Neither		The flow of traffic is hindered by the volume. Move the intersection north away from the Wellington Woods intersection. Potter Road needs to be 4 lanes. Forest Lawn should be 4 lanes for 50 yards to and from Potter Road. Add Merging lanes going down to and up to two lanes at approximately 35 yards from Potter Road. Add a right turn lane on southbound Potter Road going onto Forest Lawn and a right turn lane on Forest Lawn turning onto southbound Potter	Simply put, this design will create huge traffic backups.	Simply put, this design will create huge traffic backups. Does nothing to reduce congestion. Creates a volume bottleneck forced into single lanes and visibility will be obstructed. Same problem as today.	
3/11/2020	Waxhaw	40_to_49	more_than_20_years	Alternative 1					
3/11/2020	Weddington	50_to_59	11_to_20_years	Alternative 1	slow down traffic, but keep it moving and also for safety	nothing negative	I don't like this option	safety concerns due to people running red lights	
3/11/2020	Weddington	40_to_49	11_to_20_years	Alternative 1	keeps traffic moving, safety	nothing	don't like this	line up of traffic coming out of neighborhoods near intersection	
3/11/2020	Weddington	40_to_49	11_to_20_years	Alternative 1	They have worked well in the area already. They keep the stopped traffic wait time to a minimum and also allow for a safer drive.	Nothing	Nothing	The amount of traffic that will back up during high use times will not allow neighbors around the intersection to safely enter on to Potter or Forest Lawn.	Please go with the Roundabout, THEY WORK!
3/11/2020	Weddington	40_to_49	less_than_5_years	Alternative 1	We have become use to navigating roundabouts in the area. This will be an easy transition for those of us living on Potter Rd.	The cost!	The lower cost.	The crash reduction is nothing compared to the crash reduction with a roundabout. The traffic delay is almost twice as the roundabout.	
3/11/2020	Weddington	30_to_39	5_to_10_years	Alternative 1	Continuous traffic flow and lower rates of accidents than signaled intersection. The other roundabouts to the south on Potter work very well.	Nothing	It's better than doing nothing.	It is unnecessary to wait at a stoplight in this case, and it would probably have a higher rate of accidents than a Roundabout.	Thanks for addressing this. Potter road is dangerous and I'm glad some attention is being paid to the issue.
3/11/2020	Weddington	40_to_49	less_than_5_years	Alternative 1	The lower vehicle delay.	Having to have the intersection moved so far from its current location, which impacts cost and the integrity of the area.	Lower impact to the area, and if done properly (working sensors and possibly flashing at night), a minimal delay overall.	Lights are rarely implemented well it seems.	While this intersection has merits in crash reduction, there are better choices, on the same road, that need much more attention.

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Comment Date	Where do you live?	Please select your age group.	How long have you lived in Union County?	Please select your preferred alternative.	What do you like about Alternative 1 (Roundabout)?	What do you dislike about Alternative 1 (Roundabout)?	What do you like about Alternative 2 (Signalized Intersection)?	What do you dislike about Alternative 2 (Signalized Intersection)?	Do you have any additional comments or concerns regarding this intersection?
3/11/2020	Weddington	60+	more_than_20_years	Neither	Nothing	Every thing	Even more: Nothing	Even more: Every thing	I live on Potter Road close to Forest Lawn. The solutions are patch work not a solution.
3/12/2020	Weddington	50_to_59	more_than_20_years	Alternative 1	Less delay! Less crashes! Less persistent cost for traffic light maintenance.	Absolutely nothing!	It's something...	It's a bandaid.	I suggest resources are used at the corner of Potter Road and Wesley Chapel. That intersection is a nightmare with huge backups.
3/12/2020	Weddington	40_to_49	less_than_5_years	Alternative 1					How soon can you do it?
3/12/2020	Weddington	60+	more_than_20_years	Alternative 1	They work	Nothing it works	People run signal lights		
3/12/2020	Weddington	50_to_59	5_to_10_years	Alternative 2	Cars may still be able to move more freely.	People don't always wait their turn and wrecks can still happen.	It would force cars/people to stop.		I'm so glad you are going to create a solution for this dangerous intersection.
3/13/2020	Indian Trail	40_to_49	less_than_5_years	Alternative 1	I work on Forest Lawn Dr. and use this intersection 2-4 times a day. The roundabout would allow a constant traffic flow. There are many times throughout the day where there is light traffic and the stop light would unnecessarily stop that traffic. The amount of traffic through this intersection isn't constant enough to warrant a traffic light.	Cost. And the northbound entrance to the circle looks slightly confusing.	No confusion. Lower cost.	As stated, the traffic flow isn't constant enough to warrant a traffic light.	Needs to happen soon.
3/13/2020	Weddington	50_to_59	more_than_20_years	Alternative 1	This option reduces total crashes significantly more than the other alternative and keeps traffic moving. During times of high traffic, cars exiting Wellington Woods I could always make a right turn to the north and utilize the roundabout to continue south, without having to make a left turn.	I am concerned about the double lane for northbound traffic as it may cause confusion for drivers and increase crashes in the circle.		I live in Wellington Woods I and I am concerned that a signal will back up traffic in front of the Wellington Woods intersection and make it harder to exit. When the signal is red on Potters, traffic will back up in front of the Wellington Woods intersection. Then when the signal is green, increased traffic going south will make it difficult to turn left.	The biggest problem with the current intersection is that the alignment of Forest Lawn allows traffic traveling north on Potter Rd and turning left onto Forest Lawn to make the turn at high speeds. I believe this causes the most crashes. People do not expect someone to make a left turn in front of them or those turning left cut into the other lane in order to avoid slowing down. People turning right from Forest Lawn onto Potter Rd do not anticipate someone cutting into their lane. A safer design would be to move the approach for Forest Lawn further to the north, with at least a 30-50 foot straight-away ending in a true right angle intersection with Potter Rd. Otherwise, cars traveling north on Potter Rd making a left turn onto Forest Lawn will still try to make the turn at high speeds when they have the green light, potentially cutting into traffic making a right turn on red from Forest Lawn. CRASHES WILL NOT BE REDUCED IF CARS CAN STILL MAKE THE TURN AT HIGH SPEEDS.
3/13/2020	Weddington	60+	more_than_20_years	Alternative 1	Roundabout would keep traffic moving without long delays that a traffic light would cause. A traffic signal would cause long lines of backup traffic interfering with residents on Potter Rd attempting to enter or exit their driveways.	If the roundabout isn't big enough, not enough breaks from other directions could cause backups.			
3/14/2020	Weddington	60+	11_to_20_years	Alternative 1	keeps traffic moving	nothing	I don't.	Stops traffic for too long all day long	no
3/15/2020	Weddington	30_to_39	5_to_10_years	Alternative 1	This option (as with any other roundabout) will slow down drivers and make the traffic flow safer while avoiding complete stops light traditional traffic lights.	I don't see any negatives with this option.	I don't like this option compared to the roundabout.	Why have a signaled stop when traffic can flow as needed with a roundabout.	We live on Auckland Lane in Wellington Woods. Either option will make entry into our neighborhood much safer based on redirecting Forest Lawn traffic onto Potter father away from our entrance.
3/15/2020	Weddington	60+	more_than_20_years	Alternative 1	safer and faster			slow traffic and congestion	
3/16/2020	Indian Trail	40_to_49	less_than_5_years	Alternative 1	Better long term viability for low vehicle delays.			Greater delay in traffic wait times.	Accelerate the completion date. And please fix the intersection at Potter and Wesley Chapel Road - getting ugly out there during peak travel times.
3/16/2020	Weddington	50_to_59	less_than_5_years	Alternative 1	Good idea, works well in several spots along Potter Road, so folks should be very familiar with how the flow of traffic and how a roundabout works. Keeps traffic moving.	I'm surprised about how much it cost. Not sure it needs much landscaping.			
3/16/2020	Weddington	60+	more_than_20_years	Alternative 1	It keeps traffic moving		Don't like this alternative		
3/16/2020	Weddington	60+	more_than_20_years	Alternative 1	Will provide constant flow of traffic . Will alleviate traffic at the Wellington Woods entrance. Will facilitate easy access & egress to Forest Lawn. Will increase safety all around.	Nothing!	Nothing!	Will have many impediments to traffic flow.	Long overdue improvement!!!
3/17/2020	Other	30_to_39	less_than_5_years	Alternative 1	It keeps traffic moving, the likelihood of traffic backing-up towards our entrance is low, and generally cosmetically will be more appealing especially to the houses that sit in-front of the intersection.	I wish it was slightly larger circle to provide better timing or alternately have a strait lane for through traffic on the East side and have them merge back together just a bit further past.	All the extra lanes to help separate traffic flow	Will cause traffic to stop and cosmetically it is less ideal to the houses that sit in-front of the new intersection.	
3/17/2020	Weddington	40_to_49	less_than_5_years	Alternative 1	I live right up the road of this intersection off of Potter road and a traffic light will back up traffic not only to the entrance of our development but also all the houses in the immediate area, which will not help this cause at all.		Nothing, to be honest. It will only be placing the burden on the people who live in the area not alleviate it.	It will only be placing the burden on the people who live in the area not alleviate it.	
3/17/2020	Weddington	40_to_49	11_to_20_years	Alternative 1					
3/18/2020	Waxhaw	40_to_49	11_to_20_years	Alternative 1	Reduction in crashes	construction time	cost and timing	People will still try to beat the light and cause crashes	More Roundabouts!!!
3/18/2020	Weddington	40_to_49	less_than_5_years	Alternative 1	It is in light with the other intersections in Union County.	Possible impacts to the house holds along that part of Forest Lawn Drive.			
3/18/2020	Weddington	30_to_39	less_than_5_years	Alternative 1	Roundabouts move faster than lights. There's not enough traffic to justify a light.		Not a thing.	Everything	
3/19/2020	Weddington	40_to_49	more_than_20_years	Alternative 1					

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Forest Lawn Drive and Potter Road, Weddington

Comment Date	Where do you live?	Please select your age group.	How long have you lived in Union County?	Please select your preferred alternative.	What do you like about Alternative 1 (Roundabout)?	What do you dislike about Alternative 1 (Roundabout)?	What do you like about Alternative 2 (Signalized Intersection)?	What do you dislike about Alternative 2 (Signalized Intersection)?	Do you have any additional comments or concerns regarding this intersection?
3/19/2020	Weddington	60+	more_than_20_years	Alternative 1	Traffic at a light might back up and block only entrance/exit to Cambridge Oaks neighborhood	What it does to the first 2 or 3 homes on Forest Lawn and right around the roundabout on Potter	Seems more accessible for homes with driveways on Potter and Forest Lawn, but honestly either choice looks unfavorable for them which sucks	see above	What development is planned in this area that warrants to concern for heavier traffic load? What's happening with 485 in Stallings? When? Is a roundabout doing in at Potter and Pleasant Plain?
3/21/2020	Weddington	40_to_49	more_than_20_years	Alternative 1	We live in Wellington Woods so I would like to be able to turn left out of our neighborhood.	I wish our entrance could be part of the roundabout.	It's better than what we have currently.	It would likely back-up traffic and make our neighborhood harder to get in and out of.	

Union County Critical Intersection Analysis Public Comment Summary, March 5 - 27, 2020

NC 75 and NC 16, Waxhaw

Comment Date	Where do you live?	Please select your age group.	How long have you lived in Union County?	Please select your preferred alternative.	What do you like about Alternative 1 (Traffic Oriented)?	What do you dislike about Alternative 1 (Traffic Oriented)?	What do you like about Alternative 2 (Pedestrian Oriented)?	What do you dislike about Alternative 2 (Pedestrian Oriented)?	Do you have any additional comments or concerns regarding this intersection?	
3/5/2020	Mineral Springs	less_than_29	5_to_10_years	Alternative 1	All the turning lanes	It would be nice if there could be a straight-through lane for north west-bound (towards Matthews) traffic that needed to continue without being interfered with traffic merging from Forest Lawn	Nothing	Everything	This intersection NEEDS the turning lanes to assist with easing backups	
3/5/2020	Mineral Springs	60+	more_than_20_years	Alternative 1	Will help with better flow of traffic					
3/5/2020	Waxhaw	30_to_39	less_than_5_years	Alternative 1	More turn lanes. Less wait times for vehicles to turn.	Loss of parking spaces	Keep parking spots	No length added to turn lanes	Maybe a light would be better.	
3/6/2020	Unincorporated Union Co.	less_than_29	less_than_5_years	Alternative 1	This intersection needs help to move traffic along, it backs up bad at peak times so this may help traffic flow.	The loss of the parking spaces for accommodate the longer turn lanes and the longer the increase distance for pedestrians to cross		I like the idea of pedestrian oriented designs; however, this intersection gets backed up very bad with cars.		
3/6/2020	Unincorporated Union Co.	50_to_59	11_to_20_years	Alternative 1						
3/6/2020	Indian Trail	30_to_39	less_than_5_years	Alternative 1	More lanes	The left turn only lane from 75 onto 16 is a nice addition but should it not be a turn and straight lane combo?	Nothing	Less parking on the street		
3/6/2020	Waxhaw	50_to_59	less_than_5_years	Alternative 1	Create another lane for traffic release.	The loss of parking spots will impact several businesses. The lack of an improved High Visibility crosswalk by the wooden overpass onto 75. This crosswalk alone is a tremendous safety hazard	The crosswalk at the base of the wooden bridge.	The loss of parking.	Side street parking needs to be improved to make up for the loss of parking on 75.	
3/6/2020	Waxhaw	60+	11_to_20_years	Alternative 1						
3/6/2020	Waxhaw	60+	5_to_10_years	Alternative 1	The traffic is too much to still have on street parking. Parallel parking really disrupts traffic flow. We need to provide some off street parking. But, easy crosswalk options for pedestrians.			on street parking is no longer practical....	we could make a bypass route to direct away those who are passing through and not doing business in downtown Waxhaw.... like downtown Ft. Mill directs people away from Main Street	
3/6/2020	Waxhaw	40_to_49	more_than_20_years	Alternative 2	Elimination of parallel parking in front of businesses on HWY 75.	I dislike the 4 lanes of traffic to the east of the main 16/75 intersection. This takes away from a pedestrian-focused downtown. I also do not like the addition of two left turning lanes from 16 to hwy 75. I am a resident of the downtown area and it is already dangerous if you are trying to proceed north onto 16 straight through the intersection. Cars at the intersection that are turning left from 16 onto hwy 75 DO NOT follow the rules. I have to slam on the brakes and honk daily because the left turning cars do not yield to my right-of-way. Pushing more cars at a time through this intersection makes it more dangerous. Downtown Waxhaw should be focused on walkability and making pedestrians more of a priority.	I like the added focus and awareness surrounding the crosswalks. I also like the elimination of on-street parking in front of the businesses on hwy 75. We do not need to put effort into pushing large amounts of cars through this intersection. Other traffic solutions, such as the by-pass plan, will help to alleviate the congestion in the downtown area without foregoing the pedestrian-friendly vibe. Cars should not be the priority! People make a town and a thriving downtown, not massive amounts of cars rushing through our quaint town. We will regret making cars the focus.	Nothing		The crosswalk areas before the light on 16 need to be addressed. There are constantly people jaywalking between the Creamery/Dreamchasers area and Mary O'Neills. It's dangerous and someone is going to be hit if the problem is not addressed. I understand why people are tempted to cross there, but it's just not safe. The town, including the police, truly need to enforce crosswalk rules. Cars are absolutely not stopping in Waxhaw for pedestrians in crosswalks. The same problem applies to the crosswalk in front of the post office and Waxhaw Elementary.
3/6/2020	Wesley Chapel	30_to_39	5_to_10_years	Alternative 1	Will move traffic quicker	Costly	Walkability is always a plus.	Traffic will be slower		
3/6/2020	Wesley Chapel	40_to_49	5_to_10_years	Alternative 1	It will move more vehicles, helping the traffic issues		Does not help ease enough traffic	Does not help ease enough traffic		
3/6/2020	Wesley Chapel	60+	more_than_20_years	Alternative 2	Through traffic should be rerouted. This is a downtown area and it is way too much commuting traffic driving though.					
3/6/2020	Wingate	less_than_29	more_than_20_years	Alternative 1						
3/7/2020	Waxhaw	30_to_39	less_than_5_years	Alternative 1						
3/8/2020	Waxhaw	60+	11_to_20_years	Alternative 2			The cross walk to the pedestrian bridge is critical. It is used all the time now. Without it folks will "make their own".			
3/9/2020	Waxhaw	40_to_49	5_to_10_years	Alternative 2	It would be nice to get through town faster.	I think it's possibly dangerous for pedestrians. We have such a darling, walkable downtown.	Other communities are jealous of our walkability. (Heck, the giant apartment complex and new townhouse community are marketing based on that.) We need to keep in mind that families are trying to get from parking to Maxwell's or Waxhaw Creamery, plus take their Christmas Card photos on the railroad bridges.	It will keep speeds down.	Have we considered a bridge over the tracks?	
3/10/2020	Weddington	30_to_39	less_than_5_years	Both						
3/11/2020	Waxhaw	60+	less_than_5_years	Alternative 1						
3/14/2020	Waxhaw	30_to_39	5_to_10_years	Alternative 2		Downtown Waxhaw should remain a gathering place				

Union County Critical Intersection Analysis Public Comment Summary, March 5 - 27, 2020

NC 75 and Old Providence Road, Waxhaw

Comment Date	Where do you live?	Please select your age group.	How long have you lived in Union County?	Please select your preferred alternative.	What do you like about Alternative 1 (Roundabout)?	What do you dislike about Alternative 1 (Roundabout)?	What do you like about Alternative 2 (Signalized Intersection)?	What do you dislike about Alternative 2 (Signalized Intersection)?	Do you have any additional comments or concerns regarding this intersection?
3/5/2020	Mineral Springs	less_than_29	5_to_10_years	Alternative 1	Safer	It would be nice if there could be a straight-through lane for north west-bound (towards Matthews) traffic that needed to continue without being interfered with traffic merging from Forest Lawn	Easier to understand for some people	Stops the flow of traffic	
3/5/2020	Mineral Springs	60+	more_than_20_years	Alternative 2		Roundabouts seem to keep traffic flowing. Stop light might cause traffic backup			
3/6/2020	Mineral Springs	60+	11_to_20_years	Alternative 1	Roundabouts have been used to great effect at a number of intersections in Union County. I like that it will slow traffic coming into town without stopping it. And, greatly reduce the probability of a crashes at this dangerous intersection while slowing traffic less than the alternative.	Nothing, really.	Well, it would be better than what we have now.	For the money, gives you less "bang for the buck" in terms of collisions and traffic flow than alternative #1.	It would be nice to see better landscaping on roundabouts. Union County is home to significant grassland remnants aka "Piedmont Prairie" where rare plants and plant communities reside. Seems like a good opportunity to highlight what's unique to this place while enhancing the look of these traffic control devices.
3/6/2020	Waxhaw	40_to_49	more_than_20_years	Alternative 1	Everything! I like that it slows the cars down before entering the downtown and the drastic reductions of crashes. I live in the neighborhood connected to McCain Street. This is a dangerous area and a roundabout is the perfect solution.	Nothing	It's not my preference, but it does address some of the safety issues with the existing intersection.	I just don't think it's the right fit. Cars will still be backed up there at school drop-off and pick-up times.	I wish all these sidewalk plans would continue down McCain Street to connect a school and the library to the sidewalk systems.
3/6/2020	Waxhaw	40_to_49	5_to_10_years	Alternative 1					
3/6/2020	Wesley Chapel	30_to_39	5_to_10_years	Alternative 1	Less crashes, less fatal crashes, and faster traffic	Nothing	Nothing	Everything	
3/6/2020	Wingate	less_than_29	more_than_20_years	Alternative 1					
3/6/2020	Waxhaw	30_to_39	less_than_5_years	Alternative 2	Nothing	Another roundabout ☺	It's not another roundabout	Nothing, please please please no more roundabouts! I beg you no more!	
3/6/2020	Waxhaw	50_to_59	less_than_5_years	Alternative 2	I'm not partial to the roundabout at all.	We would be wasting money on a solution that would eventually have to be upgraded to a traffic signal as traffic volume increases.	Provides more lanes of travel.	As long as sidewalks are provided there is nothing about this alternative that I currently dislike.	The traffic signal will slow down drivers however the posted speed limit also has to be adjusted to create a safer environment for pedestrians. It's not clear what is meant by the pedestrian crossing note on the map but the area on the northern side of the roadway falls where business owners were looking to create additional parking.
3/6/2020	Waxhaw	60+	5_to_10_years	Alternative 2	I don't like roundabouts....	I don't like roundabouts.... It may reduce severe head on crashes, which is beneficial, but I believe they increase fender benders and frustrate drivers.... and they are expensive.	I prefer signaled traffic when traffic is heavy. It allows people on side streets to have a turn to get out. But, it allows occasional severe head on crashes.		
3/7/2020	Waxhaw	30_to_39	less_than_5_years	Alternative 1					
3/8/2020	Indian Trail	60+	11_to_20_years	Alternative 1	I like roundabouts when the car in front of me understands it is a yield not a stop. It definitely keeps the traffic flow moving.	When the car in front of me thinks they must stop at the roundabout vs. yield.	The driver does not have to make a decision.	It will slow traffic flow.	
3/9/2020	Waxhaw	40_to_49	5_to_10_years	Alternative 2	Hate that one. The school traffic will block 75 in the roundabout all the way to the light at Providence! Very silly suggestion (that will no doubt be popular with overly aggressive drivers.)	School traffic will block roundabout based on the Providence light.	Best suggestion listed as the light can be sequenced with the light at Providence. Everyone will have a fair shot to access 75.	Nothing.	Please keep the school traffic in mind.
3/11/2020	Waxhaw	60+	less_than_5_years	Alternative 1				signals always take longer	
3/11/2020	Monroe	less_than_29	11_to_20_years	Alternative 2	Nothing I work at a trucking company that uses that intersection hundreds of times a day and will cause backups with trucks going through them	Nothing I work at a trucking company that uses that intersection hundreds of times a day and will cause backups with trucks going through them	No confusion, easier to drive, much more safe and efficient in the long run.	Nothing it's perfect	
3/14/2020	Waxhaw	30_to_39	5_to_10_years	Alternative 1	The decrease in crashes far out weighs Alt #2.	Nothing. Great idea. Need more like it.	Cost saves \$300K.	Everything. People still try to beat the light.	Roundabout!!!
3/18/2020	Waxhaw	40_to_49	11_to_20_years	Alternative 1					

Union County Critical Intersection Analysis Public Comment Summary, March 5 - 27, 2020

NC 200 (Morgan Mill Road) and Old Camden Road, Unionville

Comment Date	Where do you live?	Please select your age group.	How long have you lived in Union County?	Please select your preferred alternative.	What do you like about Alternative 1 (Roundabout)?	What do you dislike about Alternative 1 (Roundabout)?	What do you like about Alternative 2 (Four-Way Stop)?	What do you dislike about Alternative 2 (Four-Way Stop)?	Do you have any additional comments or concerns regarding this intersection?
2/28/2020	Unionville	50_to_59	more_than_20_years	Alternative 1	The roundabout is the safest route, which is why I prefer this alternative. The one at Five Forks has been very successful.	It would be nice if there could be a straight-through lane for north west-bound (towards Matthews) traffic that needed to continue without being interfered with traffic merging from Forest Lawn	I think this is a temporary solution, while NCDOT is working on a roundabout for this intersection.	So many people are accustomed to having the right-of-way on Highway 200, it concerns me that this change will be dangerous for them.	Thank you for upgrading this intersection!!
2/28/2020	Unionville	30_to_39	11_to_20_years	Alternative 1	I appreciate the potential to reduce overall crash severity by 71%. I think the additional time and momentary inconvenience is worth the outcome.	It will be a slight inconvenience to motorists driving through, but no more of an inconvenience than 218 was.	It is a much cheaper alternative than the first.	I don't like the stop of traffic and feel that the cost savings is not a worthwhile reason to avoid using a roundabout to augment the problem. This may be a temporary measure until funding can be accrued for Alternative 1, but I do not want to see this as a permanent solution.	
3/5/2020	Hemby Bridge	60+	more_than_20_years	Alternative 1	Roudabouts are always the best choice. No deadly accident ever happens at a roundabout!				
3/6/2020	Unincorporated Union Co.	less_than_29	less_than_5_years	Alternative 1	Roundabouts move traffic more efficiently.			4-way stops are the devil.	
3/6/2020	Unionville	50_to_59	more_than_20_years	Alternative 1	It allows a continued flow of traffic.	Nothing	I don't think it'll work	It will cause a back up of traffic	
3/6/2020	Indian Trail	50_to_59	11_to_20_years	Alternative 1	I feel that it keeps the flow of traffic flowing instead of coming to a complete stand still trying to figure out who goes first through the stop sign.			Most people don't properly use a 4 way stop. It actually creates longer wait times at the intersection.	
3/6/2020	Unionville	40_to_49	more_than_20_years	Alternative 1	It keeps traffic moving better than stop signs	Nothing as of now	I don't.	Stops the flow of traffic.	Old Camden and 200 has always been a dangerous intersection. My parents were involved in an accident at this intersection because someone pulled out in front of them, all 3 were injured. I think a roundabout would be beneficial for at least slowing traffic down for if there were an accident it would be low speed and hopefully no injuries.
3/6/2020	Unincorporated Union Co.	50_to_59	5_to_10_years	Neither	Nothing.	This is not needed! I drive through this intersection on Old Camden Rd five times a week and don't have any issues.	Nothing.	This is not needed! I drive through this intersection on Old Camden Rd five times a week and don't have any issues.	No problems with this intersection.
3/6/2020	Unionville	40_to_49	more_than_20_years	Alternative 1	I love how round abouts work especially in rural areas	Nothing		I think it will be confusing and take more time	
3/6/2020	Unionville	60+	more_than_20_years	Alternative 1					If Alternative 2 is chosen it should be a four way stop with a traffic light.
3/6/2020	Unincorporated Union Co.	less_than_29	more_than_20_years	Alternative 1	Traffic continues moving. Gives preference to lane with more traffic.	Cost.	Cost.	Preference to the lane of less traffic. Delay time.	
3/6/2020	Mineral Springs	60+	11_to_20_years	Alternative 1	Much safer with better traffic flow.	Alot more expensive than alt. 2.	Better than current and relatively inexpensive.	Less safe with higher crash potential.	
3/6/2020	Wingate	less_than_29	more_than_20_years	Alternative 1	Higher traffic flow, less risk of people running stop signs	Cost is very high		People tend to drive really quickly down Morgan Mill, I'm worried that they will run the stopsigns. 4 way stops bring everyone to a complete stop and is not as efficient for drivers	I'm glad you're taking some action. I have narrowly avoided many accidents in this intersection.
3/6/2020	Wingate	less_than_29	more_than_20_years	Alternative 1					
3/7/2020	Unionville	40_to_49	more_than_20_years	Alternative 1	All vehicles have to slow down.	Nothing	Nothing	Will not stop wrecks from happening. With Morgan Mill as busy as it is cars will keep running the stop signs as they do now. This intersection is dangerous because you cannot see when a car is about to run the stop sign	A round about is much more visible than a stop sign, especially at an intersection in a curve.
3/10/2020	Unionville	50_to_59	more_than_20_years	Alternative 1	Will keep traffic moving. And will not stop large trucks on the hill.			More of a chance of blowing through stop signs. Which is the cause of the problem now.	
3/12/2020	Unionville	60+	more_than_20_years	Alternative 1	There is no confusion about when and where you proceed at the intersection. The flow continues. Drivers know when to go without worrying about stopping and looking three ways.	There is nothing that I dislike about a roundabout.	I do not like four way stops.	They are too confusing. When a driver pulls up and stops, it's like "when do I proceed ". A four way stop will delay traffic and wrecks still happen. Drivers are still confronted with stopping.	Please, make this a roundabout. That is very much needed for this area.
3/17/2020	Unionville	30_to_39	more_than_20_years	Alternative 1	I have had friends killed at this intersection in years past. I drive through this intersection every day. The angle of approach to the intersection is bad and needs to be physically altered with a roundabout. A 4 way stop won't slow traffic until they're immediately at the intersection. Tractor Trailers maintaining speed limit will continue to hit people unless	The cost is high, but so the cost of life if the intersection isn't physically altered.	The cost certainly is better.	It doesn't change the way morgan mill road approaches the intersection. Coming from either direction line of sight is bad, judging speed and distance of approaching vehicles can be hard when making left turns onto old camden.	
3/23/2020	Monroe	50_to_59	11_to_20_years	Alternative 1	Roundabouts seem to enforce slower approaches to intersections. Stop signs are often run and I have witnessed many cars fail to yield for stop signs.	No complaints	Better than current traffic pattern.	Stop signs do not force slower approaches to intersections and many drivers do not know how to yield right of way at four way stops.	This is a very dangerous intersection with a blind curve and high rates of speed on Morgan Mill. Fatalities will probably have occurred at this intersection.

Union County Critical Intersection Analysis Public Comment Summary, March 5 - 27, 2020

North Sutherland Avenue and Walkup Avenue, Monroe

Comment Date	Where do you live?	Please select your age group.	How long have you lived in Union County?	Please select your preferred alternative.	What do you like about Alternative 1 (Roundabout)?	What do you dislike about Alternative 1 (Roundabout)?	What do you like about Alternative 2 (Turn Lane Improvements)?	What do you dislike about Alternative 2 (Turn Lane Improvements)?	Do you have any additional comments or concerns regarding this intersection?
3/6/2020	Monroe	less_than_29	less_than_5_years	Alternative 1	Roundabouts seem to move traffic more efficiently and safer. I greatly prefer roundabouts over lights with turn lanes at smaller intersections (compared to something like Hwy. 74) I also like that it cleans up the driveway access points into businesses.	It would be nice if there could be a straight-through lane for north west-bound (towards Matthews) traffic that needed to continue without being interfered with traffic merging from Forest Lawn			
3/6/2020	Monroe	30_to_39	11_to_20_years	Neither	Reduce traffic	Area is way too busy for a roundabout	Turn lanes on Sutherland are a good idea	No turn lanes on Walkup	Walkup should be two lanes from Morgan Mill Rd (traffic at Walkup and US74 is HORRIBLE) all the way to Alda Dr.
3/6/2020	Unionville	60+	more_than_20_years	Alternative 1	This would be the best solution as it would put an end to vehicles trying to make turns after the light has turned red. The timing of the light is too short for left hand turns to be made when there is a line of traffic going straight.				The driveways of the businesses at the corner should move their driveways further away from the intersection.
3/6/2020	Wingate	less_than_29	more_than_20_years	Alternative 2	Nothing	Access to nearby business will be impacted	Predictable traffic patterns. Save access.	nothing	
3/9/2020	Waxhaw	30_to_39	5_to_10_years	Alternative 2	Nothing				I work in the area and wanted to weigh in on this one too.

Union County Critical Intersection Analysis Public Comment Summary, March 5 - 27, 2020

Stevens Mill Road and Lawyers Road, Stallings

Comment Date	Where do you live?	Please select your age group.	How long have you lived in Union County?	Please select your preferred alternative.	What do you like about Alternative 1 (Turn Lane Improvements)?	What do you dislike about Alternative 1 (Turn Lane Improvements)?	What do you like about Alternative 2 (Neighborhood Access Change)?	What do you dislike about Alternative 2 (Neighborhood Access Change)?	Do you have any additional comments or concerns regarding this intersection?
3/5/2020	Fairview	less_than_29	11_to_20_years	Alternative 2	N/A	With the fact it is way too expensive, I feel like that since it is such a popular intersection that eventually this option would have to be changed again in the future	I feel like this is the most realistic option. It seems safer for pedestrians at the intersection and additionally it will be easy for people to understand	Nothing	no
3/5/2020	Stallings	40_to_49	11_to_20_years	Neither	Stopping the left turns out of the Stevens Mill neighborhood will lower accidents immediately. At least once ever other week I am nearly hit by a left hand turn out of Stevens Mill.	I'm not a fan of the cost of option #1 though. It seems excessive. would a circle not work there? Like at 51 and Idlewild?	I'm still wondering why a circle like 51 and Idlewild hasn't been looked into		Seriously....is there not enough room for a circle?
3/6/2020	Monroe	40_to_49	11_to_20_years	Alternative 1	Hopefully these improvements will help with right turn from Stevens Mill onto Lawyers. My daughter was hit and her car was totaled at this intersection because of lack of visibility.	It would be nice if there could be a straight-through lane for north west-bound (towards Matthews) traffic that needed to continue without being interfered with traffic merging from Forest Lawn			
3/6/2020	Stallings	50_to_59	more_than_20_years	Alternative 1	Access to left and right from the light. This is critical for safer turns for school-aged drivers. Visibility is very poor coming out of Millwright and this cannot be the only access to left and right turns.	The danger of the intersection still remains an issue. See additional comment below.	Nothing. It does not make sense at all due to the visibility and lack of light at Millwright. This is an even more dangerous intersection than Lawyers/Stevens Mill.		I am a longtime resident of the Stevens Mill Subdivision and have witnessed many close calls with vehicles running the light at this intersection. I implore the DOT to be creative with increasing safety. My suggestion is to have all lights stay as red for at least 3 seconds before changing to green from either direction. This would at least provide drivers a few seconds to ensure no one is running the light -- especially via Lawyers Road. Also if possible, it would help visibility if the corner on the Willowbrook side was carved out more to be able see further
3/6/2020	Stallings	60+	11_to_20_years	Alternative 1	It will greatly improve the intersection and also not cause a concern with residents leaving the Stevens Mill development,	I think it is long overdue and should be done sooner	Nothing it will cause all kinds of concerns for the Stevens Mill Development	Totally wrong for the intersection and residents	Why does it have to take so long for such a needed repair the area is growing very fast and needs it NOW.
3/6/2020	Stallings	40_to_49	more_than_20_years	Alternative 1	This is the only way to go. Our neighborhood needs the light to get out of the neighborhood. Traffic backs up and you cannot turn left off Millwright Lane onto Lawyers without putting yourself and others in extreme danger. We have many new drivers and seniors and etc that need this light. We are an established community that has been around 25 years.	nothing	Nothing.	The Stevens Mill Community is an established neighborhood for 25+ years. Alternative 1 is the way to go. Alternative 2 puts so many tax paying citizens at risk. Problem 1 our elementary bus needs to go straight through light as our elementary is located at Stallings and Stevens Mill. Our middle and high buses need to make a left to head to Porter Ridge. You are putting so many at risk with Alternative 2. Not to mention asking Union County citizens to cross the county line to make a U-turn. I honestly don't know what moron came up with Alternative 2. So many loop holes.	Union County has made poor traffic decisions. The businesses on 74 are impacted because of the choices that were made. Don't continue making poor decisions.
3/6/2020	Stallings	30_to_39	5_to_10_years	Alternative 1	As a resident of Stevens Mill neighborhood I would like the option to turn left at the light. I also think a dedicated right turn lane would be worthwhile to improve through traffic flow. Double left turns from Stevens Mill onto Lawyers would also improve flow as would two lanes beginning at the intersection.	Nothing	Retaining right turn access to Millwright.	If there is no light then it would be very difficult to turn left at peak traffic times. Also it would be difficult to turn left into Stevens Mill neighborhood during traffic times. Any neighborhood access change would devalue property since it will be more difficult to access and would also put too much traffic onto Millwright Lane.	I am glad the issue is being addressed.
3/6/2020	Indian Trail	60+	more_than_20_years	Alternative 1	Accessibility to the Main Entrance to our neighborhood both in and out. We have lived here for going on 25 years and are having to deal with many inconveniences and mess behind our houses since Epcor cut down trees without a permit to do so and we have had to stare out all that mess since the first week of November, 2019 until settlement is made with the Town of Stallings. We should not be forced to have only 1 entrance to our neighborhood. We would not even be able to drive straight into our neighborhood from Stevens Mill Road with	Nothing	Nothing	The Right In ONLY at our main entrance. We have lived here for going on 25 years and are having to deal with many inconveniences and mess behind our houses since Epcor cut down trees without a permit to do so and we have had to stare out all that mess since the first week of November, 2019 until settlement is made with the Town of Stallings. We should not be forced to have only 1 entrance to our neighborhood. We would not even be able to drive straight into our neighborhood from Stevens Mill Road with Alternative 2.	
3/6/2020	Stallings	50_to_59	less_than_5_years	Alternative 1	It provides the neighborhood of Stevens Mill with adequate protected entry and exit to THEIR neighborhood. A neighborhood which is long established for over 20 years and who's residents have not impacted the need for this change. The county has allowed for constant increased building along Lawyers Road without having the builders make any improvements to justify the traffic. Meanwhile the residents of Stevens' Mill have attended zoning hearings and their concerns have fallen on deaf ears while YOU allowed this problem to escalate. There is no practical reason to force additional traffic into the deeper portions of the neighborhood for those who need to travel towards 601. The use of option 2 would be to increase traffic on the lesser neighborhood streets putting our youth in danger. It would seem if you care about the children you would not force additional traffic down streets where they play. This area is already becoming too congested.	I am okay with the proposal and despise greatly the second alternative.	NOTHING - this should not even be considered and whomever came up with it should be fired. Understand it is stupid and misguided and does not fix YOUR problem completely by allowing builders carte blanche without having to help address traffic issues THEY caused.	Where do I start? see last question. Forcing an established neighborhood of over 20 years to not be able to make a left turn at BOTH entrances on a road where they must turn left (i.e. as to go to ANY of the schools) is wrong. Furthermore you will push more traffic down already congested neighborhood streets (not to mention a 200% increase in curb parking which currently cannot be stopped) where our kids are playing etc. An incident like the one last fall where the dump truck destroyed this intersection would gridlock EVERYONE. This is not a plan, it penalizes a neighborhood of tax paying and voting citizens who have shown up to zoning meetings and warned against adding more residences along 485...Warning which fell on deaf ears while builders and council folks made \$\$\$\$. Fix your issues with option 1 and stop allowing more building until this is addressed. ANYONE voting for option 2 should be having to endure the pain you are suggesting for residents of Stevens' Mill.	Addressed above. If you must make a choice Option 1 is the only option for our youth. It is the only one that allows school bus to also not have to navigate tricky one way intersections that they ALL have to turn left out of to head to ALL UCPS schools...among other things.

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3/6/2020	Stallings	60+	11_to_20_years	Alternative 1	This will allow for smoother access out of Stevens Mill neighborhood and reduce congestion that will occur once the Epcon property is built and the cars from there having Rt turn only access to their property.	I prefer this option	I do not like this alternative. this will cause more congestion and put lives at danger for crashes. Few cars will actually be able to turn Rt in the time the light is green because of the drivers running red lights on Lawyers.	this will create a serious hazard for drivers trying to leave the Stevens Mill neighborhood at either one of the entrances	This intersection is so close to the planned Rt only entrance/exit of the planned Epcon development and to 485 that it will make leaving Stevens Mill neighborhood dangerous. Drivers currently using Lawyers travel at high rates of speed and often run red lights to cross this intersection. This everyday practice will put drivers trying to exit the Stevens Mill neighborhood at risk for a crash. Drivers turning Lt off of Stevens Mill onto Lawyers also currently run red lights daily by entering the intersection while is yellow and turns red before they can clear the intersection. This will reduce the number of cars who will be able to leave the SM neighborhood legally on a green light for the Rt turn option to get through the intersection while they have a green light.
3/6/2020	Stallings	60+	11_to_20_years	Alternative 1	Can turn either direction into and out of intersection	Nothing	Nothing	Everything	If concerned about traffic, stop dump trucks and tractor trailer trucks from using Lawyers Road as a cut thru. Travel only with permit or local deliveries. This would help tremendously.
3/6/2020	Unionville	60+	more_than_20_years	Alternative 2					Lawyers Road needs to be widened from 485 to 601. There is too much traffic on the road to continue to be a two lane road. The intersection at Mill Grove Road and Lawyers Road should be a traffic circle.
3/6/2020	Wingate	less_than_29	more_than_20_years	Alternative 2					
3/6/2020	Stallings	50_to_59	11_to_20_years	Neither	Nothing you people KNEW this would be a problem when a 4 way stop was tried at Millgrove and lawyers.	I live in Stevens mills subdivision. I want to make a left turn on to Lawyers road. I thought all the STUPID traffic circles was supposed to make things flow better!!	Nothing		Really widening lawyers is the only choice however you flat out don't have enough land to do it. How about telling GREEDY DEVELOPERS NO when they request a zoning change.
3/6/2020	Stallings	60+	more_than_20_years	Neither	Reducing crashes.	Not being able to make a left turn leaving or entering Millwright Lane	Reducing accidents	Right turn only from Stevens Mill on to Lawyers	There's only a congestion problem during rush hours.
3/6/2020	Stallings	50_to_59	more_than_20_years	Neither	No change at signal for our neighborhood.	Not allowing a left turn onto Millwright. Never have we had an accident at this intersection. NEVER. Us turning left does not impact traffic. Those turning left onto Stevens Mill off Lawyers do not cause traffic problems. Walkers losing the sidewalk.	NOTHING. It is a very BAD BAD plan. As stupid as putting a 4 way stop at Mill Grove and Lawyers that you did years ago.	Changing the traffic signal exit for Stevens Mill is putting life's at risk. My teen driver is REQUIRED to use the light to turn left to go to school. In addition school buses exit at that light for safety. Taking away the access to turn left or go straight will result in buses not serving our area and our teen and elder drivers being put more at risk. Taking away that access as noted in option 2 is a VERY BAD idea. NCDOT Steven Mill residents are NOT the problem. We only have 150 houses here so why are you making this affect us so severely and actually putting us AT RISK. There are better options!,	NCDOT need to use eyes to study and solve for a solution. Traffic coming towards Stevens Mill neighborhood on Stevens Mill at certain times is a problem. There is nothing on the plans to work on that. There also was nothing to fix the traffic coming into Union County on Lawyers. So what are you solving for. Neither solution does anything for the traffic flow issues at all!
3/7/2020	Stallings	40_to_49	5_to_10_years	Alternative 1	It allows drivers the option to turn at the intersection from all directions, especially leaving the neighborhood. I live in the neighborhood and use this intersection to safely exit the neighborhood during peak traffic			The limitations of turning right only.	
3/7/2020	Stallings	50_to_59	more_than_20_years	Alternative 1	Everything	Amount of property taken to widen the road.	Nothing	Everything	No
3/7/2020	Stallings	40_to_49	11_to_20_years	Alternative 1	More lanes of travel	Nothing	Nothing	Right turn only and less lanes of travel on Lawyers Road	Adding lanes and improving drainage needed, for sure
3/7/2020	Stallings	50_to_59	5_to_10_years	Alternative 1	Provides a future growth solution whereas option 2 does not look far enough into future growth for this area			Restricts stoplight intersection access to Stevens mill and does not address future growth for this area like option 1. Furthermore, both only provide an estimated 35% improvement on crashes, so the focus should be on handling traffic flow, congestion and growth and not just dollars. If we have to do another effort in 3-5 years and end up spending more, then was it a good decision to try option 2, only to have	The unknown added congestion of the forthcoming epcon neighborhood is an X factor here to me. I know the study took this into account, but there is no doubt more growth is a reality down East lawyers of this intersection, as well as just across 485.
3/7/2020	Indian Trail	30_to_39	5_to_10_years	Alternative 2					
3/8/2020	Stallings	60+	11_to_20_years	Alternative 1	Living in Stevens Mill I am very familiar with this intersection. Plan1 would improve traffic flow and safety.	Plan#2 would be a nightmare to turn left from Hwy485 into Steven Mill where I live. It probably slow down the traffic flow when left turn is required into Steven Mill.	No a thing.	Its a bad plan.	Not at this time.
3/8/2020	Stallings	60+	11_to_20_years	Alternative 1	Being an older individual in Stevens Mill, 90% of the time, I use the left turn signal to travel in that direction, and that is my preference!		XXXX !	XXXXX !	
3/8/2020	Stallings	60+	more_than_20_years	Alternative 1	Pedestrian improvements; sidewalks	nothing		Right turn only from Stevens Mill development reduces ability to patronize the shopping center across the street. The incentive will be to go on into Mint Hill to shop.	I live in the Stevens Mill development and go often into Monroe. It has been helpful that I can always get out at the light.
3/8/2020	Fairview	40_to_49	more_than_20_years	Alternative 2		Cost. Property impact. Do not see that it saves any more time.	Costs. Limited construction. No property impact	Like this option the best	We should not spend millions of dollars at this intersection and I travel through this daily.
3/9/2020	Stallings	40_to_49	11_to_20_years	Alternative 1	Doesn't block our access to the road		Nothing	That we on stevens mill will have blocked access coming into neighborhood and out.	
3/9/2020	Stallings	30_to_39	less_than_5_years	Alternative 1					
3/9/2020	Stallings	60+	more_than_20_years	Alternative 1	full movement			No right turn out of Stevens Mill SD would be a total disaster. If you were headed to any of the schools, getting there would involve going around your elbow to get to your thumb.	
3/9/2020	Stallings	60+	less_than_5_years	Alternative 1	i like being able to go whatever direction i need to without going around robin hoods barn!!!			i do not want to have to make a left/u-turn after having just made mt right turn only!!!! i do not like driving on 74!!!!	
3/9/2020	Stallings	60+	more_than_20_years	Alternative 2	Everything		Nothing	Everything	

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3/9/2020	Stallings	50_to_59	11_to_20_years	Neither				Worse traffic flow through the Stevens Mill neighborhood. Will be very difficult to turn left using only Millwright Lane (expect more traffic accidents). Will lead to a lot of cut-through traffic in the shopping area.	
3/9/2020	Stallings	50_to_59	less_than_5_years	Neither	fulkl movement at signal	millwright right in and right out only	millwright full access	neighborhood access is right only- how is a resident suppose to enter the neighborhood after exiting to lawyers from 485	There is not that many residents in this neighborhood and not sure why you are trying to limit access to lawyers road. You need to make lawyers a four lane road so residents who turn right at the lawyers and stevens mill road can turn right without hindering the movement of traffic on lawyers. Once the neighborhood from epcon opens , there will be another 300 cars on the road since there are to be 150 homes. You need to take this into consideration as well
3/9/2020	Stallings	50_to_59	more_than_20_years	Neither					
3/11/2020	Unincorporated Union Co.	50_to_59	11_to_20_years	Neither					To make multi million dollar decisions based on what you THINK is going to happen 15 years from now is absurd. We have PLENTY of roads in the county that are in need of serious maintenance. How about use those funds on something that needs attention now?
3/12/2020	Stallings	30_to_39	less_than_5_years	Neither	It gives freedom for all cars to turn all directions.	Very expensive and a lot of work.	Good cost and very few people come out of that neighborhood anyway so it makes sense	I still think rush hour traffic will back up to 485 and be a problem.	I honestly think the best alternative is to convert the intersection into a 2 lane roundabout intersection. with a through/right turn outer lane for traffic going straight through lawyers road it should provide much better flow of traffic in that area. Especially during rush hour where in the morning the back up is people getting out of Stevens mill rd and in the afternoon people getting off 485 to either go straight down lawyers or right turn into Stevens mill.
3/24/2020	Stallings	40_to_49	more_than_20_years	Alternative 1	Stevens Mill residents need to be able to cross over Lawyers Rd at the intersection of Lawyers Rd and Stevens Mill Rd. and continue on Stevens Mill Rd for ease and safety leaving our neighborhood.	I think it is the better option.	This is not a safe or sensible change because it restricts traffic leaving Stevens Mill's main entrance from traveling straight across Lawyers Rd continuing on Stevens Mill Rd. A Rt out only access is not only dangerous but will impede the flow of traffic.	Epcon will be building a large patio home development adjoining the Stevens Mill neighborhood with the Lawyers Rd entrance/exit to the Epcon property having Rt turns only into and out of the neighborhood. This puts too many drivers making Rt turns only too close together. (with only a few hundred feet between the two neighborhood entrances) The Epcon project is a 55 and above neighborhood which means drivers exiting there will probably not be as cautious as they should be about pulling out onto Lawyers Rd without a signal light at their entrance/exit onto Lawyers Rd. It is probably safe to say that there will be more accidents due to this.	This needs to be looked at further along with some regulation of speeding and Red light violations on Lawyers Rd. Drivers on Lawyers Rd coming off of 485 speed at dangerous levels and frequently run the Red light at this intersection. Violating the Red lights causes the traffic to stall coming out of Stevens Mill neighborhood usually only allowing 2 or 3 cars to continue on the Green light. There needs to be some serious monitoring done by the Stallings Police Dept on both the excessive speeding and the Red light violations because it is repetitive on any day.
3/25/2020	Stallings	50_to_59	11_to_20_years	Alternative 1	Full movement at the signal remains. Good for the school buses to be able to go straight thru the intersection or make a left, if needed. Safer for school children.	It will bring more traffic into and out of the main entrance where the signal is.	There is nothing I like about Alternative 2 (Neighborhood Access Change).	Making Stevens Mill neighborhood entrance, at the light, a right only, many vehicles will have to go down to the circle to just come back to the Stevens Mill Rd/Lawyers Rd intersection to make a right in order to continue on Stevens Mill Rd. Or, cars will start making U-turns at the traffic light on the overpass, U-turns at the Country Woods entrance or will go into the Catholic Church parking lot and make U-turns. People will find a way to cut their time of making a U-turn when all they wanted to do in the first place was to just go directly across at the intersection. And, no one is going to want to try and make a left hand turn from Millwright Lane onto Lawyers Rd. The traffic that comes down Lawyers Rd now makes it almost impossible to make a left hand turn from Millwright onto Lawyers Rd. Morning working traffic makes it almost impossible for cars to make a right hand turn from Millwright Rd onto Lawyers Rd.	Additional concerns re:Alternative 2: School buses will require more effort to leave Stevens Mill neighborhood. The safest route for school buses to leave the neighborhood is to go straight at the stop light or to make a left at the stop light. A right only is no good because the neighborhood is at the county line and there is less of a reason for a school bus to make a right at the light. Especially, the elementary school children. Again, trying to leave by way of Millwright Rd onto Lawyers Rd (left or right) currently is hard enough during working traffic times, morning and evening. Shutting down the main intersection to a turn right only lane will not elevate issues. It will only push people to use Millwright Rd to exit and cause congestion there and will only frustrate the people trying to leave Stevens Mill subdivision which, in turn, will probably frustrate other drivers in the area when having to deal with the subdivision drivers trying to get out of the neighborhood

Christopher Easterly

From: heather <heather@stevensmill.com>
Sent: Tuesday, March 10, 2020 6:29 PM
To: Wyatt Dunn; Christopher Easterly; Alex Sewell
Cc: TownCouncil2019; rcrenshaw3@windstream.net; Venabe Julian; bristolk77@yahoo.com
Subject: Union County Critical Intersection Analysis Public Information Session- Lawyers Road and Stevens Mill

Importance: High

Good Evening. Several members of the Stevens Mill HOA attended the meeting this evening. We learned that the county hired a company to analyze the intersections via traffic counters and existing reports. We also learned Stallings has the ultimate say so on what happens to our intersection and that Chris was involved in the process. If you have not seen the two alternatives they have presented please review. We would appreciate your consideration on our feedback as it will have great impact on our 25+ year old community. I put the survey and link to information out on nextdoor. Please review the feedback below.

Alternate 1- YES

Is the only logical alternative to support the current harmony of our community and Stallings. The money Epcon wants to throw in for road improvements should be used to enhance the intersection they are impacting the most with their new community.

Alternate 2 –NO

1. Buses would have to turn right on Lawyers, go into Mecklenburg County and do a u-turn to come back to Stevens Mill Road to make a right to go to Stallings Elementary. Going on 485 is not an option because our bus also picks up the rest of the neighborhoods. To date Stevens Mill, Willowbrook, Hunley Creek, Fairfield Plantation and Country Woods East all ride the same bus. This would increase the amount of gas used sitting in 20-40 minutes more of traffic. It would increase the length of time the kids are on the bus. Buses enter and exit the neighborhood via the stoplight because it is not safe to turn left off Millwright. This is just not a good decision after fighting so hard for the Lawyers Road corridor neighborhoods to go to Stallings Elementary.
2. Takes away the sense of community turning right and going into Mecklenburg to sit in traffic to come back into Union County to go to the grocery that is across the street makes no sense. It will have impact on the Stevens Mill shopping center which already struggles to attract businesses.
3. Uses Millwright Lane as the only access street for Stevens Mill residents to enter the neighborhood . We placed speed humps on Stevens Mill and Millwright Lane based off town recommendations to help with speeding. Because the cross streets Millbrook and Mill Race are so narrow we opted to not place them there based off town engineer recommendation. Residents that live on Stevens Mill would have to utilize Millwright to Mill Race or Millbrook to get to their homes. Those two streets will become speed streets.
4. Left turns would have to be made off Millwright. Again this puts our residents at risk. People fly down Lawyers and there is a hill at the eye care clinic. If you have not done so please try to learn left onto Lawyers off Millwright Lane. This will put everyone at risk. We have a ton of new drivers that will have to turn left during rush hour to get to their high school. This will end of being a high crash area quickly.

We appreciate you considering our feedback when reviewing the improvements to the intersection and making the final decision.

Regards,
Heather Pugh and the Stevens Mill Board



MEMO

To: Mayor, Town Council
Via: Town Manager
From: Marsha Gross, Finance Officer
Date: 5/13/2020
RE: FY2020 Proposed Budget Amendments

For the upcoming Town Council Meeting on May 26, 2020, three budget amendments will be presented for Council approval. They include items that have already been discussed and approved by council and require formal amendments to our current fiscal year budget.

The first amendment, Amended Budget Ordinance No. 8, relates to the transfer of the part-time park maintenance staff from the Public Works department to the Cultural and Recreational department as recommended by the pay and classification study performed by the town. The FY2020 budget had the staff budgeted to be in the Public Works department for the entire year. In January 2020, the staff were moved to the Cultural and Recreation department and with this change their related payroll costs began charging their new department. This proposed budget amendment transfers \$20,000 of payroll expense from the Public Works department budget to the Cultural and Recreational department with no change to appropriated fund balance.

The next two amendments, Amended Budget Ordinance No. 9 and No. 10, relate to the New Town Hall and Public Works Building Capital Project Fund. As you recall the original capital project ordinance was adopted on May 13, 2019. This ordinance budgeted \$3,348,600 for the project which was to be funded by a loan of \$2,918,000, General Fund Appropriation of \$222,600 and Storm Water Fund Appropriation of \$208,000. An amendment of \$42,000 (additional General Fund appropriation) was made to this project for the key fob entry system making the new total project cost of \$3,390,600. See attached New Town Hall & Public Works Buildings Capital Project Summary.

For FY2019, the interest related to the note payable was paid through the Capital Project Fund which added a current year revenue appropriation of \$51,000 making the Capital budget total \$3,441,600. During the remainder of FY2019, only \$96,907 of the \$315,600 (total fund balance appropriation) was transferred from the General Fund to the Capital project Fund leaving \$218,693 due to the Capital Project Fund. This amount was added back into the General Funds unrestricted fund balance and must be appropriated to the Capital Project Fund in FY2020 for the Funds to balance. Amended Budget Ordinance No. 9 makes this appropriation in the General Fund.

The last budget amendment moves interest expense from the Capital Project Fund to the General Fund for FY2020. The amount that was budgeted to be appropriated in FY2020 was \$98,250 for interest and \$291,800 for the first principal payment on the notes payable. GASB No. 89, Accounting for Interest Cost Incurred before the End of a Construction Period, revises prior guidance for construction period interest. After performing research, the GASB concluded that interest is not a resource with present service capacity (definition of an asset). In addition, the Board believes interest costs incurred during construction is a factor in the decision to purchase versus construct a capital asset, which is separate from the decision to acquire the asset. As a result, enterprise funds and business-type activities should

recognize construction period interest as an expense in the period it is incurred after implementation of GASBS No. 89. Governmental funds should continue to recognize interest expense in the same manner all other expenditures are recognized. GASBS No. 89 is effective for periods beginning after December 15, 2019, with earlier application encouraged.

In order to make this change, Amended Budget Ordinance No. 10 is needed to transfer the \$98,250 in interest costs from the Capital Project Fund back to the General Fund. After this amendment, the total budget for the New Town Hall and Public Works building will be \$3,441,600 plus \$390,050 in appropriations from the FY2020 Budget ordinance less \$98,250 in interest transferred to the General Fund which is \$3,733,400 as noted on the attached summary.

This was vetted through our auditor and concurred that these are the appropriate changes that need to occur. Please let me know if you have any questions.

New Town Hall & Public Works Buildings Capital Project Summary

As of 5/20/2019

42 Capital Project Fund (New Town Hall & Public Works Buildings)	Budget				Actual Costs				Remaining Budget
	FY2019	FY2020	FY2020 Amendments	Total	FY2019	FY2020	FY2020 Amendments	Total	
REVENUE:									
42-00-3831-804 Interest	-	-		-	128	86		214	(214)
42-00-3839-430 Transfer from Current Year Revenues FY20 (Amendment No. 10)	-	98,250	(98,250)	-	47,539	82,215	(82,215)	-	-
42-00-3839-430 Transfer from Current Year Revenues FY19	51,000		(3,461)	47,539	47,539			47,539	-
42-00-3910-900 Proceeds from LT Debt	2,918,000			2,918,000	2,918,000			2,918,000	-
42-00-3990-067 Transfer in from Storm Water Fund	208,000			208,000	-	208,000		208,000	-
42-00-3990-097 Transfer in from General Fund FY19	264,600		(215,232)	49,368	49,368			49,368	-
42-00-3990-097 Transfer in from General Fund FY20 (Amendment No. 9)		291,800	218,693	510,493	500,780			500,780	9,713.14
TOTAL REVENUE	3,441,600	390,050	(98,250)	3,733,400	3,015,035	791,080		3,723,900	9,499.34
EXPENDITURE:									
42-90-8190-058 Capital Outlay - Construction Costs	3,168,000			3,168,000	767,377	2,367,157		3,134,534	33,466
42-90-8190-061 Engineering/Architecture	19,600			19,600	28,511	10,797		39,308	(19,708)
42-90-8190-075 Note Principal		291,800		291,800	291,800			291,800	-
42-90-8190-076 Interest	51,000	98,250	(98,250)	51,000	47,539	82,215	(82,215)	47,539	3,461
42-90-8190-019 Legal	8,000			8,000	5,900	122		6,022	1,979
42-90-8190-049 Miscellaneous	15,000			15,000					15,000
42-90-8190-086 Site Preparation/Permits	-			-	6,388			6,388	(6,388)
42-90-8190-087 Testing and Geotechnical	30,000			30,000	17,669	14,307		31,976	(1,976)
42-90-8190-099 Capital Outlay - Furniture	150,000			150,000	-	101,746		101,746	48,253.67
TOTAL EXPENDITURE	3,441,600	390,050	(98,250)	3,733,400	873,384	2,868,144		3,659,313	74,087.20

Budget Amendment for FY19-20	Budget FY2019	Actual FY2019	Needed in FY2020
Transfer from General Fund	264,600	49,368	215,232
	51,000	47,539	3,461

Total Budget Amendment for FY2020

Transferring all interest payments to the General Fund in FY2020

Interest Expense back to GF

98,250

AMENDED BUDGET ORDINANCE – NO. 8

TOWN OF STALLINGS, NORTH CAROLINA

FISCAL YEAR 2019-2020

BE IT ORDAINED by the Town Council of the Town of Stallings, North Carolina, that the estimated expenditures for the fiscal year 2019-2020 are hereby amended as set forth below:

Category	Account Number	Budgeted Amount	Amend to the Following	Net Increase or (Decrease)
<u>General Fund</u> <u>Revenue:</u>				
<u>Expense:</u> Public Works Department Salaries and Wages	10-70-4570-000	\$ 379,100	\$ 359,100	\$ (20,000)
Cultural and Recreational Department Salaries and Wages	10-80-6130-000	\$ 611,600	\$ 631,600	\$ 20,000

Explanation: amendment is to increase Cultural and Recreational Department Expense and decrease Public Works Department Expense to account for the transfer of part-time Park Maintenance staff to Cultural and

This Amendment to the Budget Ordinance shall be effective upon adoption.

The said Budget Ordinance, except as amended, shall remain in full force and effect.

ADOPTED this the 26th day of May, 2020.

Wyatt Dunn, Mayor

Erinn Nichols, Deputy Town Manager/Town Clerk

Approved as to form:

Melanie Cox, Town Attorney, Cox Law Firm, PLLC

AMENDED BUDGET ORDINANCE – NO. 9

TOWN OF STALLINGS, NORTH CAROLINA

FISCAL YEAR 2019-2020

BE IT ORDAINED by the Town Council of the Town of Stallings, North Carolina, that the estimated expenditures for the fiscal year 2019-2020 are hereby amended as set forth below:

Category	Account Number	Budgeted Amount	Amend to the Following	Net Increase or (Decrease)
<u>General Fund:</u> <u>Revenue:</u> General Fund Appropriation	10-99-3991-600	\$ 2,735,400	\$ 2,954,093	\$ 218,693
<u>Expense:</u> Transfer to Capital Project Fund New Town Hall and Public Works Building	10-99-9840-097	\$ 390,050	\$ 608,743	\$ 218,693

Explanation: amendment is to increase General Fund appropriation to the New Town Hall and Public Works Building Capital Project Fund for construction costs in FY2020 according to the New Town Hall and Public Works Building Capital Project Ordinance adopted May 13, 2019.

This Amendment to the Budget Ordinance shall be effective upon adoption.

The said Budget Ordinance, except as amended, shall remain in full force and effect.

ADOPTED this the 26th day of May, 2020.

Wyatt Dunn, Mayor

Erinn Nichols, Deputy Town Manager/Town Clerk

Approved as to form:

Melanie Cox, Town Attorney, Cox Law Firm, PLLC

AMENDED BUDGET ORDINANCE – NO. 10

TOWN OF STALLINGS, NORTH CAROLINA

FISCAL YEAR 2019-2020

BE IT ORDAINED by the Town Council of the Town of Stallings, North Carolina, that the estimated expenditures for the fiscal year 2019-2020 are hereby amended as set forth below:

Category	Account Number	Budgeted Amount	Amend to the Following	Net Increase or (Decrease)
<u>General Fund:</u>				
<u>Expense:</u> Transfer to Capital Project Fund New Town Hall and Public Works Building	10-99-9840-097	\$ 608,743	\$ 510,493	\$ (98,250)
Interest on Note	10-60-9110-076	\$ -	\$ 98,250	\$ 98,250
<u>New Town Hall and Public Works Building Capital Project Fund</u>				
<u>Revenue:</u> Transfer in from General Fund Current Year Revenues	42-00-3839-430	\$ 98,250	\$ -	\$ (98,250)
<u>Expense:</u> Interest	42-90-8190-076	\$ 98,250	\$ -	\$ (98,250)

Explanation: amendment is to decrease General Fund appropriation to the New Town Hall and Public Works Building Capital Project Fund for interest on the notes payable paid by General Fund and reduce New Town Hall and Public Works budgeted interest on note and increase interest on note in the General Fund

This Amendment to the Budget Ordinance shall be effective upon adoption.

The said Budget Ordinance, except as amended, shall remain in full force and effect.

ADOPTED this the 26th day of May, 2020.

Wyatt Dunn, Mayor

Erinn Nichols, Deputy Town Manager/Town Clerk

Approved as to form:

Melanie Cox, Town Attorney, Cox Law Firm, PLLC

Union County Government

EST. 1842

Emergency Services/Emergency Management

500 N Main St
Monroe, NC 28112

T. 704.283.3575

www.unioncountync.gov

Erinn E. Nichols, CMC, NCCMC

Deputy Town Mgr./Town Clerk

Town of Stallings

www.stallingsnc.org

May 13, 2020

Dear Ms. Nichols,

As you are aware, The Cabarrus Stanly Union (CSU) Regional Hazard Mitigation Plan has been in development over the last year or so and has now been reviewed and approved by State Emergency Management and the Federal Emergency Management Agency (FEMA), with contingency of Resolutions by the respective cities/towns and counties.

- The purpose of the CSU Hazard Mitigation Plan is maintain grant eligibility for participating jurisdictions; and maintain compliance with state and federal legislative requirements for local hazard mitigation plans. Also, to completely update the existing Cabarrus Stanly Union Regional Hazard Mitigation Plan to demonstrate progress and reflect current conditions

NC Emergency Management and FEMA are requesting each local jurisdiction within Union County to adopt the CSU Hazard Mitigation Plan with a certified Resolution prior to June 18, 2020.

After 6/18/20 the current CSU Hazard Mitigation Plan approved in 2015 will expire. All NC Regional Hazard Mitigation Plans after resolution approval shall remain valid for 5 years.

I understand the CSU Hazard Mitigation Plan is currently on The Town of Stallings official Council Agenda this month; if a Resolution is approved kindly share the document with Union County Emergency Management.

Sincerely,

Donald B. Moye
Director Emergency Management



NCEM has indicated that we can move forward with adopting the

Cabarrus Stanly Union Regional Hazard Mitigation Plan

That means that the plan has passed review by NCEM and is close enough to meeting FEMA requirements that local jurisdictions can start formally adopting the plan before the old plan expires on June 18, 2020.

OPTION #1: Great! Our next Board meeting is (date), we'll get right on adopting the plan!

Option #2: That's great, but our City or County Council is not meeting during this COVID 19 outbreak. What are our options?



Great! I have attached a sample adoption resolution. Please get on your council agenda and present the plan for adoption as soon as feasible. Please let me know if I can provide assistance.

NOTE: The date that the first jurisdiction in the region adopts the plan becomes the new approval date for the regional plan.

That's OK, you have a couple of choices:

Choice #1: Wait until everything has calmed down to adopt. **However, please keep in mind that if you wait until after June 18 to adopt, your community will technically not be eligible for Hazard Mitigation Assistance funding** (Hazard Mitigation Grant Program, Pre-Disaster Mitigation, Flood Mitigation Assistance programs). **That is only important if you plan to apply for any of that funding between now and when you adopt the plan (unlikely).**

Choice #2: Check with your City or County attorney to see if you can formally adopt the plan without having to present it to your Board. All of the above information regarding timing of adoption applies here too.

FEMA Guidance States:

"While plan adoption usually occurs through a formal resolution, council minutes, consent agendas, or other forms of adoption are acceptable if allowed by local law."

I am happy to address any questions you might have about this.



**RESOLUTION TO ADOPT THE
CABARRUS STANLY UNION REGIONAL
HAZARD MITIGATION PLAN**

WHEREAS, the Town of Stallings is vulnerable to an array of natural hazards that can cause loss of life and damages to public and private property; and

WHEREAS, the Town of Stallings desires to seek ways to mitigate situations that may aggravate such circumstances; and

WHEREAS, the development and implementation of a hazard mitigation plan can result in actions that reduce the long-term risk to life and property from natural hazards; and

WHEREAS, it is the intent of the Stallings Town Council to protect its citizens and property from the effects of natural hazards by preparing and maintaining a local hazard mitigation plan; and

WHEREAS, it is also the intent of the Stallings Town Council to fulfill its obligation under North Carolina General Statutes, Chapter 166A: North Carolina Emergency Management Act and Section 322: Mitigation Planning, of the Robert T. Stafford Disaster Relief and Emergency Assistance Act to remain eligible to receive state and federal assistance in the event of a declared disaster affecting the Town of Stallings; and

WHEREAS, Town of Stallings in coordination with Cabarrus, Stanly and Union Counties and the participating municipalities within those Counties has prepared a multi-jurisdictional hazard mitigation plan with input from the appropriate local and state officials;

WHEREAS, the North Carolina Division of Emergency Management and the Federal Emergency Management Agency are reviewing the Cabarrus Stanly Union Regional Hazard Mitigation Plan for legislative compliance and will approve the plan pending the completion of local adoption procedures;

NOW, THEREFORE, BE IT RESOLVED that the Town Council of Town of Stallings hereby:

1. Adopts the Cabarrus Stanly Union Regional Hazard Mitigation Plan; and
2. Agrees to take such other official action as may be reasonably necessary to carry out the proposed actions of the Plan.

Adopted on May 26, 2020.

Wyatt Dunn, Mayor
Town of Stallings

ATTEST:

Erinn Nichols, Clerk



MEMO

To: Town Council

From: Alex Sewell, Town Manager

Date: May 20, 2020

RE: **Holding Community Meetings Remotely/Virtually**

Purpose: This memorandum provides background and recommends allowing required community meetings to be held remotely during the ongoing COVID-19 state of emergency.

Background: Due to the ongoing COVID-19 pandemic, the State of North Carolina is currently under a state of emergency. The Town Council has voted to allow for meetings of the Town Council, Planning Board, and Development Agreement Subcommittees to be held remotely during a state of emergency.

Community Meeting Requirement: As a part of the Conditional Zoning process, the Stallings Development Ordinance establishes a three-step meeting process that includes Step 1: Community Meeting; Step 2: Planning Board Meeting and Step 3: Town Council Public Hearing. Each step is a requirement of receiving approval.

A conditional zoning application has been received and to safely process it will require the ability to hold community meetings remotely/virtually until the current state of emergency is lifted by the Governor.

Recommendation: After consulting with legal counsel, Staff recommend allowing for required neighborhood meetings to be held remotely until the state of emergency is lifted by the Governor.