

March 24, 2017

Louis Mitchell
Division Engineer
716 W. Main Street
Albemarle, NC 28001

Dear Louis:

On behalf of the Town of Matthews we appreciate the passage of the Strategic Transportation Investments Act that has subsequently made available additional funding for urban communities in the State of North Carolina like the Town of Matthews. There are a number of road projects we are excited to have built, including Independence Boulevard and the completion of the parallel network system via Independence Point Parkway and Northeast Parkway and McKee Road from Pleasant Plains Road to East John Street.

Attached is a resolution from the Town Board expressing our concerns with the current design standards for the U-4714 project, otherwise known as East John Street in the Town of Matthews. While we realize that traffic congestion is a major concern in our area, the top priority for the Town of Matthews Mayor and Board of Commissioners is to preserve our small-town character. As you are aware, John Street comes through the core of the town. Our other major concern with the project is that if not properly designed it will divide the historic downtown core from Stumptown Park, Matthews Community Center, McDowell Arts Center and Matthews Elementary School. Please see the resolution. The resolution outlines some specific design concerns. The staff and Board look forward to meeting with NCDOT and its consultants to address our concerns to ensure that this road does not adversely impact the character of our community.

As a side note, we want to make sure that the construction timing for all these road projects is taken into account. Currently we foresee McKee Road, East John Street, and Independence Boulevard and its parallel street network all being under construction at the same time. Please take precautions to make sure this construction is appropriately timed to assist with traffic concerns.

Thanks for all you do for the State of North Carolina.



Hazen Blodgett
Town Manager

CC: Scott Cole, NCDOT Deputy Division Engineer, Division 10
Mayor Jim Taylor & Board of Commissioners

RESOLUTION FOR NCDOT REGARDING DESIGN STANDARDS FOR U-4714 (EAST JOHN STREET)

WHEREAS, in 2013 the North Carolina General Assembly passed the Strategic Transportation Initiative (STI), which subsequently allowed for additional funding to be transferred to the urban areas of the state in order to address congestion; and

WHEREAS, preserving the small-town character of Matthews is a top priority for the Matthews Board of Commissioners, its citizens and staff; and

WHEREAS, the intersection of John Street and Trade Street is known as "the Square" and is considered the symbolic center of the town; and

WHEREAS, the widening of East John Street will separate the historic core from the historic Community Center, McDowell Arts Center, Matthews Elementary School and Stumptown Park; and

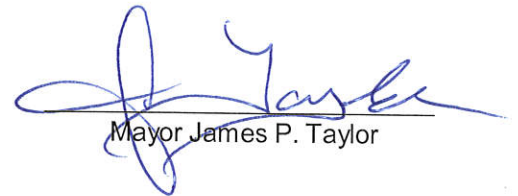
WHEREAS, it is critical that U-4714 be designed to enable Matthews to retain its small-town character.

NOW THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Matthews formally requests the North Carolina Department of Transportation to include in the East John Street design, in no particular order, the following:

1. The elimination of the loons altogether or at the most small loons for cars only:
 - Truck routes will be signed for trucks to move outside of downtown.
 - Town staff will work with CMS to find acceptable bus routes.
2. Intersection design at:
 - McKee Road and E. John Street - NCDOT to install a full movement intersection or roundabout.
 - Greylock Ridge Road and E. John Street - NCDOT to install a full movement intersection.
 - Charles Buckley Way and E. John Street - NCDOT to install a full movement intersection.
3. Intersection design at John and Trade Streets:
 - Eliminate the U-Turn movement. Instead consider a one-way street in the vicinity of BB&T connecting E. John Street to Sadie Drive.
 - Examine eliminating left turns from John (East and West) onto Trade Street. Gain full understanding of the consequences of such an action.
 - Pedestrian pads on all four corners. These pads need to be inviting and comfortable to pedestrians as this pedestrian crossing is the bridge between historic downtown and Stumptown Park, the Matthews Community Center, McDowell Arts Center and Matthews Elementary School.
 - Pedestrian refuges (center of John Street). The focus should be on aesthetics i.e. reducing the "sea of asphalt" and discuss further the need for pedestrian a refuge.
4. East John Street design:
 - Narrow travel lane width to 11 feet west of I-485.
 - Multi-purpose trail and sidewalk are to remain and insure adequate separation from travel lanes.
 - Narrow the view shed. Large trees should be both close to the roadway and in the median.
 - Use varying pavement colors, patterns, textures etc. at crosswalks, particularly at the intersection of Trade Street and John Street.

- Traffic should be signaled so that traffic can travel as if it is a one-way pair.
- Signals need to be coordinated.
- U-Turns and pedestrian crossings need to be signaled.
- Medians should be as narrow as possible without hindering U-Turns, restricting tree size or increasing traffic speed.
- Implement Intelligent Transportation Systems.
- All options should be considered to save houses along the roadway, including but not limited to the modification of the roadway or moving the residences.

ADOPTED by the Board of Commissioners of the Town of Matthews this the 13th day of March, 2017.


Mayor James P. Taylor

