

**Mayor**  
John Aneralla

**Mayor Pro-Tem**  
Danny Phillips

**Commissioners**  
Melinda Bales  
Dan Boone  
Mark Gibbons  
Charles Guignard  
Rob Kidwell

**Town Manager**  
Gregory H. Ferguson



**Department Heads**  
Max Buchanan, Public Works  
Jackie Huffman, Finance  
Michael Jaycocks, Parks&Rec  
Jack Simoneau, Planning  
Cleveland Spruill, Police Chief

**Assistant Town Manager**  
Gerry Vincent

**Town Clerk**  
Janet Pierson

**Town Attorney**  
Bob Blythe

**AGENDA**  
**Regular Town Board Meeting**  
**August 15, 2016 - 6:30 PM**  
**TOWN HALL (101 Huntersville-Concord Road)**

- I. Pre-meeting**
  - A. Sustain Charlotte Update. (6:00 p.m.)
- II. Call to Order**
- III. Invocation - Moment of Silence**
- IV. Pledge of Allegiance**
- V. Mayor and Commissioner Reports-Staff Questions**
  - A. Mayor Aneralla (Metropolitan Transit Commission, Commerce Station Management Team)
  - B. Commissioner Bales (Lake Norman EDC, Lake Norman Education Collaborative)
  - C. Commissioner Boone (Public Safety Liaison, Land Development Ordinances Advisory Board)
  - D. Commissioner Gibbons (NC 73 Council of Planning, Veterans Liaison)
  - E. Commissioner Guignard (Centralina Council of Governments, Planning Coordinating Committee)
  - F. Commissioner Kidwell (Charlotte Regional Transportation Planning Organization, Olde Huntersville Historic Society)
  - G. Commissioner Phillips (Lake Norman Chamber Board, Visit Lake Norman Board)
- VI. Public Comments, Requests, or Presentations**
- VII. Agenda Changes**
  - A. Agenda changes, if any.
  - B. Adoption of Agenda.
- VIII. Public Hearings**
- IX. Other Business**
  - A. Consider approving agreement between the State of North Carolina, Department of Health and Human Services, Division of Public Health and the Town of Huntersville for Special

Appropriation to address the Ocular Melanoma Cluster. (*Greg Ferguson*)

- B. Discussion on installation of traffic signal at Norman View and NC Highway 73. (*Greg Ferguson*)

**X. Consent Agenda**

- A. Approve minutes of the July 18, 2016 Regular Town Board Meeting. (*Janet Pierson*)
- B. Approve budget amendment recognizing insurance revenue in the amount of \$811.81 and appropriate to the Police Department's insurance account. (*Jackie Huffman/Chief Spruill*)
- C. Call a public hearing for Monday, September 19, 2016 at 6:30 p.m. at Huntersville Town Hall on Petition #ANNEX16-02, a request by NVR Asbury Chapel to annex 76.139 acres (non-contiguous) into the Town of Huntersville. (*Meredith Nesbitt*)

**XI. Closing Comments**

**XII. Adjourn**

To speak concerning an item on the Agenda, please print your name and address on the sign-up sheet on the table outside the Board Room prior to the meeting. If you wish to speak concerning an item that is added to the Agenda during the meeting, please raise your hand during that item. Each speaker will be limited to no more than 3 minutes. The Mayor, as the presiding officer may, at his discretion, shorten the time limit for speakers when an unusually large number of persons have signed up to speak.

**AS A COURTESY, PLEASE TURN CELL PHONES  
OFF WHILE MEETING IS IN PROGRESS**

**Town of Huntersville**  
**REQUEST FOR BOARD ACTION**  
**8/15/2016**

**REVIEWED:**

**To:** The Honorable Mayor and Board of Commissioners  
**From:** Greg Ferguson, Town Manager  
**Subject:** Agreement - Receive Special Appropriations

---

Consider approving agreement between the State of North Carolina, Department of Health and Human Services, Division of Public Health and the Town of Huntersville for Special Appropriation to address the Ocular Melanoma Cluster.

**ACTION RECOMMENDED:**

Approve Agreement

**FINANCIAL IMPLICATIONS:**

Receive \$100,000

**ATTACHMENTS:**

Description	Type
☐ Agreement	Backup Material



Office of the Secretary  
HEALTH AND HUMAN SERVICES

RICHARD O. BRAJER  
*Secretary*

PATTI BOWERS  
*Director of Procurement, Contracts and Grants*

August 9, 2016

VIA U.S. MAIL AND ELECTRONIC MAIL TO [sue.yates@cabarrushealth.org](mailto:sue.yates@cabarrushealth.org)

Greg Ferguson  
City of Huntersville  
P.O. Box 664  
Huntersville, NC 28070

Dear Mr. Ferguson,

The 2016 Session of the General Assembly has appropriated **\$100,000.00** to the Department of Health and Human Services, Division of **Public Health** for your organization. The funds are to be utilized to **provide funds for the City of Huntersville to address the Ocular Melanoma Cluster.**

In accordance with applicable state law rules and regulations, there are certain required information that we must receive from you in order to complete a contract necessary to receive the appropriated funding.

Attached to this memo, you will find the special appropriations agreement along with other required documents that must be signed and returned to the Department. **Upon receipt of your signed agreement and required documents, we will initiate the payment process.**

Please return this information to our office at the following address:

Department of Health and Human Services  
2001 Mail Service Center  
Raleigh, N.C. 27699-2001  
ATTN: Sharon A. Jordan



Department of Health and Human Services | Office of the Secretary  
101 Blair Drive | 2001 Mail Service Center | Raleigh, NC 27699-2001  
919 855 4800 T | 919 715 4645 F



## ATTACHMENT A SPECIAL APPROPRIATIONS AGREEMENT COVER

THIS AGREEMENT is hereby made between the State of North Carolina, Department of Health and Human Services, Division of Public Health and City of Huntersville with an address at P.O. Box 664 Huntersville, NC 28070

A. This agreement consists of the following documents, which are incorporated herein by reference:

1. Attachment A - This Agreement Cover
2. Attachment B - General Terms and Conditions
3. Attachment C - Payment Request Form
4. Attachment D - Recipient Electronic Payment Form
5. Attachment E - Reporting Requirements (applies only if sub granting to a non public entity)
6. Report 1 - State Grant Certification and Sworn Statement
7. Report 2 - State Grant Compliance Reporting
8. Report 3 - Schedule of Receipts and Expenditures
9. Report 4 - Program Activities and Accomplishment

B. Effective date: July 1, 2016

C. Termination Date: June 30, 2017

D. State Financial Assistance Award Amount: **\$100,000** (State Appropriations)

E. Scope of work: As provided for in the Conference Committee Report for S.L. 2016-94, Item # G-61, the recipient hereby intends to: **Utilize funds for the City of Huntersville to address the Ocular Melanoma Cluster.**

F. Reporting Requirements: Recipients that receives, holds, uses, or expends State financial assistance in an amount of at least twenty-five thousand (\$25,000) or greater, but less than five hundred thousand dollars (\$500,000) within its fiscal year shall adhere to reporting requirements. The Division has determined that this is a contract for financial assistance with a Public Entity. Local governmental agencies are subject to N.C.G.S. § 159-34, annual independent audit; rules and regulations, OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations, and N.C.G.S. § 143C-6-22, use of state funds by non state entities. If subgranting is allowable, a nongovernmental subgrantee is subject to the reporting requirements described below

1. Provide a certification that State financial assistance received or held was used for the purpose for which it was awarded.
2. Provide an accounting of all State financial assistance received, held, used, or expended.
3. Report on activities and accomplishments undertaken by the recipient, including reporting on any performance measures established in the contract.

All reports shall be filed with the disbursing agency in the format and method specified by the agency no later than three months after the end of the recipient's fiscal year.

## **ATTACHMENT B GENERAL TERMS AND CONDITIONS**

- A. The failure of either party to insist in any one or more instances upon strict performance of any of the terms or provisions of this Agreement, or to exercise any option or election herein, shall not be construed as a waiver of such terms, provisions, option or election in the future. No waiver by any party of any one or more of its rights or remedies under this Agreement shall be deemed to be a waiver of any prior or subsequent rights or remedy hereunder or at law. All remedies afforded in this Agreement are cumulative and in addition to the various remedies available in law or in equity.
- B. **Choice of Law.** The validity of this Agreement and any of its terms or provisions, as well as the signing this Agreement, agrees and submits, solely for matters related to this Agreement, to the exclusive jurisdiction of the courts of North Carolina and agrees, solely for such purpose, that the exclusive venue for any legal proceedings shall be Wake County, North Carolina.
- C. All notices permitted or required to be given by one Party to the other and all questions about the contract from one Party to the other shall be addressed and delivered to the other Party's Contract Administrator.

DEPARTMENT	RECIPIENT
Sharon Jordan, Contract Specialist 2001 Mail Service Center Raleigh, N.C. 27699-2001 Telephone: 919 855-4091 Fax: 919 733 2944 Email: sharon.a.jordan@dhhs.nc.gov	Greg Ferguson, Town Manager P.O. Box 664 Huntersville, NC 28070 Telephone: Phone #: (704) 875-6541 Email: gferguson@huntersville.org

- D. **Availability of Funds.** The parties to this contract agree and understand that the payment of the sums specified in this contract is contingent upon and subject to the availability of funds for this purpose.
- E. **Payment Provisions.** Upon execution of this contract, the Recipient may request and, upon approval by the Agency, receive a single payment for amounts up to one hundred thousand dollars (\$100,000). For grants-in-aid of more than one hundred thousand dollars (\$100,000) payments will be paid in quarterly installments, consistent with G. S. 143C-6-21.
- F. **Effective Period:** This contract shall be effective on July 1, 2016 and shall terminate on June 30, 2017.
- G. The Recipient shall comply with all laws, ordinances, codes, rules, regulations, and licensing requirements that are applicable to the conduct of its business, including those of federal, state, and local agencies having jurisdiction and/or authority.
- H. The Recipient shall maintain its accounting records relating to the performance of the

Services and this Agreement in accordance with generally accepted accounting procedures. Upon reasonable prior notice to Recipient, the Office of State Budget and Management may, during the term of this Agreement and for a period of up to six years following the expiration or termination for any reason of this Agreement, audit and copy such records.

- I. **Antitrust Laws.** This Agreement is entered into in compliance with all State and Federal Antitrust laws.
- J. **Record Retention.** The Recipient shall maintain all pertinent records for a period of five years or until all audit exceptions have been resolved, whichever is longer.
- K. **The State Auditor and Office of State Budget and Management shall have access to persons and records as a result of all contracts or State financial assistance entered into by State agencies or political subdivisions in accordance with General Statute 147-64.7. Additionally, as the State funding authority, the Department of Health and Human Services shall have access to persons and records as a result of all contracts or State financial assistance entered into by State agencies or political subdivisions.**
- L. **Assignment.** This Agreement or any interest therein shall not be assigned or transferred by the Contractor.
- M. **The term of this Agreement shall begin on the effective date described in Article I and shall terminate upon the earlier of (1) completion of all required services, or (2) an earlier termination as provided for in paragraph B below.**
- N. **Either Party may, upon sixty (60) days prior written notice to the other party, terminate all or any portion of this Agreement or the services required to be performed herein without cause.**
- O. **The Department of Health and Human Services may, by written notice, immediately terminate all or any portion of this Agreement or the Services for cause in any of the following circumstances:**
  - (1) **Recipient breaches any obligation hereunder, or fails to make progress sufficient to assure performance of this Agreement or any of the Services;**
  - (2) **Recipient is adjudged insolvent or bankrupt; Contractor makes an assignment for the benefit of creditors; or the appointment of a receiver, liquidator or trustee of any of Contractor's property or assets.**
- P. **Neither party shall be liable, or deemed to be in default, for any delay, interruption or failure in performance under this Agreement resulting directly or indirectly from acts of God, acts of civil or military authority; fires, floods; accidents, explosions, earthquakes, strikes or labor disputes, loss or interruption of electrical power or other public utility, or delays in transportation or any cause beyond its reasonable control.**
- Q. **Signature Warranty:** The undersigned represent and warrant that they are authorized to bind their principals to the terms of this agreement.

**Signatures follow on the next page**

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed.

**Department of Health and Human Services:** By: \_\_\_\_\_

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
Signature Authority Name/Title

**City of Huntersville**

By: \_\_\_\_\_

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
Signature Authority Name/Title

**NORTH CAROLINA DEPARTMENT OF HEALTH AND HUMAN SERVICES  
SPECIAL APPROPRIATION (SA)  
Payment Request Form**

## II. Payment Allocation

A. SFY \_\_\_\_\_ Amount: \$ \_\_\_\_\_

B. Amount Request this Payment: \$ \_\_\_\_\_

C. Funds Requested to Date: \$ \_\_\_\_\_

D. SA Balance (if applicable): \$ \_\_\_\_\_

G. Purpose (Cite session law and Conference Committee Report Item and purpose. e.g. SL 2016-94, Committee Report Item # 57):

**IV. Match Required** (check one): Yes ☐ No ☐ On a \_\_\_\_\_ to \_\_\_\_\_ basis.

If match not on hand, by what date and from what source does the recipient expect to have the cash match?

Notary Public (Official Seal)

Printed Name

Date \_\_\_\_\_

Recipient/Tax ID #: \_\_\_\_\_ Center: \_\_\_\_\_ Fiscal Year: \_\_\_\_\_

Date \_\_\_\_\_



# **RECIPIENT ELECTRONIC PAYMENT FORM - ATTACHMENT D**

## **Office of the State Controller**

**Return to: OSC Support Services Center**

Address: 1410 Mail Service Center  
Raleigh, NC 27699-1410



## **Recipient Electronic Payment Form**

Email: [osc.support.services@osc.nc.gov](mailto:osc.support.services@osc.nc.gov)

Telephone: 919-707-0795

Fax: 919-981-5561

☐ New Add Request

☐ Change Existing ePay Account

For your convenience and benefit, the State of North Carolina offers payees the opportunity to receive future payments electronically, rather than by check. Your payments will be deposited into the checking or savings account of your choice. In addition to having the money deposited electronically, you also will be notified of the deposit either by fax or by e-mail. The fax or e-mail will provide you with all the information that would normally be on your check stub. To receive payments electronically, you must complete this form, attach a voided check, and return via mail, e-mail, or fax to the information listed above.

### **PRINT the following information.**

### **FAX or E-MAIL ADDRESS for payment notification.**

(Place a check mark in front of the method that you prefer.)

Payee Name:

Required E-mail Address:

Federal ID #/SSN #:

If you would like to receive remittances via fax, please check the box below. Otherwise remittances will be sent via E-mail.

Payee Address for  
Applicable Accounts:

☐ FAX Number:

Bank Name:

Print Name and Title:

Bank Routing Number:

Contact Phone Number:

☐ Checking Acct #:

☐ Savings Acct #:

## **ATTACH VOIDED CHECK OR PROVIDE A BANK LETTER WITH ACH ROUTING/ACCOUNT INFO**

I acknowledge that electronic payments to the designated account must comply with the provisions of U.S. law, as well as the requirements of the Office of Foreign Assets Control (OFAC). Check one of the following:

☐ I affirm that, regarding electronic payments the State of North Carolina may remit to the financial institution for credit to the account that I have designated, the entire payment amount is not subject to being transferred to a foreign bank account.

☐ I affirm that, regarding electronic payments the State of North Carolina may remit to the financial institution for credit to the account that I have designated, the entire payment amount is subject to being transferred to a foreign bank account. I understand that any electronic payments that may be remitted to me may be labeled with "IAT" as the standard entry class. I acknowledge that availability of funds credited to the account will be subject to my receiving financial institution's policies and procedures. I also understand that the remitting agency may elect to remit future payments to me via paper check instead of electronically.

I authorize the Office of the State Controller to initiate direct deposit entries each pay period, and if necessary, adjustments for any direct deposit entries in error, to the financial institution and account identified on the attached certification document. I understand and accept the conditions of participation in the direct deposit program. This authority will remain in effect until I cancel it in writing.

**SIGNATURE:**

**DATE:**

## **ATTACHMENT E**

### **REPORTING REQUIREMENTS**

*(Reporting requirements applies only if the recipient who is a public agency subgrants to a non public agency. The subgrantee shall file the reports below with the disbursing agency no later than three (3) months after the end of the recipient's fiscal year).*

1. Report 1 - Certification that State financial assistance received or held was used for the purpose for which it was awarded.
2. Report 2 - Compliance Reporting form
3. Report 3 - Accounting of all State financial assistance received, held, used, or expended.
4. Report 4 - Report on activities and accomplishments undertaken by the recipient, including reporting on any performance measures established in the contract.

# STATE GRANT CERTIFICATION and SWORN STATEMENT REPORT 1

Entity's Letterhead

[Date (mmddyyyy)]

To: State Agency Head and Chief Fiscal Officer  
Office of the State Budget and Management

## Certification:

We certify that the accompanying reports represent all financial activity related to the receipt, use, and expenditure of funds granted by the State of North Carolina to [insert organization's name] for the fiscal year ended [mmddyyyy] (mmddyyyy) and that the expenditures reported were for the purposes appropriated by the General Assembly or collected by the State of North Carolina and in compliance with the applicable laws, regulations, and terms and conditions of the grant documents.

The accompanying reports are presented on the cash basis of accounting and are supported by our financial records.

We understand that if it is found the expenditures reported were not used for the purpose(s) appropriated, that the grantor agency shall report such findings to the Attorney General, the Office of State Budget and Management, the Office of the State Auditor, and the Office of the State Controller. Any apparent violations of a criminal law or malfeasance, misfeasance, or nonfeasance in connection with the use of State funds shall be reported by the Office of State Budget and Management to the Attorney General and State Bureau of Investigation.

## Sworn Statement:

[Name of the Treasurer] and [Name of Second Authorizing Official] being duly sworn, say that we are the Treasurer and [Title of the Second Authorizing Official], respectively, of [insert name of organization] of [City] in the State of [Name of State]; and that the foregoing certification is true, accurate and complete to the best of our knowledge and was made and subscribed by us. We also acknowledge and understand that any misuse of State funds will be reported to the appropriate authorities for further action.

\_\_\_\_\_  
Treasurer

\_\_\_\_\_  
[Title of Second Authorizing Official]

Sworn to and subscribed before me on the day of the date of said certification.

\_\_\_\_\_  
(Notary Signature and Seal)

My Commission Expires: \_\_\_\_\_

If there are any questions, please contact the state agency that provided your grant.



## STATE GRANT COMPLIANCE REPORTING ≥ \$25,000 REPORT 2

This forms must be completed and returned to the disbursing agency no later than three months after the end of the recipient's fiscal year.

Each recipient receiving at least \$25,000 should complete the basic information requested here relative to the organization, as well as the accounting for State funds received, used or expended, and a description of activities and accomplishments undertaken by the recipient with the State funds.

<b>1. Organization:</b>	
Organization Name:	
Tax Identification #:	
Organization Fiscal Year End: (mmddyyyy)	
Mailing Address (street, city, state, zip code):	
Phone Number (area code + number):	
Fax Number (area code + number):	
Contact Person:	
Contact Person Title:	
E-Mail Address:	

<b>2. Preparer:</b> [PLEASE INDICATE WHO PREPARED THIS INFORMATION BY CHECKING]	<input type="checkbox"/> Employee	<input type="checkbox"/> CPA/Accountant
Name of Preparer:		
Phone Number:		

<b>3. Please provide a list of the Organization's Board Members.</b> [ADD ADDITIONAL PAGES, IF NEEDED]	
<b>Name of Board Member</b>	<b>Board Member Title</b>

**G.S. 143-6.2 (repealed June 30, 2007), G.S. 143C-6-23 (effective July 1, 2007) and the North Carolina Administrative Code 09 NCAC 03M requires that every non-State entity that receives, uses, or expends any State funds shall use or expend the funds only for the purposes for which they were appropriated, and that the recipient must have a Conflict of Interest Policy. Please answer the following questions:**

**4.** What restrictions are placed upon the grant by the grant award document? If the grant award document does not identify specific restrictions, please identify the intended use of the grant funds as included in the award document.

Restrictions:

5. Does the organization have a Conflict of Interest policy?	<input type="checkbox"/>	yes	<input type="checkbox"/>	no
6. Is the organization a for profit entity?	<input type="checkbox"/>	yes	<input type="checkbox"/>	no

**G.S. 143-6.2 (repealed June 30, 2007), G.S. 143C-6-23 (effective July 1, 2007) and the North Carolina Administrative Code 09 NCAC 03M requires that every non-State entity that receives, uses, or expends any State funds shall use or expend the funds only for the purposes for which they were appropriated, and if the recipient then subgrants or pass any or part of those funds to another organization, then the recipient must also pass on the reporting requirements to the subgrantee. Please answer the following questions:**

7. Did the organization subgrant or pass down any funds to another organization?		<input type="checkbox"/>	yes	<input type="checkbox"/>	no
If yes, answer the following:					
a. Name of Subgrantee	b. Program Name	c. Amount Subgranted			

**8. Program Activities and Accomplishments:**  
 Recipient must complete and submit a separate Program Activities and Accomplishments Report, detailing the program name, the original goals of each program, and a brief narrative of program accomplishments for each funded program. This information is required of all recipients of state funding in an amount greater than or equal to \$25,000.

**SCHEDULE OF RECIPITS AND EXPENDITURES**  
**(≥ \$25,000 but < \$500,000)**  
**REPORT 3**

This forms must be completed and submitted to the disbursing agency no later than three months after the end of the recipient's fiscal year.

Each recipient receiving at least \$25,000 should complete the basic information requested here relative to the organization, as well as the accounting for State funds received, used or expended.

<b>9. Organization:</b>	
Organization Name:	
Tax Identification #:	
Organization Fiscal Year End: (mmddyyyy)	
Mailing Address (street, city, state, zip code):	
Phone Number (area code + number):	
Fax Number (area code + number):	
Contact Person:	
Contact Person Title:	
E-Mail Address:	

<b>a. Receipts</b>		
<b>Funding State Agency</b>	<b>Grant Title</b>	<b>Total Receipts</b>
<b>b. Expenditures</b>		
<b>Category</b>	<b>Dollar Amount</b>	
Personnel		
Contracted Services		
<b>(a)Total Personnel/Contracted Srvcs Costs:</b>		
Office Supplies & Materials		
Service Related Supplies		
<b>(b)Total Supplies &amp; Material Costs:</b>		
Travel		
Communications & Postage		
Utilities		
Printing & Binding		
Repair & Maintenance		
Meeting/Conference Expense		
Employee Training (no travel)		
Classified Advertising		
In-State Board Meeting Expenses		
<b>(c)Total Non-Fixed Operating Expense:</b>		
Office Rent (Land, Buildings, etc.)		
Furniture Rental		
Equipment Rental (Phones, Computers, etc.)		
Vehicle Rental		
Dues & Subscriptions		
Insurance & Bonding		
Books/Library Reference Materials		



Mortgage Principal, Interest and Bank Fees	
<b>(d)Total Fixed Charges &amp; Other Expenses:</b>	
Buildings & Improvements	
Leasehold Improvements	
Furniture/Non-Computer Equip., \$500+ per item	
Computer Equipment/Printers, \$500+ per item	
Furniture/Equip., under \$500 per item	
<b>(e)Total Property &amp; Equipment Outlay:</b>	
Purchase of Services	
Contracts with Service Providers	
Stipends/Scholarships/Bonuses/Grants	
<b>(f)Total Services/Contracts:</b>	
Food	
Other (provide description here):	
Other (provide description here):	
Other (provide description here):	
Other (provide description here):	
<b>(g)Total Other Expenses:</b>	
<b>Total Expenditures (sum a through g)</b>	

**Unexpended cash balance (do NOT use with reimbursement grants)**

Beginning of the year cash balance	
End of the year cash balance	

**NOTE:** If total receipts, expenditures, beginning or ending unexpended grant balance available for expenditures is \$500,000 or more, an audit is required by G.S. 143C-6-23.

## PROGRAM ACTIVITIES AND ACCOMPLISHMENTS REPORT REPORT 4

This forms must be completed and submitted to the disbursing agency no later than three months after the end of the recipient's fiscal year.

Each recipient receiving at least \$25,000 should complete the basic information requested here relative to the organization, and a description of activities and accomplishments undertaken by the recipient with the State funds.

Recipient Name:	
Recipient Tax ID #	
Program Name:	
Project/Activity Title:	
Recipient's Fiscal Year End: (mmddyyyy)	
Date of This Report:	
Preparer of This Report:	

In compliance with the requirements of G.S. 143-6.21, *Use of State Funds by Non-State Entities*, (repealed June 30, 2007) and G.S. 143C-6-23, *State grant funds: administration, oversight and reporting requirements*, (effective July 1, 2007), the following is a description of activities and accomplishments undertaken by our organization using the provided state funding.

**1. What were the original goals and expectations for the activity supported by this grant?**

**2. If applicable, how have those goals and expectations been revised or refined during the course of the project?**

**3. What has the activity accomplished with these grant funds? Please include specific information including facts and statistics to support conclusions and judgments about the activity's impact.**

**4. If the activity is a continuing one, briefly summarize future plans and funding prospects.**

If there are any questions, please contact the state agency that provided your grant.

**Town of Huntersville  
REQUEST FOR BOARD ACTION  
8/15/2016**

**REVIEWED:**

**To:** The Honorable Mayor and Board of Commissioners  
**From:** Greg Ferguson, Town Manager  
**Subject:** Proposed Traffic Signal - NC 73/Norman View

---

**ACTION RECOMMENDED:**

**FINANCIAL IMPLICATIONS:**

**ATTACHMENTS:**

	Description	Type
□	Back-up Material	Backup Material

## **Signal at NC 73 and Norman View Lane**

- October 22, 2013 letter from NCDOT (Signal not warranted)
- November, 2013 emails from NCDOT to Phillip Ball (Cornelius resident) (Danny Phillip copied)
- January 29, 2014 letter from NCDOT (Signal not warranted)
- March, 2014 emails between Greg Ferguson and Andrew Grant
- May, 2014 letter and Powerpoint from Max to Town Board
- April, 2015 emails from NCDOT regarding other possible solutions.
- August, 2015 emails between Max and NCDOT
- Signal warrant analysis and traffic count data
- Pedestrian count data
- More traffic count data
- Survey conducted by Birkdale HOA
- Crash history





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

October 22, 2013

Andrew Grant  
PO Box 399  
Cornelius, NC 28031

Dear Mr. Grant:

This letter is in response to your request for an investigation into the need for a traffic signal at the intersection of NC 73 and Windalene Dr/Norman View Ln. We have completed a review of this intersection. For this review we looked at a 5 year crash history and traffic volumes for the intersection. The 5 year crash history showed 4 crashes at this intersection. Of these crashes there were 2 rear end crashes and 2 run off the road crashes. None of these would be considered potentially correctable by the installation of a traffic signal. We also looked at the traffic volumes for this location which were collected in May of 2013. These volumes did not meet the required volumes as put forth in the 2009 Manual on Uniform Traffic Control Devices to warrant the installation of a traffic signal. Based on the existing crash history and traffic volumes we do not recommend the installation of a traffic signal at this time.

We did look at the overall NC 73 Corridor Study that was done in conjunction between the NCDOT and all the local municipalities along NC 73. This study shows this intersection as a potential signalized intersection. Based on this we would be agreeable to allowing a traffic signal to be installed at such a time as signal warrants are met.

If you have any questions concerning this matter, please contact Mr. Sean Epperson of this office at the telephone number below.

Sincerely,

*Louis L. Mitchell, P.E.*  
Louis L. Mitchell, P.E.  
Division Engineer

LLM:sme

CC: Brett Canipe, PE, District Engineer  
Max Buchanan, PE, Town Of Huntersville  
Dave Davis, Signal Tech Supervisor  
file



**From:** Epperson, Sean M <smepperson@ncdot.gov>  
**Sent:** Wednesday, November 20, 2013 2:08 PM  
**To:** Phillip Ball  
**Cc:** Boland, Timothy M; Karen Barrett; dphillips; Ricky Overcash; Max Buchanan; Justin Carroll; mikemunsch@aol.com; Anthony Roberts; Vincent Iamunno; Greg Ferguson; Mayor Swain  
**Subject:** Re: Meeting at Hwy 73 and Birkdale/Sterling Pointe

Phillip,

We are going to do a more detailed analysis to determine what traffic would be using this intersection if the NC 73 traffic volumes were not causing long delays and safety concerns. We simply want a full day turning movement count as a baseline for analysis. Please send us the results of the survey once it is completed. I do not think we need to meet until we have completed our detailed analysis. It was my understanding that we left this meeting with the understanding that we were going to do this analysis and get back with everyone once complete.

As for blinking school lights these are only installed when a reduced speed school zone is present. As we stated at the meeting this location does not warrant a reduced speed school zone. If a reduced speed school is warranted and installed in the future it would be up to Huntersville and/or Cornelius to install and maintain the school flasher. The NCDOT does not install or maintain these flashers anymore. The reason for this is a study done which showed that these flashers did not increase driver compliance with the reduced speed zone.

All other options we presented to increase safety were options no one at the meeting was interested in pursuing. The main two of these were a directional crossover which would allow lefts off NC 73 but not allow lefts onto NC 73 or a median on NC 73 which would allow no lefts at the intersection.

Sean Epperson, PE  
Division Traffic Engineer  
NCDOT – Division 10  
716 W Main St  
Albemarle NC 28001  
Office - 704-983-4400

*Sent from my Verizon Wireless 4G LTE DROID*

Phillip Ball <pwb007@bellsouth.net> wrote:

Sean,  
I appreciate that NCDOT is willing to do a traffic count, but it seems that it would be a flawed count, because very few are willing to risk turning left out of Birkdale onto HWY 73 without a traffic signal. I believe we left it we were going to meet (the towns, NCDOT and someone from Birkdale, Sterling Pointe and Chesterbrook Academy to put our heads together and look at all options, including consideration for this corridor between Catawba Ave and Beatties Ford Rd. We need to look at options such as blinking school lights/signs or a traffic signal. Birkdale is sending a survey to all 870 homeowners and asking them if they would use the intersection if there was a traffic signal. We would like to present this data to the group before we proceed. I will be glad to pull the meeting together as Chesterbrook has offered their facility.

I look forward to hearing from you and thanks for your efforts.

Phillip Ball  
704 775 2190



---

**From:** "Epperson, Sean M" <[smepperson@ncdot.gov](mailto:smepperson@ncdot.gov)>

**Date:** Thursday, November 14, 2013 4:20 PM

**To:** Phillip Ball <[pwb007@bellsouth.net](mailto:pwb007@bellsouth.net)>

**Cc:** Lynette Rinker <[lrinker@cornelius.org](mailto:lrinker@cornelius.org)>, Andrew Grant <[agrant@cornelius.org](mailto:agrant@cornelius.org)>, "Boland, Timothy M" <[tboland@ncdot.gov](mailto:tboland@ncdot.gov)>, Karen Barrett <[Karen.Barrett@nclinc.com](mailto:Karen.Barrett@nclinc.com)>, Danny Phillips <[dphillips@huntersville.org](mailto:dphillips@huntersville.org)>, Ricky Overcash <[rovercash@cornelius.org](mailto:rovercash@cornelius.org)>, Max Buchanan <[mbuchanan@huntersville.org](mailto:mbuchanan@huntersville.org)>, Justin Carroll <[jcarroll@huntersville.org](mailto:jcarroll@huntersville.org)>, "mikemunsch@aol.com" <[mikemunsch@aol.com](mailto:mikemunsch@aol.com)>, Ashley Rammacher <[arammacher@amgworld.com](mailto:arammacher@amgworld.com)>, Carol Turner <[cvt9999@att.net](mailto:cvt9999@att.net)>, Anthony Roberts <[ARoberts@cornelius.org](mailto:ARoberts@cornelius.org)>, Vince Iamunno <[vincent.iamunno@ineos.com](mailto:vincent.iamunno@ineos.com)>, "gferguson@huntersville.org" <[gferguson@huntersville.org](mailto:gferguson@huntersville.org)>, "jswain@huntersville.org" <[jswain@huntersville.org](mailto:jswain@huntersville.org)>

**Subject:** Re: Meeting at Hwy 73 and Birkdale/Sterling Pointe

Phillip,

Thanks for the follow up email and notes. From those notes it is indicated that we will be meeting in the next couple weeks to discuss options. We have requested an all day turning movement count. This will be needed as a baseline for however we proceed forward. This count will take a few weeks to get done considering we would not want to count around Thanksgiving. Once we have that count in hand and have analyzed it I will get back with everyone.

Sean Epperson, PE  
Division Traffic Engineer  
NCDOT – Division 10  
716 W Main St  
Albemarle NC 28001  
Office - 704-983-4400

*Sent from my Verizon Wireless 4G LTE DROID*

Phillip Ball <[pwb007@bellsouth.net](mailto:pwb007@bellsouth.net)> wrote:

---

**From:** Phillip Ball <[pwb007@bellsouth.net](mailto:pwb007@bellsouth.net)>

**Date:** Saturday, November 9, 2013 6:21 PM

**To:** Phillip Ball <[pwb007@bellsouth.net](mailto:pwb007@bellsouth.net)>

**Subject:** FW: Meeting at Hwy 73 and Birkdale/Sterling Pointe

Thanks to everyone who came to the meeting last week to discuss the situation we face with this intersection. I believe we (the school and residents of Birkdale and SterlingPointe) came away feeling that the towns and state understood what we are up against and will truly try to solve this problem. We will stay in close communication with all parties.

Phillip Ball  
704 775 2190 cell

From my notes:

**First and foremost this is a dangerous intersection**, caused by high traffic volume and the fact that there is no middle turn lane for both Birkdale and Sterling Pointe to use and no way to have a break in traffic. There is also a school, Chesterbrook Academy, at the intersection with buses trying to make a left turn on Hwy 73 and parents attempting to make right and left turns onto Hwy 73.

There was mention of making 3 lanes to Babe Stilwell, but this is not likely to happen in the next few years due to funding constraints.

Birkdale has 850 plus families using four exits with only one having a traffic signal.

Growth in east Lincoln county and NW Mecklenburg county and the fact that everyone wants to get to and from I77 make this road woefully inadequate to carry the volume of cars, and the speed limit of 45 is not observed in either direction on HWY 73

Need a method to slow traffic in both directions, especially when the school is open. A stoplight would be the first choice, another other option discussed briefly would be blinking school lights to slow traffic at peak times of the day and a third option was a right only turn which causes more traffic problems in its own right

NCDOT shows this as a potential signalized intersection.

There have been 4 non fatal accidents (and a fatal accident two hundred yards away at Blythe Landing) caused by high speed, traffic volume and the design of the intersection.

Lights are not synchronized between the lights at Hwy 73 /Catawba Ave and Beatties Ford/Hwy 73 to give a break in flow for Birkdale/SterlingPointe/Hwy 73 intersection.

The Towns of Cornelius and Huntersville and the NCDOT are going to meet to consider all options within 2 weeks with input from Birkdale, Sterling Pointe and Chesterbrook Academy.

Even though NCDOT regulations do not permit this in counting traffic, everyone at the meeting agreed that this entire corridor, Catawba Ave to Beatties Ford, is affected and should be considered in whatever solution is found. The high volume of cars, lack of traffic signals, lack of blinking school signs and existing traffic signals lacking synchronization all contribute to the present situation.

And lastly, Lynette had difficulty making a right turn out of Sterling Pointe after the meeting, thank goodness she did not turn left, because that is a deadly maneuver at that time of the day.

Here is a list of all who attended:

Lynette Rinker, Mayor of Cornelius  
Andrew Grant, Assistant Town Manager, Cornelius  
Danny Phillips, Commisioner, Town of Huntersville  
Sean Epperson, Division Traffic Engineer, NCDOT  
Timothy Boland, Division Operations Engineer, NCDOT  
Karen Barrett, Principal, Chesterbrook Academy  
Mike Munsch, President, Birkdale HOA  
Vince Iamunno, resident, Sterling Pointe  
Carol Turner, resident, Sterling Pointe  
Phillip Ball, resident, Sterling Pointe  
Ricky Overcash, Director Public Works, Town of Cornelius  
Max Buchanan, Town Engineer/Public Works Director, Town of Huntersville  
Justin Carroll, Transportation Engineer, Town of Huntersville

---

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

Max Buchanan

---

**From:** Greg Ferguson  
**Sent:** Wednesday, November 06, 2013 4:08 PM  
**To:** Max Buchanan  
**Subject:** FW: NCDOT Meeting at Sterling Pointe

---

**From:** Janet Pierson  
**Sent:** Wednesday, November 06, 2013 2:22 PM  
**To:** Greg Ferguson  
**Subject:** FW: NCDOT Meeting at Sterling Pointe

Danny just called about this. He wants to know if you can have Max and/or Justin attend this meeting.

Janet

---

**From:** Phillip Ball [<mailto:pwb007@bellsouth.net>]  
**Sent:** Monday, November 04, 2013 10:44 AM  
**To:** dphillips  
**Cc:** Vincent Iamunno  
**Subject:** NCDOT Meeting at Sterling Pointe

Danny,

I am meeting with Sean Fearington, Division 10 engineer for stoplights/traffic signals, this thursday at the SterlingPointe subdivision, corner of Windaliere and Hwy 73 at 3PM. He mentioned he had worked with Justin in Huntersville on some projects, so please invite Justin or whomever you fell can speak for the town of Huntersville to come with you. I am also going to invite someone from Birkdale and One Norman Place. We would like a stop light but if that is not in the cards then we would at least want blinking school signs and restricted speed limits during school hours, but we will listen to what the state, Hunterville and Cornelius say and any ideas that may come up.

Thanks for helping us on this.

Phillip Ball





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

January 29, 2014

Max Buchanan  
Town Engineer  
PO Box 664  
Huntersville, NC 28070

**SUBJECT: NC 73 @ Windaleire Dr/Norman View Ln Signal Request**

Dear Mr. Buchanan,

This letter is in response to our latest evaluation of the subject intersection for the installation of a traffic signal. On December 3, 2013 a 13 hour count was taken for this intersection. Based on those counts 3 of the 13 hours met the volumes provided for in the Manual of Uniform Traffic Control Devices for Signal Warrant 1 (8 hour warrant). Based on a hypothetical statement from the citizens in the subdivision that if a signal were installed here more people would use the intersection, a percentage of the traffic turning left off Birkdale Commons onto NC 73 was transferred to this intersection. Even with this additional traffic at the intersection only 5 hours would meet the volumes needed for Signal Warrant 1. Based on this a traffic signal is not warranted at this time and we therefore are not agreeable to one being installed.

I would like to state again that this location has been identified as a location for a future signal under the NC 73 Corridor Study once signal warrants have been met. Once traffic volumes have increased such that volume warrants have been met, we will be agreeable to allowing a traffic signal to be installed. At such a time that a traffic signal is warranted and is planned to be installed we will require that each of the side street approaches be marked with a thru/right lane and a left turn only lane. We will also require that any planting in the medians on the side streets that create an issue with sight distance be removed or trimmed back. We would also recommend that the sidewalk in the northwest quadrant be extended to the intersection and a pedestrian crosswalk with pedestrian phasing in the signal be installed.



If you have any questions concerning this matter, please contact Mr. Sean Epperson, Division Traffic Engineer, of this office at the telephone number below.

Sincerely,

*Louis L. Mitchell, P.E.*  
Louis L. Mitchell, P.E.  
Division Engineer

LJM:sme

CC: Brett Canipe, PE, District Engineer  
file

Max Buchanan

---

**From:** Greg Ferguson  
**Sent:** Monday, March 31, 2014 6:07 PM  
**To:** Andrew Grant  
**Cc:** Anthony Roberts; Max Buchanan; Justin Carroll; Tyler Beardsley; Ricky Overcash  
**Subject:** RE: Signal Request for NC 73 @ Norman View/Windaleire Intersection

No. And this does not include the costs associated with completing the project as described below (ROW and etc.).

Our Board discussed this intersection at the Town Board retreat and it did not make our Top 10 List for Small Capital Transportation Projects. We have very limited dollars for those type projects and they are prioritized to other projects as directed by the Board.

Greg

---

**From:** Andrew Grant [<mailto:Agrant@cornelius.org>]  
**Sent:** Monday, March 31, 2014 5:46 PM  
**To:** Greg Ferguson  
**Cc:** Anthony Roberts; Max Buchanan; Justin Carroll; Tyler Beardsley; Ricky Overcash; Andrew Grant  
**Subject:** FW: Signal Request for NC 73 @ Norman View/Windaleire Intersection

Greg,

Is this something that Huntersville is interested in splitting the cost for? Thanks.

Andrew

---

**From:** Epperson, Sean M [<mailto:smepperson@ncdot.gov>]  
**Sent:** Friday, March 28, 2014 12:46 PM  
**To:** Andrew Grant; Greg Ferguson ([gferguson@huntersville.org](mailto:gferguson@huntersville.org))  
**Cc:** Mitchell, Louis L; Cole, Scott; Boland, Timothy M; Canipe, Brett D; [pwb007@bellsouth.net](mailto:pwb007@bellsouth.net); [Mary.Jennings@ncleg.net](mailto:Mary.Jennings@ncleg.net); Anthony Roberts; Tyler Beardsley; Ricky Overcash  
**Subject:** RE: Signal Request for NC 73 @ Norman View/Windaleire Intersection

Andrew,

Not including any ROW that may be needed or utility conflicts that would need to be taken care of you should be able to design and build this signal for between \$50,000 and \$60,000. This is assuming a wood pole signal.

Sean Epperson, PE  
Division Traffic Engineer  
NCDOT – Division 10  
716 W Main St  
Albemarle NC 28001  
Office - 704-983-4400

---

**From:** Andrew Grant [<mailto:Agrant@cornelius.org>]  
**Sent:** Thursday, March 27, 2014 10:32 AM  
**To:** Epperson, Sean M; Greg Ferguson ([gferguson@huntersville.org](mailto:gferguson@huntersville.org))  
**Cc:** Mitchell, Louis L; Cole, Scott; Boland, Timothy M; Canipe, Brett D; [pwb007@bellsouth.net](mailto:pwb007@bellsouth.net); [Mary.Jennings@ncleg.net](mailto:Mary.Jennings@ncleg.net);



Anthony Roberts; Andrew Grant; Tyler Beardsley; Ricky Overcash

**Subject:** RE: Signal Request for NC 73 @ Norman View/Windaleire Intersection

Sean,

Thanks for the below information. Is it possible for you/NCDOT to ballpark the approximate cost for all the improvements you mention below? Perhaps based upon recent similar improvements. Thanks.

Andrew

---

**From:** Epperson, Sean M [<mailto:smepperson@ncdot.gov>]

**Sent:** Thursday, March 27, 2014 6:33 AM

**To:** Greg Ferguson ([gferguson@huntersville.org](mailto:gferguson@huntersville.org)); Andrew Grant

**Cc:** Mitchell, Louis L; Cole, Scott; Boland, Timothy M; Canipe, Brett D; [pwb007@bellsouth.net](mailto:pwb007@bellsouth.net); [Mary.Jennings@ncleg.net](mailto:Mary.Jennings@ncleg.net)

**Subject:** Signal Request for NC 73 @ Norman View/Windaleire Intersection

Andrew and Greg,

This email is in response to our latest request for the installation of a traffic signal at the subject intersection. Our latest evaluation was done upon receiving Huntersville Commissioner Rob Kidwell's request for us to collect new turning movement traffic count data due to small errors in counts taken on December 3, 2013. While we did not take new counts, as we did not feel the small errors necessitated the need for new counts, we did look in more detail at how this location operates today and how it would operate in the near future with expected growth along the NC 73 corridor. While at this time we do not feel a traffic signal is needed for the safe and efficient operation of this intersection, further analysis did indicate that one would be needed for the safe and efficient operation of this intersection in the near future. Based on this we are agreeable to allowing a traffic signal to be installed at this location at this time.

At this time the Department does not have the necessary funds for the installation of this traffic signal. We typically fund the installation of traffic signals with Spot Safety funds. Because there is not a significant crash pattern at this location, it does not qualify for this funding mechanism. If the Town is able to provide the funds needed, we will work with you to get the traffic signal installed.

As stated previously when a traffic signal is installed at this location, we will require that each of the side street approaches be marked with a thru/right combination lane and a left turn only lane with the maximum storage currently possible. We will also require that any plantings in the medians on the side streets that create an issue with sight distance be removed or trimmed back. We would also recommend that the sidewalk in the northwest quadrant be extended to the intersection and a pedestrian crosswalk with pedestrian phasing in the signal be installed. We cannot allow a crosswalk or pedestrian phasing to be installed without the sidewalk being extended to the intersection and all required ADA accommodations be present.

Please share this email with your Town Commissioners/Council, Mayor and town staff. If you have any questions concerning this matter, please contact me at the telephone number below.

Sean Epperson, PE  
Division Traffic Engineer  
NCDOT – Division 10  
716 W Main St  
Albemarle NC 28001  
Office - 704-983-4400



**From:** Max Buchanan  
**Sent:** Sunday, May 18, 2014 7:44 PM  
**To:** Greg Ferguson  
**Cc:** Jill Swain; Melinda Bales; Rob Kidwell; Ron Julian; Sarah McAulay; Jeff Neely; Danny Phillips  
**Subject:** Re: Letter from Birkdale

To Mayor and Commissioners,

Be that I will be unable to attend Monday night's Board meeting given that I am out of town until Wednesday, May 21st, I would like to take this opportunity to expand on Engineering and Public Works position on the issue of a traffic signal at NC73 and Norman View/Windaliere. Justin Carroll will be at the May 19th Board meeting and can answer any questions or provide additional insight into the comments I provide. Please accept my apologies for delivering this in an email format; however, it is the only means of communication I have from the Core Outer Banks of North Carolina.

Just as we have passionately campaigned for years about the installation of stop signs and the warranting processes that should be followed, a similar but more rigorous warranting process exists for the installation of traffic signals. This warranting process is outlined in the Manual on Uniform Traffic Control Devices (MUTCD) which is the nationally accepted standard for all things related to traffic control. It is from this warranting process that Huntersville Engineering and NCDOT have based past opinions on a proposed signal at NC73 and Norman View/Windaliere as "not meeting warrants".

A proposed signal at NC73 and Norman View/Windaliere has been analyzed thoroughly by both Huntersville Engineering and NCDOT several times over the last year and each time the analysis has shown that a signal does not meet the warrants required of the MUTCD. There have been two separate instances where NCDOT has submitted formal documentation to the Town of Huntersville, the Town of Cornelius, and/or to the representatives of the HOA's for both Sterling Point and Birkdale that the intersection of NC73 and Norman View/Windaliere does not currently meet the signal warrants required by MUTCD. But before commenting on why NCDOT has switched their position on a possible signal at this intersection, I would like to briefly comment on the signal warranting process.

There are 8 or 9 signal warrants detailed in the MUTCD. However, there are typically only two that would apply in the case of this intersection- Warrant #1 and Warrant #2. Warrant #1 is the primary warrant that NCDOT considers as required for signal installation. Warrant #1 is referred to as an "8 hour" warrant. That is that the demand to go either straight or left from a minor road through or onto a major road is so great 8 hours out of the day that a signal is necessary to efficiently process the demand. Warrant #1 is a volume based warrant and



requires minimum threshold volumes for both the major road and minor road for 8 hours out of the day. Warrant #2 is typically referred to as the "4 hour warrant" and requires even greater threshold volumes but for only 4 hours out of the day. That is that the demand to get out (straight or left) of a minor road onto a major road is even greater but for a shorter period of time than that required of Warrant #1.

Actual traffic counts were utilized in the signal warrant analysis for the intersection of NC73 and Norman View/Windaliere with results indicating that neither the "8 hour" warrant nor the "4 hour" warrant were close to meeting the minimum thresholds required of the MUTCD. It was after the initial analysis that a redistribution of traffic from the Birkdale community was taken into consideration and demand volumes adjusted, quite conservatively, to the intersection prior to a re-analysis for signal warrants. It should be noted that even after the redistribution of volumes, neither Warrant #1 nor Warrant #2, were satisfied. In short, a signal at the NC73 and Norman View/Windaliere intersection is not warranted as required by the MUTCD and is therefore not recommended by the Huntersville Engineering and Public Works Department. For comparison purposes, Justin will be able to speak to the recent Gilead Road/Wynfield signal warrant analysis and the significantly higher volumes turning left from Wynfield onto Gilead.

Now one might ask why NCDOT would reverse their position on a signal at this intersection and why would Huntersville Engineering not concur with that reversal. In short, political enquiries and pressures resulted in a "reconsideration" of the signal, not a reanalysis of the MUTCD requirements. A signal installation that does not meet signal warrants is a slippery slope indeed. Should we also consider a signal at David Kennedy Farm Road, Babe Stillwell Farm Road, Terry Lane, etc. One could easily surmise that it is just as difficult to get out onto NC 73 from these roads as it is from Norman View and Windaliere. Are we going to consider a signal at each of these intersections as well. What happens if we put a signal at each of these intersections plus every intersection that requests one. NC73 is a strategic highway corridor and its efficiency must be protected for the 25,000 - 35,000 average daily trips.

Additionally, proper treatment for an intersection that has safety issues but does not meet signal warrants is to restrict certain movements. A right-in/right-out movement or a directional cross-over is a more appropriate treatment when a signal is not warranted and safety is an issue. I am not aware of a crash history at this intersection. To be considered in the signal warranting process, crash data should be only that which could have been prevented with the installation of a signal. The recent fatality near the Blythe Landing is NOT attributed to this intersection nor would a signal have prevented said fatality.

I would submit that a signal at Babe Stillwell Farm Road/NC73 would be a more desirable location for a traffic signal. A signal at the Babe Stillwell Farm Road and NC73 with the extension of Birkdale Commons Parkway to Babe Stillwell Farm Road could be more beneficial

to a larger percentage of Huntersville residents especially if coordinated with a realignment of the Blythe Landing entrance. While an analysis has yet been performed for this potential signal location, my professional guess would be that it would be a lot closer to meeting signal warrants than the Norman View/Windaliere intersection.

Again, Justin should be able to expand on any of my comments and will definitely be able to provide more of an insight into the signal warranting processes, both in general and specific to the NC73 and Norman View/Windaliere intersection.

If it is the desire of the Town Board to participate in the installation of a signal at this location, I would ask that the Huntersville Engineering and Public Works not be tasked with its installation as it was Cornelius residents that placed the initial request for a signal installation.

One final thing to consider. . . since a signal at this location is based on administrative decision and not founded on engineering data, provisions for its installation could be attached. Given that the residents of David Kenney Farm could benefit from a signal at NC73 and Norman View/Windaliere, our hope would be that - if David Kenney Farm Road could be connected to Birkdale Commons Parkway - the Birkdale HOA would not oppose its connection.

Again, thank you for allowing me the opportunity to provide a few scattered comments on this issue.

Max Buchanan

Sent from my iPad

> On May 15, 2014, at 11:53 AM, "Janet Pierson" <jpierson@huntersville.org> wrote:

>

> The attached was received in the mail today.

>

> Janet

>

> <DOC051514.pdf>



**Town Board Meeting  
May 19, 2014**

**Norman View Ln/Windaliere Dr  
Traffic Signal Discussion**

## History

- October 22, 2013 – NCDOT determined MUTCD signal warrants not met.
- Onsite meeting occurred to discuss issues with residents and possible redistribution of trips "if" a signal existed at this location.
- January 29, 2014 – NCDOT determined MUTCD signal warrants would not be met even with the redistributed trips.
- March 27, 2014 – NCDOT reversed decision to allow a traffic signal based off of anticipated future volumes on NC73.

## Huntersville "Top 10"

- NC 115 @ Stumptown Rd
- Beatties Ford Rd @ McCoy Rd
- NC 73 @ Ramah Church Rd
- McCoy Rd @ Julian Clark Ave
- Beatties Ford Rd @ Hambright Rd
- NC 73 @ Terry Ln
- Beatties Ford Rd @ McIlwaine Rd
- Mt. Holly-Huntersville Rd @ Hambright Rd
- Vance Rd @ Gilead Rd
- Beatties Ford Rd @ Neck Rd
- Gilead Rd @ Wynfield Creek Pkwy (Warranted Signal)



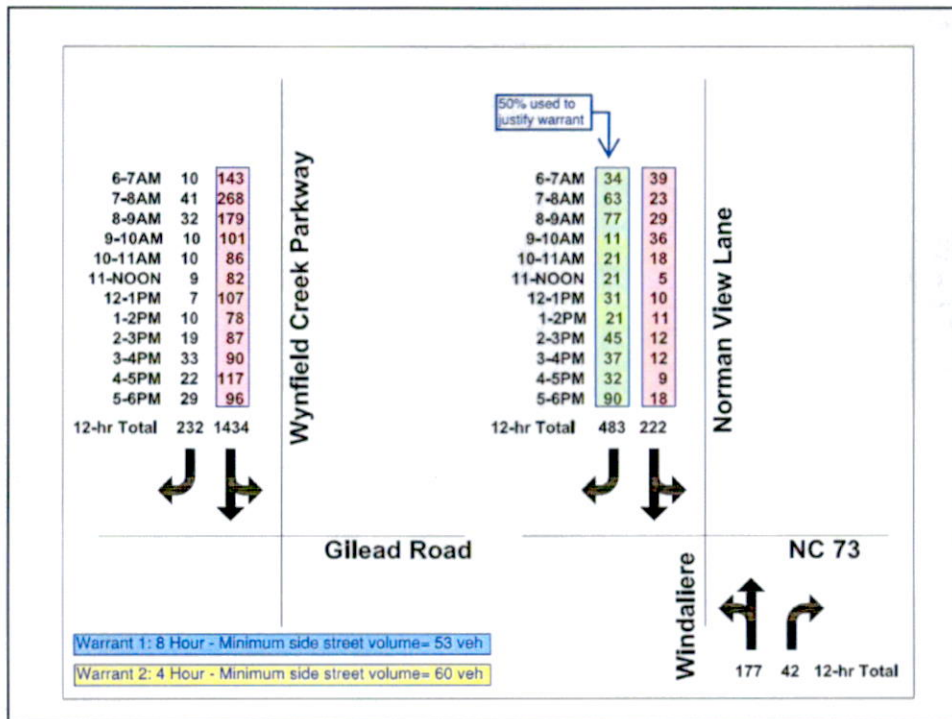
Wynfield Creek Pkwy/Gilead  
vs.  
Norman View/NC73

Wynfield Creek Pkwy



Norman View Ln





## Staff Comments

- E&PW does not concur with the warrant analysis conducted by NCDOT.
- Propose alternative future signal location at Babe Stillwell @ NC73 when Birkdale Commons Pkwy is extended.
- Table the funding discussion to the next Town Board retreat so this project can be prioritized with other "Top 10" projects.





Town Board Meeting  
May 19, 2014

**From:** Max Buchanan  
**Sent:** Wednesday, April 01, 2015 12:47 PM  
**To:** Epperson, Sean M  
**Cc:** Cole, Scott; Greg Ferguson; Cleveland Spruill; Boland, Timothy M  
**Subject:** RE: NC73 @ Windaliere Drive/Norman View Ln

I agree with everything you just said.

*Max L. Buchanan, PE*

Director of Engineering & Public Works  
Town of Huntersville, NC  
PO Box 664  
Huntersville, NC 28070  
Office: 704-766-2220  
Fax: 704-992-5528

**From:** Epperson, Sean M [mailto:smepperson@ncdot.gov]  
**Sent:** Wednesday, April 01, 2015 11:56 AM  
**To:** Max Buchanan  
**Cc:** Cole, Scott; Greg Ferguson; Cleveland Spruill; Boland, Timothy M  
**Subject:** RE: NC73 @ Windaliere Drive/Norman View Ln

Max,

I am not sure what signage would be appropriate. Keep in mind there was not a crash pattern at this location so there is not a specific crash type/pattern that we would be addressing with signage.

While not opposed to a directional crossover like you said the NCDOT would not have the funds to install one. And they do cost even more than a traffic signal. I do not think there is enough room out there to install one using bollards. We typically want 14' between the medians for the left turn lane at a directional. There is no way we could get even close to that here. If we even tried it would be a maintenance issue from day one. And like I stated above there is not a crash pattern here we are trying to address/correct.

Now we could go in remark the entire intersection to create a wide median area out of the left turn lanes and install bollards here. We could get far enough from the travel lanes that it would not be a maintenance issue. While this would be less expensive than a traffic signal the NCDOT still does not have the funds for even this.

I have reached out to Cornelius to see how serious they are about pursuing a traffic signal. There is no point in even entertaining any of these options if they plan to move forward with funding a traffic signal.

Sean Epperson, PE  
Division Traffic Engineer  
NCDOT – Division 10  
716 W Main St  
Albemarle NC 28001  
Office - 704-983-4400

---

**From:** Max Buchanan [mailto:mbuchanan@huntersville.org]  
**Sent:** Wednesday, April 01, 2015 8:19 AM



**To:** Epperson, Sean M  
**Cc:** Cole, Scott; Greg Ferguson; Cleveland Spruill; Boland, Timothy M  
**Subject:** RE: NC73 @ Windaliere Drive/Norman View Ln

Sean,

Do you think there is any additional signage that could be incorporated to appease the group? They continue to ask about lowering speed limit, school speed zone, etc. I did communicate the standard response to each of those enquiries but, again, did offer to run it by NCDOT once again.

Note: there was voiced support of restricting left turn movements out of each side street. I advised that the cost of directional cross-overs would be more than the signal and that, if NCDOT does not have funds to install signal, they would not have funds to construct left-over. That said, do you think there is enough width and would there be any NCDOT support for a flexible bollard left-over. What about a flexible bollard system restricting all left-turn movements (right-in/right-out) like at NC73 and Brown Mill Road?

*Max L. Buchanan, PE*

Director of Engineering & Public Works  
Town of Huntersville, NC  
PO Box 664  
Huntersville, NC 28070  
Office: 704-766-2220  
Fax: 704-992-5528

**From:** Epperson, Sean M [<mailto:smepperson@ncdot.gov>]  
**Sent:** Tuesday, March 31, 2015 2:06 PM  
**To:** Max Buchanan  
**Cc:** Cole, Scott; Greg Ferguson; Cleveland Spruill; Boland, Timothy M  
**Subject:** RE: NC73 @ Windaliere Drive/Norman View Ln

Max,

I am not sure what else could be done instead of a signal that we would have the funding for. The least expensive option is a signal and we do not have the funding for that. If you have any ideas on an option that could be done here that costs less than a signal please let me know and we will consider it. While I am not against meeting when needed I don't see a benefit to meeting on this at this time.

Sean Epperson, PE  
Division Traffic Engineer  
NCDOT – Division 10  
716 W Main St  
Albemarle NC 28001  
Office - 704-983-4400

---

**From:** Max Buchanan [<mailto:mbuchanan@huntersville.org>]  
**Sent:** Tuesday, March 31, 2015 9:55 AM  
**To:** Epperson, Sean M  
**Cc:** Cole, Scott; Greg Ferguson; Cleveland Spruill  
**Subject:** NC73 @ Windaliere Drive/Norman View Ln

Sean,

Long story short here...

Huntersville Police Chief Spruill and I met with a group of residents from both the Sterling Point community (Cornelius) and the Birkdale Village community (Huntersville) last week to once again discuss a signal at NC73 and Windaliere Intersection. It is my opinion that the meeting, being initiated and mediated by persons from within the Sterling Point community, turned into what I would consider a politically motivated campaign against certain Huntersville elected officials.

In the meeting, we maintained our position that a signal is not warranted by the data and that the elected body of Huntersville has indicated they are not supportive of participating in the cost of an unwarranted signal. As you have indicated, Cornelius is still considering moving forward with the project with what I assume to be 100% funding. Despite that stated fact, the residents represented at this meeting, are not convinced anything is going to happen and wanted to know if NCDOT and the 2 towns could once again revisit the intersection and possible solutions, other than a signal, that could be incorporated to alleviate some of their perceived safety concerns.

So..... would NCDOT be interested in revisiting the issue to consider and discuss other modifications?

*Max L. Buchanan, PE*

Director of Engineering & Public Works

Town of Huntersville, NC

PO Box 664

Huntersville, NC 28070

Office: 704-766-2220

Fax: 704-992-5528

---

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

---

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

Max Buchanan

---

**From:** Max Buchanan  
**Sent:** Wednesday, August 19, 2015 9:55 AM  
**To:** Greg Ferguson  
**Subject:** FW: Signal - NC73 @ Windaliere and Norman View

fyi

*Max L. Buchanan, PE*  
Director of Engineering & Public Works  
Town of Huntersville, NC  
PO Box 664  
Huntersville, NC 28070  
Office: 704-766-2220  
Fax: 704-992-5528

**From:** Epperson, Sean M [mailto:smepperson@ncdot.gov]  
**Sent:** Wednesday, August 19, 2015 9:34 AM  
**To:** Max Buchanan <mbuchanan@huntersville.org>  
**Subject:** RE: Signal - NC73 @ Windaliere and Norman View

I do not. We did work with them to determine no additional ROW was needed and come up with a cost estimate. I have not heard anything from them since all that was done. We have not even started on a signal design for the intersection and will not until someone has provided funding for the project.

Sean Epperson, PE  
Division Traffic Engineer  
NCDOT – Division 10  
716 W Main St  
Albemarle NC 28001  
Office - 704-983-4400

---

**From:** Max Buchanan [mailto:mbuchanan@huntersville.org]  
**Sent:** Wednesday, August 19, 2015 9:14 AM  
**To:** Epperson, Sean M  
**Subject:** Signal - NC73 @ Windaliere and Norman View

Sean,

Do you know if Cornelius is moving forward with a signal installation at NC73 and Windaliere/Norman View?

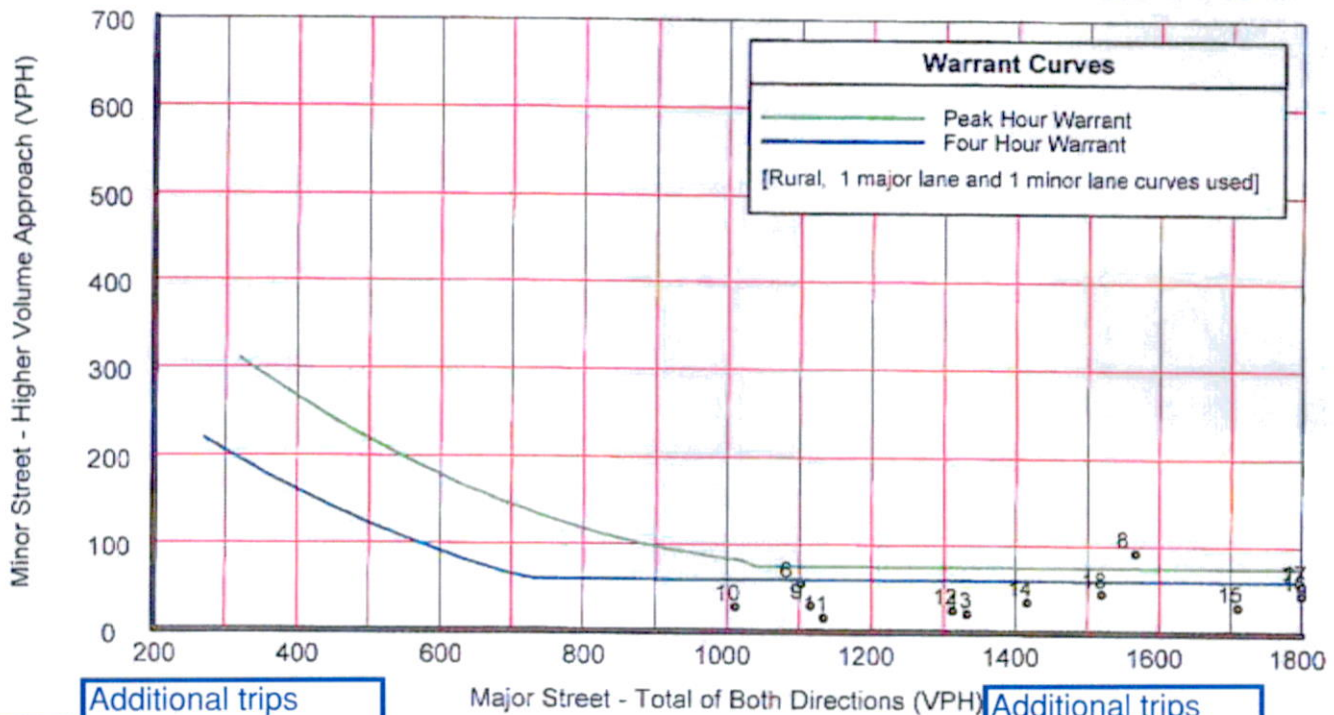
*Max L. Buchanan, PE*  
Director of Engineering & Public Works  
Town of Huntersville, NC  
PO Box 664  
Huntersville, NC 28070  
Office: 704-766-2220  
Fax: 704-992-5528



# NC 73 at Norman View Lane

Dec. 2013

## Signal Warrants - Summary



Additional trips needed to meet 1B

Should be ~28

Additional trips needed to meet 2

NO

### Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
01:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
02:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
03:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
04:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
05:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
06:00	1,102	28	NB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
07:00	1,888	51	NB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
08:00	1,568	65	NB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-Yes	Both
09:00	1,116	30	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
10:00	1,012	28	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
11:00	1,134	16	SB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
12:00	1,313	25	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
13:00	1,333	21	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
14:00	1,417	35	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
15:00	1,710	30	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
16:00	1,931	44	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
17:00	2,131	55	NB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
18:00	1,520	45	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
19:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
20:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
21:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
22:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
23:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---

Wcr 2  
Mins  
100/60  
32  
7  
✓  
-30  
-32  
-44  
-35  
-39  
-25  
-30  
-16  
-5  
-15

# VHB Engineering NC, P.C.

4000 WestChase Boulevard, Suite 530

Raleigh, NC 27607

p: 919-829-0328 f: 919-829-0329

*TRAFFIC COUNTS*

File Name : 13-0518:  
Site Code : 0000000  
Start Date : 12/3/2013  
Page No : 1

## Groups Printed- All Traffic

Start Time	Windaliere Drive Southbound				NC 73 Westbound				Norman View Lane Northbound				NC 73 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks			
06:00 AM	5	0	0	0	1	111	1	2	2	0	9	0	0	104	2	3	5	235	240
06:15 AM	2	0	1	0	4	136	0	1	3	0	4	0	0	124	2	1	2	276	278
06:30 AM	5	0	0	0	1	165	1	0	2	0	9	0	0	134	0	1	1	317	318
06:45 AM	3	1	4	0	8	162	3	5	31	3	12	1	0	146	4	4	10	375	385
Total	15	1	5	0	14	574	5	8	38	10	34	1	0	508	8	9	18	1203	1221
07:00 AM	10	1	1	0	5	217	5	2	4	0	8	0	0	203	0	1	3	454	457
07:15 AM	7	0	3	0	9	240	2	3	7	1	17	0	1	222	5	0	3	514	517
07:30 AM	2	0	1	0	6	295	2	2	5	2	21	0	1	207	6	4	6	548	554
07:45 AM	1	1	1	0	7	191	4	2	4	0	17	0	0	269	7	2	4	502	506
Total	20	2	6	0	27	943	13	9	20	3	63	0	2	901	18	7	16	2018	2034
08:00 AM	5	0	2	0	13	189	2	3	4	0	12	0	0	239	14	1	4	480	484
08:15 AM	7	0	0	0	17	170	0	5	5	4	21	0	0	257	4	2	7	485	492
08:30 AM	7	0	0	0	10	161	2	3	4	0	23	0	1	184	11	4	7	403	410
08:45 AM	3	0	1	0	7	140	4	1	9	31	21	0	0	159	3	3	4	378	382
Total	22	0	3	0	47	660	8	12	22	35	77	0	1	839	32	10	22	1746	1768
09:00 AM	8	0	0	0	7	138	10	5	5	1	7	1	0	194	2	6	12	372	384
09:15 AM	5	0	1	0	4	132	3	8	3	0	7	0	1	153	2	2	10	311	321
09:30 AM	5	0	0	1	15	126	3	4	1	0	10	0	1	151	3	5	10	315	325
09:45 AM	7	0	0	1	6	111	3	3	1	0	12	0	0	159	5	0	4	304	308
Total	25	0	1	2	32	507	19	20	10	1	36	1	2	657	12	13	36	1302	1338
10:00 AM	3	0	0	0	2	126	2	5	1	11	4	1	1	147	1	2	8	298	306
10:15 AM	2	0	1	0	5	118	5	1	2	0	8	0	0	120	2	2	3	263	266
10:30 AM	3	0	1	0	2	126	1	5	3	0	5	0	1	131	0	2	7	273	280
10:45 AM	5	0	0	0	4	106	3	3	0	1	4	0	1	116	3	2	5	243	248
Total	13	0	2	0	13	476	11	14	6	12	21	1	3	514	6	8	23	1077	1100
11:00 AM	3	0	0	0	3	121	1	1	1	0	3	0	0	135	2	5	6	269	275
11:15 AM	3	0	1	0	4	117	3	6	2	0	1	0	0	167	1	2	8	299	307
11:30 AM	6	0	1	0	4	163	2	4	2	0	8	0	1	133	2	5	9	322	331
11:45 AM	4	0	0	0	4	139	5	2	0	0	9	0	0	135	3	4	6	299	305
Total	16	0	2	0	15	540	11	13	5	0	21	0	1	570	8	16	29	1189	1218
12:00 PM	1	0	0	0	11	166	1	3	2	0	4	1	0	134	3	3	7	322	329
12:15 PM	1	0	0	0	7	151	4	4	2	0	6	0	0	150	3	7	11	324	335
12:30 PM	6	0	3	0	4	141	5	2	3	1	8	0	0	172	2	6	8	345	353
12:45 PM	1	0	1	0	3	188	3	1	2	0	13	0	0	174	2	3	4	387	391
Total	9	0	4	0	25	646	13	10	9	1	31	1	0	630	10	19	30	1378	1408
01:00 PM	2	0	0	0	22	199	3	1	3	1	9	0	0	143	3	4	5	385	390
01:15 PM	4	1	1	0	7	162	6	6	2	0	3	0	0	146	4	3	9	336	345
01:30 PM	3	1	1	0	6	168	6	5	2	0	4	0	0	142	6	3	8	339	347
01:45 PM	2	0	1	0	6	174	5	5	3	0	5	0	0	137	7	4	9	340	349
Total	11	2	3	0	41	703	20	17	10	1	21	0	0	568	20	14	31	1400	1431
02:00 PM	1	0	1	0	5	180	5	4	3	0	6	0	0	133	9	4	8	343	351
02:15 PM	1	0	2	0	9	195	7	4	4	0	15	0	0	154	5	7	11	392	403
02:30 PM	3	0	0	0	11	178	2	1	4	0	17	0	1	177	5	2	3	398	401
02:45 PM	3	0	1	0	8	199	3	1	1	0	7	0	0	149	2	2	3	373	376
Total	8	0	4	0	33	752	17	10	12	0	45	0	1	613	21	15	25	1506	1531
03:00 PM	0	0	1	0	12	208	5	2	1	0	8	0	0	155	8	4	6	398	404
03:15 PM	4	1	2	0	16	212	6	0	0	0	5	0	2	208	4	2	2	460	462
03:30 PM	6	0	1	0	10	256	4	1	4	0	15	0	16	215	3	4	5	530	535
03:45 PM	3	0	1	0	11	207	2	2	7	0	9	0	0	165	2	2	4	407	411
Total	13	1	5	0	49	883	17	5	12	0	37	0	18	743	17	12	17	1795	1812



# VHB Engineering NC, P.C.

4000 WestChase Boulevard, Suite 530

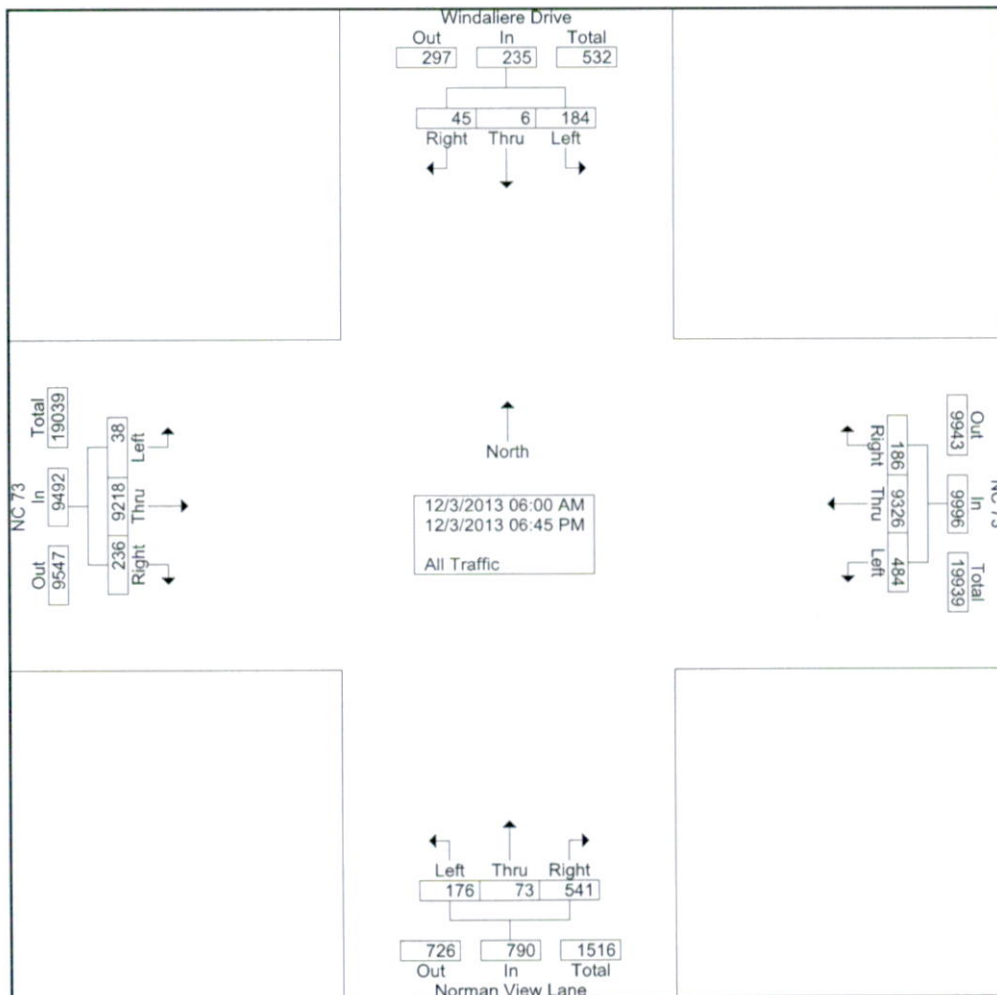
Raleigh, NC 27607

p: 919-829-0328 f: 919-829-0329

File Name : 13-0518:  
Site Code : 0000000  
Start Date : 12/3/2013  
Page No : 2

## Groups Printed- All Traffic

Start Time	Windaliere Drive Southbound				NC 73 Westbound				Norman View Lane Northbound				NC 73 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks			
04:00 PM	3	0	0	0	14	223	1	0	4	0	9	0	1	180	2	0	0	437	437
04:15 PM	2	0	1	0	15	221	7	0	0	0	7	0	1	242	6	2	2	502	504
04:30 PM	3	0	0	0	13	231	10	1	1	0	9	0	0	250	8	0	1	525	526
04:45 PM	4	0	1	0	17	250	4	1	4	0	7	0	0	252	5	3	4	544	548
Total	12	0	2	0	59	925	22	2	9	0	32	0	2	924	21	5	7	2008	2015
05:00 PM	1	0	1	0	24	277	4	1	4	0	22	0	2	256	14	0	1	605	606
05:15 PM	2	0	2	0	19	246	4	3	2	3	19	0	1	246	9	1	4	553	557
05:30 PM	3	0	2	0	26	261	2	1	5	0	25	0	3	251	16	2	3	594	597
05:45 PM	1	0	0	0	21	214	2	2	4	0	24	0	0	257	5	0	2	528	530
Total	7	0	5	0	90	998	12	7	15	3	90	0	6	1010	44	3	10	2280	2290
06:00 PM	5	0	1	0	10	215	7	1	1	0	8	0	1	262	4	1	2	514	516
06:15 PM	5	0	0	0	15	201	3	2	0	0	12	0	1	191	2	1	3	430	433
06:30 PM	0	0	2	0	9	155	5	0	5	0	9	0	0	174	5	2	2	364	366
06:45 PM	3	0	0	0	5	148	3	0	2	16	4	0	0	114	8	0	0	303	303
Total	13	0	3	0	39	719	18	3	8	16	33	0	2	741	19	4	7	1611	1618
Grand Total	184	6	45	2	484	9326	186	130	176	73	541	4	38	9218	236	135	271	20513	20784
Apprch %	78.3	2.6	19.1		4.8	93.3	1.9		22.3	9.2	68.5		0.4	97.1	2.5				
Total %	0.9	0	0.2		2.4	45.5	0.9		0.9	0.4	2.6		0.2	44.9	1.2		1.3	98.7	



2013 Summary

12/3/2015

15-Min

Count Period

Beginning At

NC 73

Northbound

Through

Left

Right

NC 73

Southbound

Through

Left

Right

Windaliere Drive

Eastbound

Through

Left

Right

Norman View Lane

Westbound

Through

Left

Right

Northbound

16:00

16:15

16:30

16:45

17:00

17:15

17:30

17:45

18:00

18:15

18:30

18:45

1

1

0

0

2

1

3

0

1

1

0

0

180

242

250

252

256

246

251

257

262

191

174

114

2

6

8

5

14

9

16

5

4

2

8

14

15

13

17

24

19

26

21

10

15

9

5

223

221

231

250

277

246

261

214

215

201

155

148

1

7

10

4

4

4

2

7

3

5

3

3

2

3

4

1

2

3

1

5

5

0

3

0

0

0

0

0

0

0

0

0

0

0

0

0

1

0

1

1

2

2

0

1

0

2

0

4

0

1

4

4

2

5

4

1

0

5

2

0

0

0

0

0

3

0

0

0

0

16

9

7

9

7

22

19

25

24

8

12

9

4





# VHB Engineering NC, P.C.

4000 WestChase Boulevard, Suite 530

Raleigh, NC 27607

p: 919-829-0328 f: 919-829-0329

File Name : 13-0518:

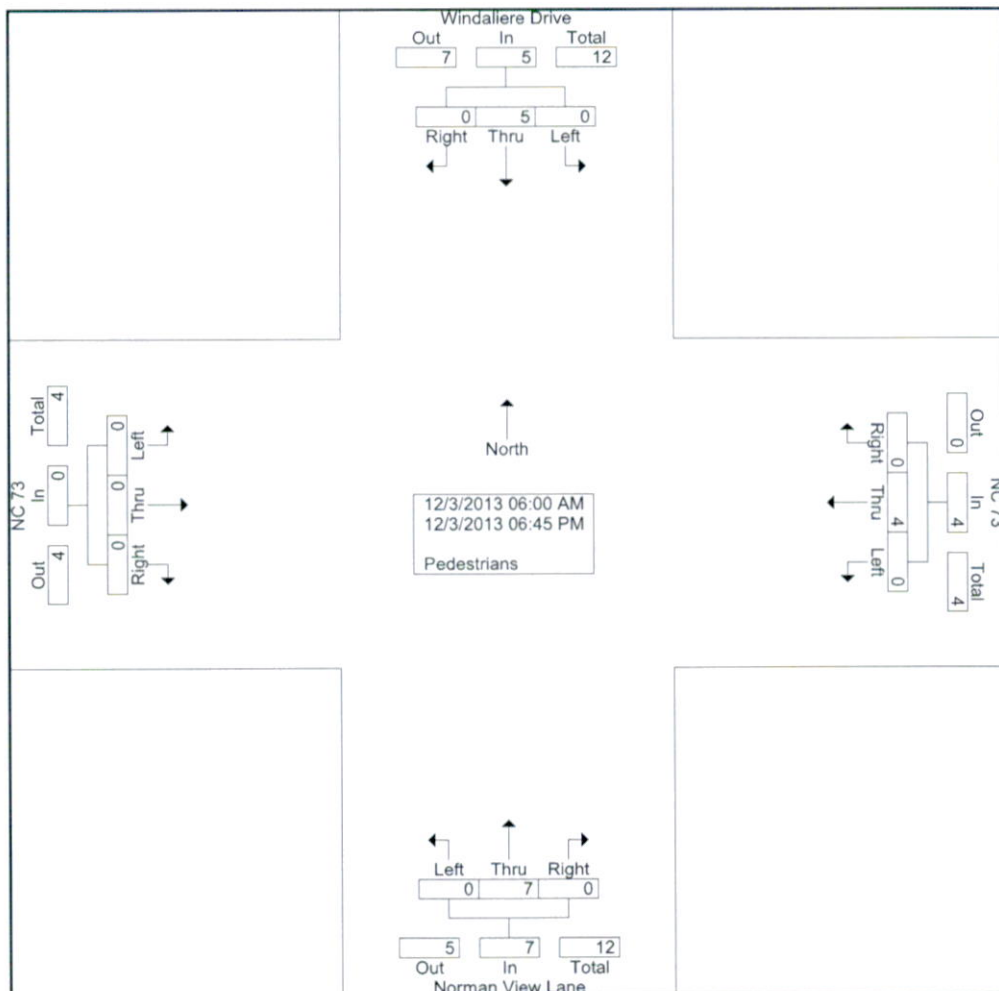
Site Code : 0000000

Start Date : 12/3/2013

Page No : 2

## Groups Printed- Pedestrians

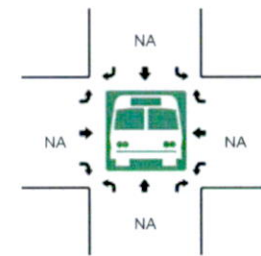
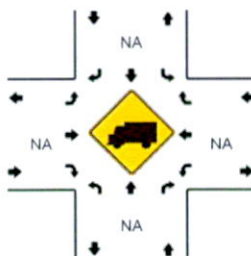
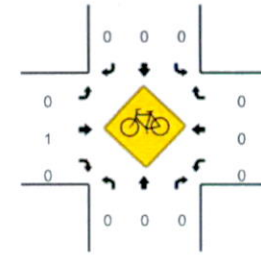
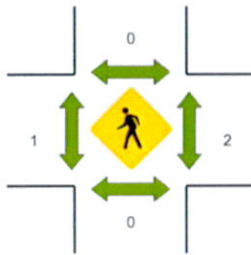
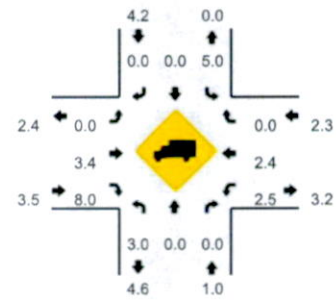
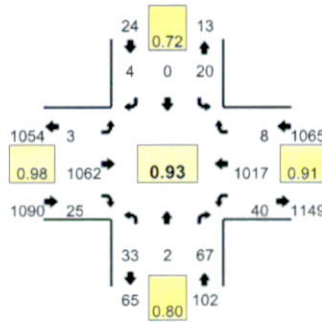
Start Time	Windaliere Drive Southbound				NC 73 Westbound				Norman View Lane Northbound				NC 73 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Grand Total	0	5	0	0	0	4	0	0	0	7	0	0	0	0	0	0	0	16	16
Apprch %	0	100	0		0	100	0		0	100	0		0	0	0		0		
Total %	0	31.2	0		0	25	0		0	43.8	0		0	0	0		0	100	



**LOCATION:** Norman View Ln -- N C 73 Hwy  
**CITY/STATE:** Cornelius, NC

**QC JOB #:** 10943201  
**DATE:** Thu, May 09 2013

**Peak-Hour:** 7:15 AM -- 8:15 AM  
**Peak 15-Min:** 7:30 AM -- 7:45 AM



15-Min Count Period Beginning At	Norman View Ln (Northbound)				Norman View Ln (Southbound)				N C 73 Hwy (Eastbound)				N C 73 Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	4	0	2	0	1	0	0	60	1	0	0	100	1	0	169	
6:15 AM	2	0	10	0	0	0	0	0	0	105	0	0	2	111	0	0	230	
6:30 AM	2	0	9	0	2	0	0	0	0	146	0	0	1	115	0	0	275	
6:45 AM	3	0	12	0	2	0	2	0	0	168	1	0	10	158	2	0	358	1032
7:00 AM	6	0	14	0	7	0	1	0	0	202	2	0	6	204	3	0	445	1308
7:15 AM	9	0	11	0	4	0	1	0	0	210	2	0	4	291	1	0	533	1611
7:30 AM	9	1	24	0	8	0	1	0	1	279	8	0	11	267	4	0	613	1949
7:45 AM	7	0	15	0	2	0	1	0	1	291	4	0	11	267	3	0	602	2193
8:00 AM	8	1	17	0	6	0	1	0	1	282	11	0	14	192	0	0	533	2281
8:15 AM	7	0	20	0	4	1	0	0	1	266	11	0	12	164	1	0	487	2235
8:30 AM	8	0	21	0	5	0	0	0	0	196	2	0	10	173	2	0	417	2039
8:45 AM	4	0	18	0	6	0	0	0	1	236	3	0	14	162	2	0	446	1883
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	4	96	0	32	0	4	0	4	1116	32	0	44	1068	16	0	2452	
Heavy Trucks	0	0	0	0	0	0	0	0	0	40	0	0	4	36	0	0	80	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

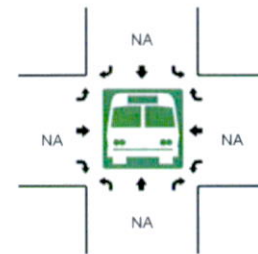
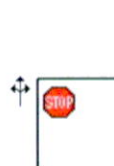
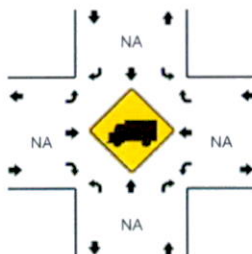
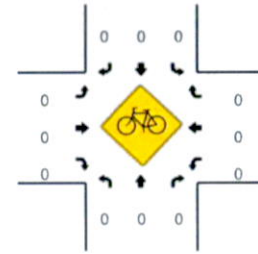
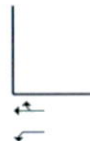
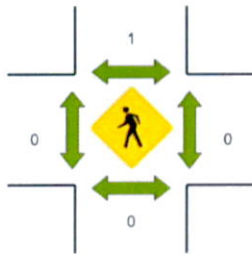
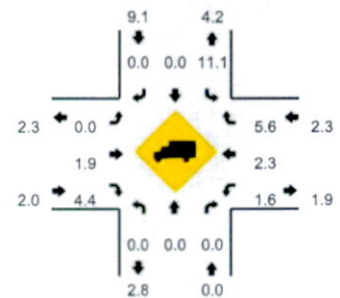
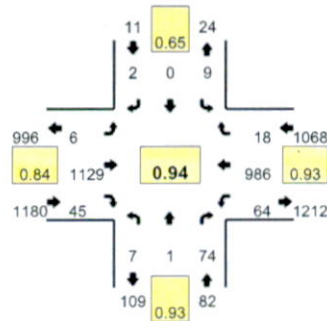
Comments:



**LOCATION:** Norman View Ln -- N C 73 Hwy  
**CITY/STATE:** Cornelius, NC

**QC JOB #:** 10943202  
**DATE:** Wed, May 08 2013

**Peak-Hour:** 5:00 PM -- 6:00 PM  
**Peak 15-Min:** 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	Norman View Ln (Northbound)				Norman View Ln (Southbound)				N C 73 Hwy (Eastbound)				N C 73 Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	1	13	0	4	0	1	0	1	224	1	0	10	197	5	0	464	
4:15 PM	3	0	5	0	2	0	1	0	0	221	3	0	17	238	5	0	495	
4:30 PM	1	0	17	0	3	0	1	0	0	280	4	0	16	233	1	0	556	
4:45 PM	4	0	16	1	1	0	0	0	0	267	8	0	10	252	5	0	564	2079
5:00 PM	3	0	21	0	3	0	1	0	2	286	7	0	16	281	5	0	625	2240
5:15 PM	3	1	20	0	1	0	1	0	0	260	9	0	20	270	5	0	590	2335
5:30 PM	1	0	19	0	2	0	0	0	1	252	11	0	16	234	6	0	542	2321
5:45 PM	0	0	14	0	3	0	0	0	2	331	18	1	12	201	2	0	584	2341
6:00 PM	3	0	11	0	2	0	0	0	3	254	5	0	15	202	2	0	497	2213
6:15 PM	0	0	19	0	0	0	0	0	1	228	4	0	9	212	4	0	477	2100
6:30 PM	1	0	5	0	7	0	1	0	0	224	5	0	12	199	4	0	458	2016
6:45 PM	2	0	15	0	1	1	1	0	0	171	5	0	14	172	4	0	386	1818
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	0	84	0	12	0	4	0	8	1144	28	0	64	1124	20	0	2500	
Heavy Trucks	0	0	0	0	0	0	0	0	0	24	0	0	0	20	4	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:



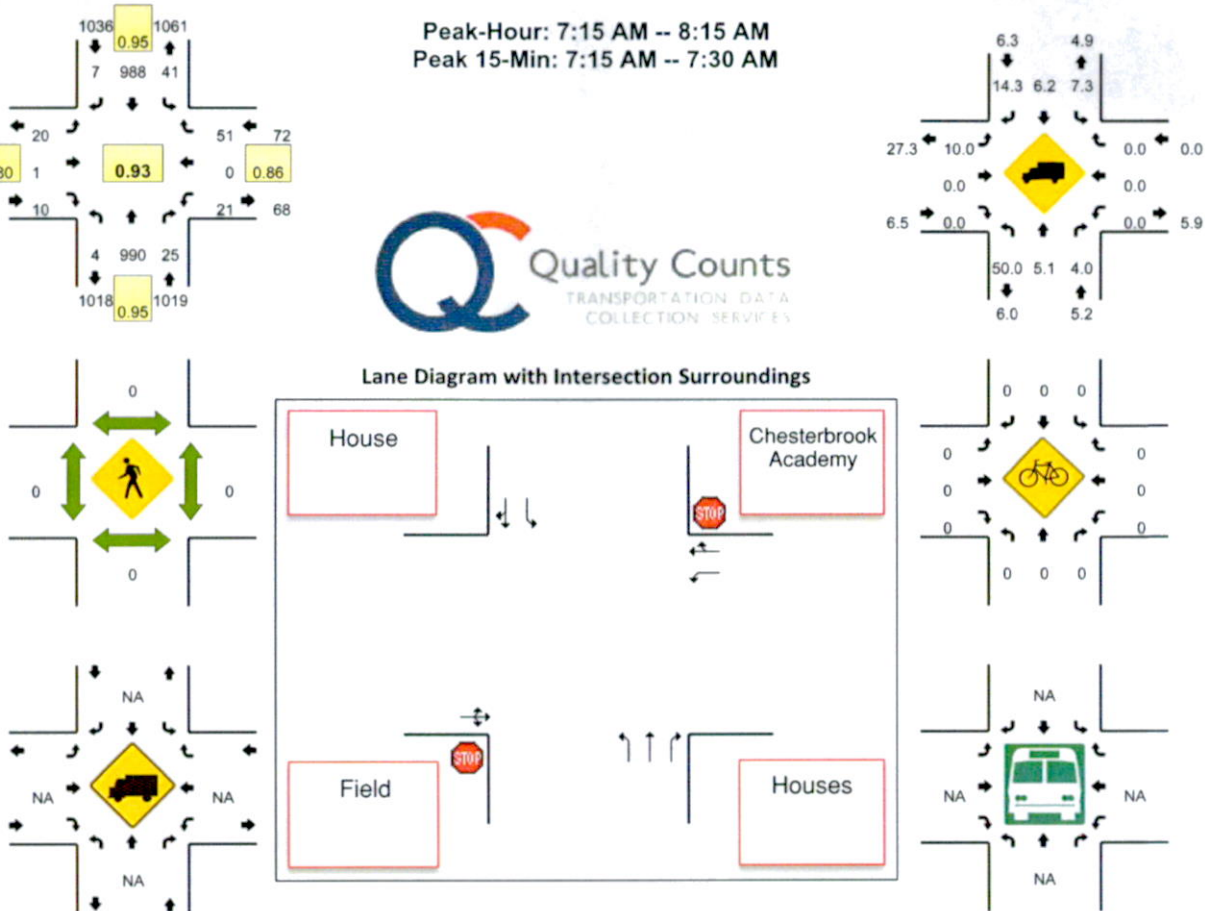
**LOCATION:** NC 73 -- Norman View Ln/Windaliere Dr  
**CITY/STATE:** Huntersville, NC

**QC JOB #:** 13374905  
**DATE:** Tue, May 05 2015

Peak-Hour: 7:15 AM -- 8:15 AM  
 Peak 15-Min: 7:15 AM -- 7:30 AM



Lane Diagram with Intersection Surroundings



15-Min Count Period Beginning At	NC 73 (Northbound)				NC 73 (Southbound)				Norman View Ln/Windaliere Dr (Eastbound)				Norman View Ln/Windaliere Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	90	1	0	0	95	1	0	2	0	1	0	3	1	4	0	198	
6:15 AM	0	127	1	0	2	118	2	0	4	1	0	0	1	0	4	0	260	
6:30 AM	0	179	0	0	3	154	0	0	3	0	1	0	1	0	8	0	349	
6:45 AM	0	189	4	0	4	172	0	0	3	1	2	0	3	0	15	0	393	1200
7:00 AM	0	211	2	0	9	202	3	0	5	0	0	0	4	1	11	0	448	1450
7:15 AM	1	275	4	0	11	260	1	0	7	0	3	0	6	0	13	0	581	1771
7:30 AM	1	218	6	0	6	261	1	0	8	0	2	0	6	0	14	0	523	1945
7:45 AM	0	233	6	0	11	260	3	0	4	1	2	0	6	0	8	0	534	2086
8:00 AM	2	264	9	0	13	207	2	0	1	0	3	0	2	0	16	1	520	2158
8:15 AM	2	269	7	0	15	202	4	0	4	0	0	0	3	0	25	1	532	2109
8:30 AM	0	271	10	0	16	164	4	0	4	0	2	0	5	0	24	0	500	2086
8:45 AM	1	292	4	0	6	167	4	0	8	0	0	0	2	0	21	0	505	2057
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	1100	16	0	44	1040	4	0	28	0	12	0	24	0	52	0	2324	
Heavy Trucks	0	60	0		8	64	0		4	0	0		0	0	0		136	
Pedestrians	0				0				0				0				0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments: ID 1004

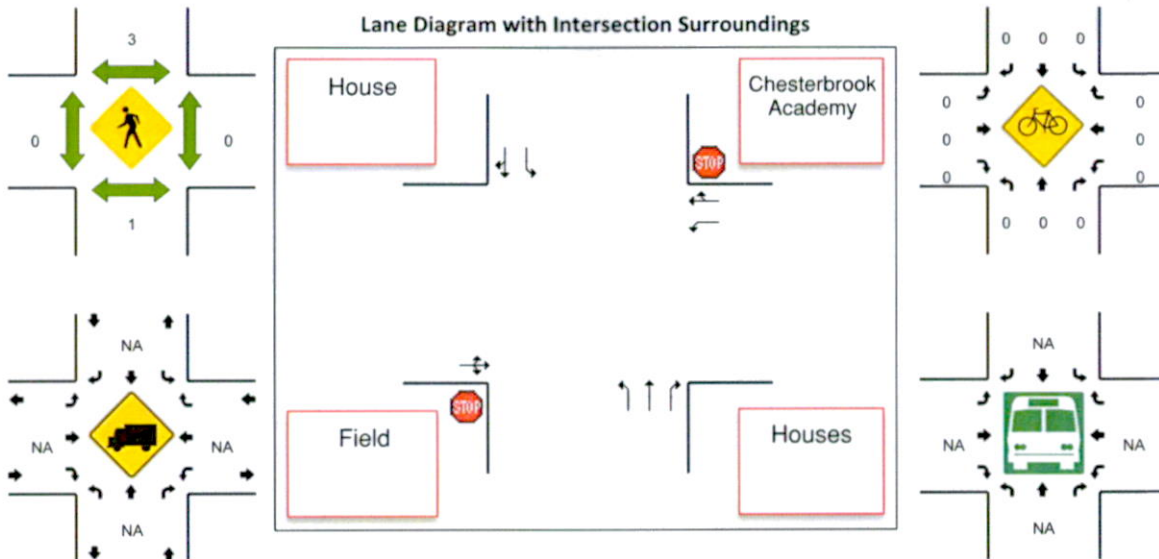
**LOCATION:** NC 73 -- Norman View Ln/Windaliere Dr  
**CITY/STATE:** Huntersville, NC

**QC JOB #:** 13374906  
**DATE:** Tue, May 05 2015

**Peak-Hour:** 5:15 PM -- 6:15 PM  
**Peak 15-Min:** 5:30 PM -- 5:45 PM



Lane Diagram with Intersection Surroundings

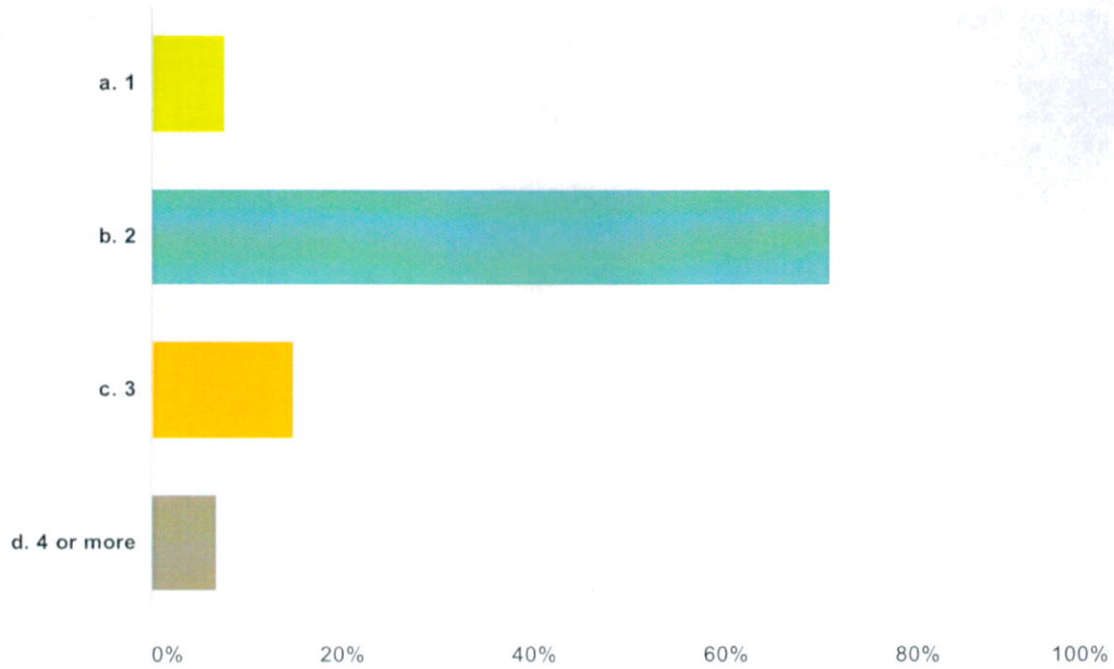


15-Min Count Period Beginning At	NC 73 (Northbound)				NC 73 (Southbound)				Norman View Ln/Windaliere Dr (Eastbound)				Norman View Ln/Windaliere Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	241	6	0	11	223	3	0	0	0	1	0	3	0	9	0	497	
4:15 PM	1	223	7	0	6	270	7	0	2	0	0	0	5	0	14	0	535	
4:30 PM	1	253	5	0	4	264	13	0	3	0	0	0	3	0	10	0	556	
4:45 PM	0	250	5	0	11	246	1	0	3	0	0	0	1	0	15	0	532	2120
5:00 PM	0	247	8	0	17	252	5	0	0	0	5	0	2	0	15	0	551	2174
5:15 PM	2	240	9	0	11	291	4	0	4	0	2	0	4	0	16	0	583	2222
5:30 PM	0	278	9	0	18	290	4	0	1	0	0	0	1	0	15	0	616	2282
5:45 PM	1	245	8	0	19	234	8	0	4	0	2	0	3	0	14	0	538	2288
6:00 PM	1	261	7	0	12	272	0	0	4	0	0	0	3	0	12	0	572	2309
6:15 PM	2	290	4	0	8	240	5	0	1	0	2	0	3	0	13	0	568	2294
6:30 PM	0	285	6	0	10	226	5	0	4	0	1	0	3	0	16	0	556	2234
6:45 PM	3	196	8	0	13	174	1	0	5	0	0	0	1	0	12	0	413	2109
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1112	36	0	72	1160	16	0	4	0	0	0	4	0	60	0	2464	
Heavy Trucks	0	12	0		4	16	0		0	0	0		0	0	4		36	
Pedestrians	0				0				0				0				0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

**Comments:** ID 1004

## Q1 How many daily drivers are in your home?

Answered: 337 Skipped: 0

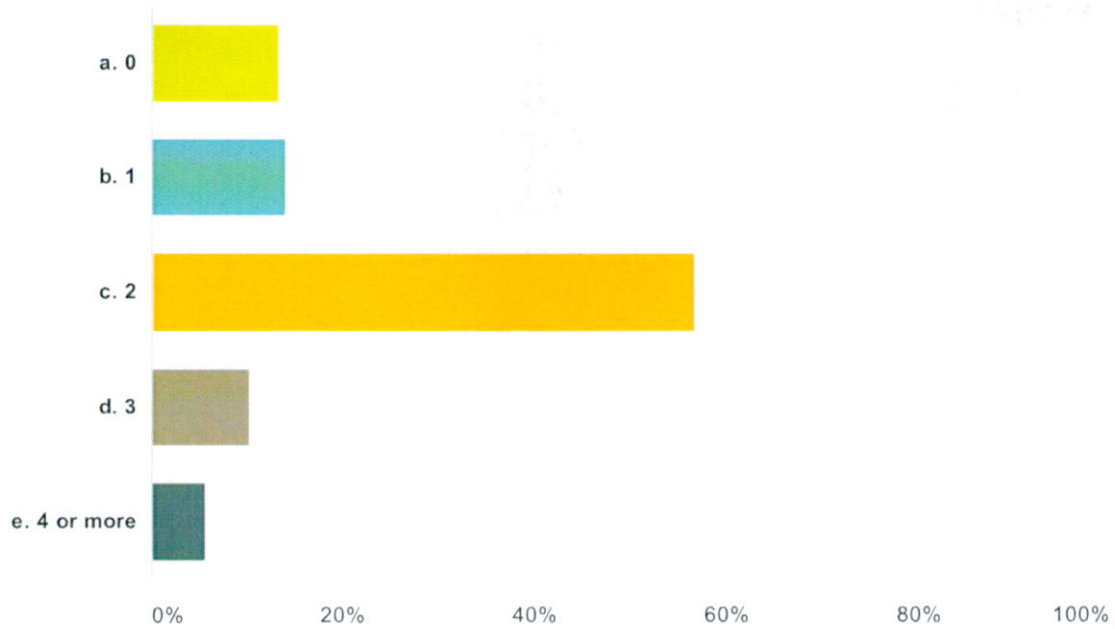


Answer Choices	Responses	
a. 1	7.72%	26
b. 2	70.92%	239
c. 3	14.84%	50
d. 4 or more	6.82%	23
Total Respondents: 337		



## Q2 How many of the drivers in your house use the entrance/exit at Norman View and Highway 73?

Answered: 333 Skipped: 4

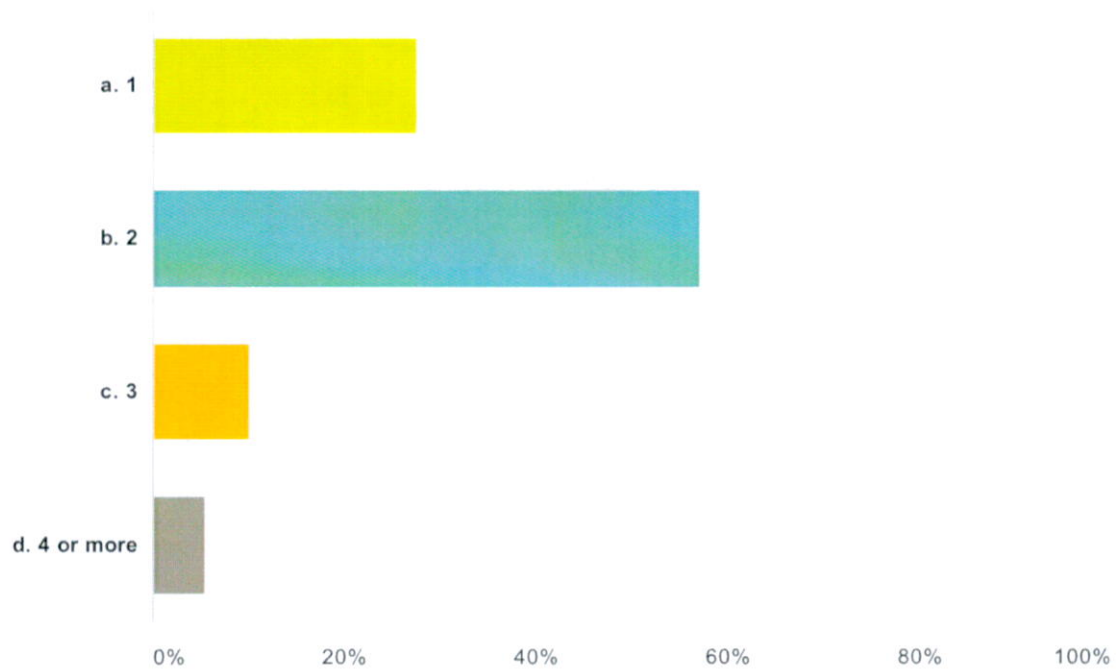


Answer Choices	Responses	
a. 0	13.21%	44
b. 1	14.11%	47
c. 2	56.76%	189
d. 3	10.21%	34
e. 4 or more	5.71%	19
Total Respondents: 333		



**Q3 How many of the drivers in your home make a left turn onto Highway 73 to head westbound toward Beatties Ford Rd?**

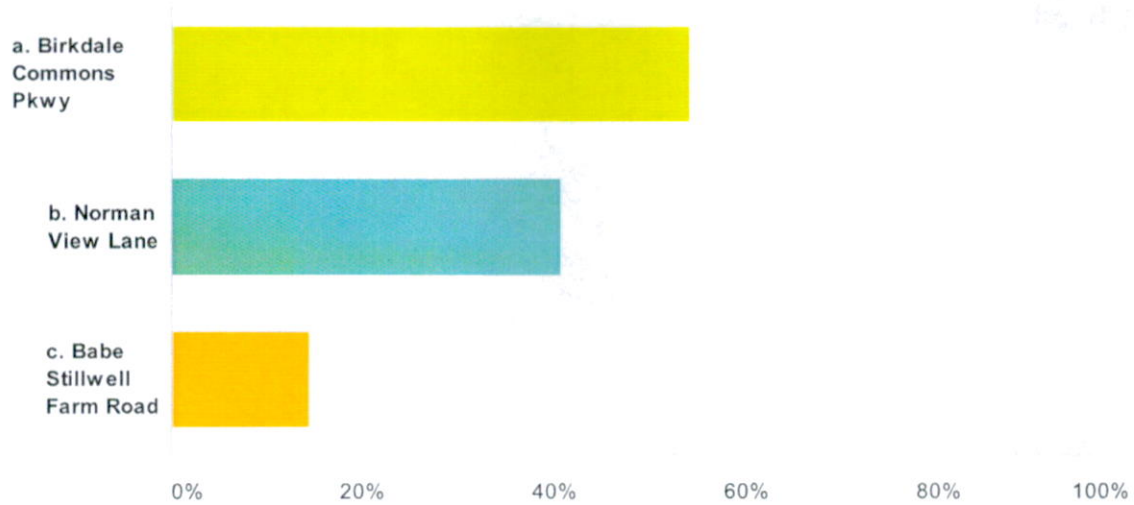
Answered: 299 Skipped: 38



Answer Choices	Responses	
a. 1	27.42%	82
b. 2	57.19%	171
c. 3	10.03%	30
d. 4 or more	5.35%	16
Total Respondents: 299		

**Q4 If you make a left turn onto Highway 73,  
which intersection are you likely to use?**

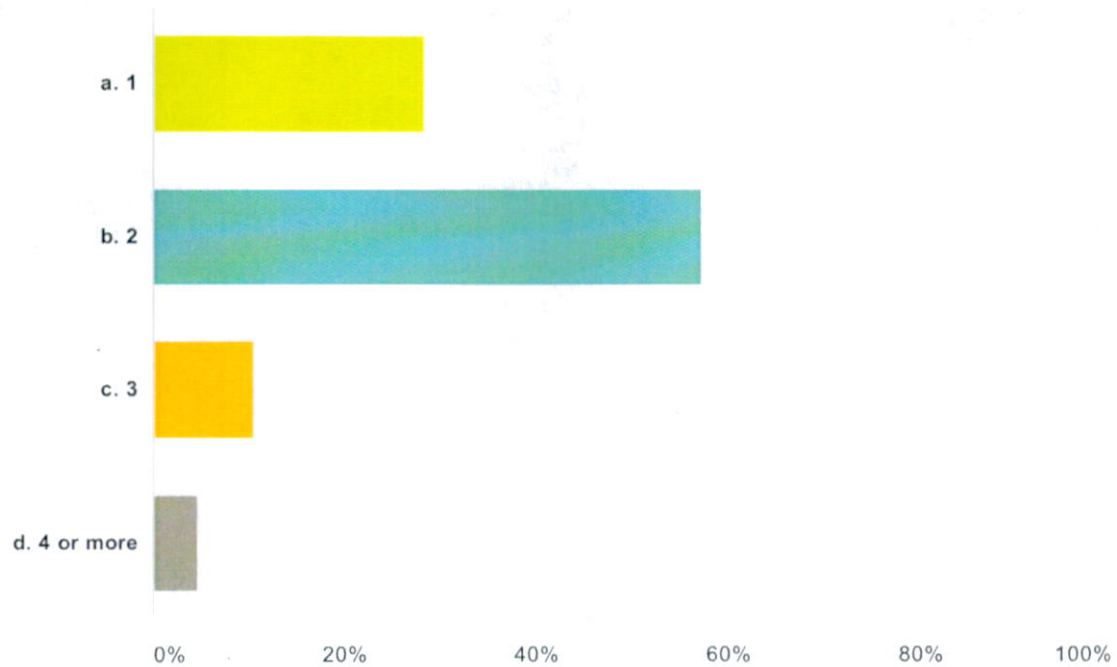
Answered: 324 Skipped: 13



Answer Choices	Responses	
a. Birkdale Commons Pkwy	54.01%	175
b. Norman View Lane	40.74%	132
c. Babe Stillwell Farm Road	14.51%	47
Total Respondents: 324		

**Q5 How many of the drivers in your home avoid turning left onto Highway 73 at unsignalized intersections?**

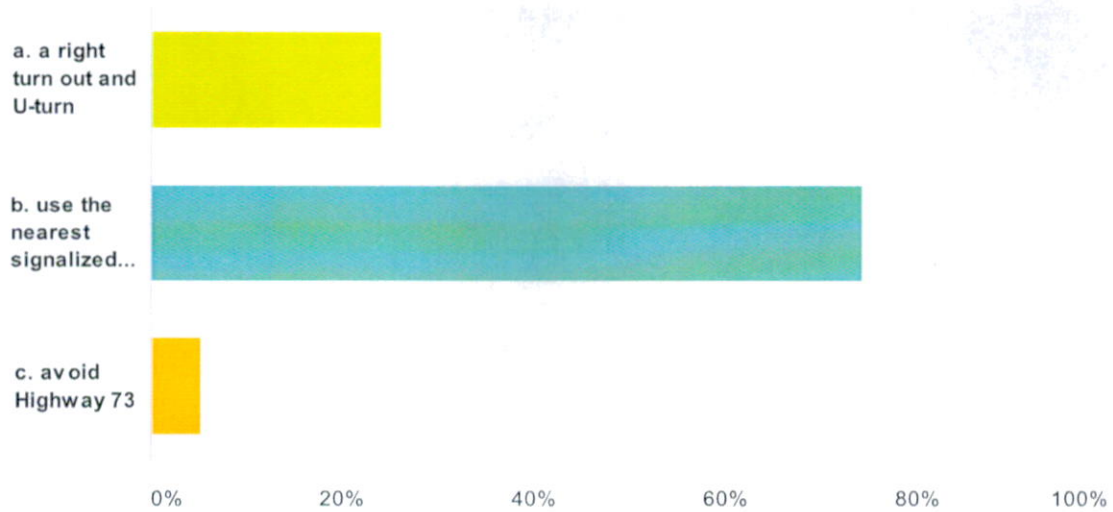
Answered: 279 Skipped: 58



Answer Choices	Responses	
a. 1	28.32%	79
b. 2	57.35%	160
c. 3	10.39%	29
d. 4 or more	4.66%	13
Total Respondents: 279		

## Q6 If you avoid turning left, what technique do you use to eventually head westbound?

Answered: 288 Skipped: 49



Answer Choices	Responses	
a. a right tum out and U-turn	23.96%	69
b. use the nearest signalized intersection	74.31%	214
c. avoid Highway 73	5.21%	15
Total Respondents: 288		



5 year crash history - 1/26/2010 to 1/26/2015

Crash Number	Date	Reason
102849892	4/17/2010	Rear-end, both vehicles on NC 73
102874660	5/17/2010	ran off the road and struck utility pole
102953492	8/13/2010	swerved to avoid deer and ran off road
103379107	1/23/2012	Rear-end, both vehicles on NC 73
103628799	11/21/2012	Driver fell asleep and crossed centerline
103651969	12/21/2012	Rear-end, both vehicles on NC 73
103854407	9/21/2013	ran off the road
103919444	12/4/2013	ran off the road
103950920	1/13/2014	Car stopped for school bus with flashers on and was rear ended
104004350	3/14/2014	Rear-end, both vehicles on NC 73
104241890	12/14/2014	DUI, rolled over on NC 73

#### Current/Active Projects (Top 10 list)

- NC 115 @ Stumptown – '13
- Beatties Ford Road @ McCoy Road – '18
- Hambright Road Roundabout @ North Meck High School – TBD
- NC 73 @ Ramah Church Road (left-turn lane) – '15
- McCoy Road at Julian Clark Avenue (left-turn lane and/or grading to increase sight distance)
- Gilead Road at Wynfield Creek Parkway (left-turn lanes) – '13
- Beatties Ford Road at Hambright Road (left-turn lane on Hambright) – '16
- NC 73 at Terry Lane (left-turn lane on NC 73) – '14
- Beatties Ford Road at McIlwaine Road (left-turn lanes on Mt. Holly Huntersville) – '15
- Mt. Holly Huntersville Road at Hambright Road (left-turn lanes on Mt. Holly Huntersville) – '15
- Vance Road at Gilead Road (extend Vance Road to Gilead Road) – '18
- Widen well-travelled downtown streets to Town minimum standard – 20' (Gibson Park, Dellwood, Seigle)
- Turn Lanes @ Beatties Ford Road and Neck Road.

Commissioner Phillips suggested adding Highway 73 at Sterling Point to the list. Mr. Buchanan explained that NCDOT has determined a signal is not warranted at that location. NCDOT will not recommend installation of a signal, even if someone else pays for it.

Commissioner Phillips requested information be provided concerning the number of accidents in that area.

Commissioner McAulay requested staff look at major subdivisions to see if the ingress and egress is adequate.

#### Closed Session

Commissioner McAulay made a motion to go into closed session for property acquisition. Commissioner Julian seconded motion. Motion carried unanimously.

The Board returned from closed session.

#### Powell Bill Update

Mr. Buchanan updated the Board on the Powell Bill Program. *Refer to PowerPoint attached hereto as Exhibit No. 2.*

Mr. Buchanan reviewed Pavement Condition Survey Comparison of Results. *Refer to Exhibit No. 3.* The comparison shows the percentage of good streets is going down and the percentage of bad streets is going up. The Board will consider having future discussions to establish visionary policy for repaving streets.

Mr. Peete said that's correct.

Commissioner Kidwell made a motion to approve.

Commissioner Neely seconded motion.

Commissioner Kidwell said for the motion of approval of the 77 Huntersville Professional subdivision sketch plan, it complies with all applicable requirements including multiple policies in the 2030 Plan and adding more diverse business base to the Town of Huntersville.

Commissioner Neely seconded motion.

Mayor Swain said Ms. Irvin I just want to say your comment earlier about you were a little nervous going into a public meeting, I don't think you should be anymore. We have really good residents and I was looking at their questions and they are very good questions. They had very good questions so thank you all for working together. I appreciate the neighbors or the residents working with the petitioner.

Mayor Swain called for the vote to approve 77 Huntersville Professional subdivision sketch plan.

Motion carried unanimously.

**Traffic Signal Discussion.** Consider directing the Town Manager to match equal funds with the Town of Cornelius for a traffic signal and road improvements at the Intersection of Norman View and Windaliere on NC Highway 73.

Commissioner Kidwell said I was approached by the Town of Cornelius and they said they had spoken with some concerned residents on their part and the DOT and their Town Manager and had said if that light is warranted and it's a safety issue, which I believe it is, that they would be willing to pay half of the installation. There's my motion for that. In that area over the past couple of years we've had about seven accidents and a couple of fatalities and we've got people zooming in and out of there. We have a school right there, various ages, parents getting in and out to get children. I asked for the traffic counts from the DOT and from Max. The counts are very high. And I think this would be literally a great point in regionalism working with a town who is willing to cover half of the cost of this light for the safety of their residents. It should be something that we need to pursue to continue safety of our own residents.

Commissioner Phillips seconded motion.

Commissioner McAulay said I would like to ask Commissioner Kidwell if he has a letter of request from the Town of Cornelius or can you tell us who requested that Huntersville do this.

Commissioner Kidwell said I spoke to Commissioner Bradford of Cornelius who said that the Town Manager brought it to their meeting and wanted me to find out if we could do our part on this side. And if we agree, the Town Manager then can go to their Town Manager and work out the details.

Mayor Swain said for the record I believe their Town Manager already talked to our Town Manager and their Mayor already talked to our Mayor and I will say on my part I reminded Mayor Travis that the Town Board had a priority list of traffic improvements and it was something that the Board worked on

collectively and as an entity and had made it our policy and our priority list and for that reason I said that's the direction the Board made a decision during the retreat.

Commissioner McAulay said I would like to make a substitute motion that we take no action on this item at this time and review it at our next retreat.

Commissioner Julian seconded motion.

Commissioner Julian said Mr. Kidwell's intentions though I believe were good, I think they were misdirected. This is my belief of course. I'm just going to read a list of roads that could have lights or turn lanes and so forth – David Kenney Farm, Duke Power has two roads, Blythe Landing, Hubbard, Hagers Ferry, Bayshore, Henry Lane, Cramur Drive, Sunset Drive, Terry Lane, Babe Stillwell and Oliver Hager. So all of those roads could have a light or maybe need a light or eventually will become right out only, so what I would say at this point is I can't say where a light needs to go, if a light needs to go. And then you did mention a traffic light warrant. I would love to see one if DOT issued a warrant. Those are just some of my questions. If you put a light here are you going to tell the people down at Terry Lane they are not important so they don't get a light. I'm not quite sure how we can put one light and not do something for every road on there. I'm going to vote against this until.....but I think a study of the corridor needs to be done so we can set some expectations for the future of where a light goes. They are not going to put a light at every one of them roads. Somebody is going to get right-out only access. When I don't know, who I don't know and I'm not going to be the one to make that judgment.

Commissioner Phillips said I like the idea of this light where it's going because we have so many residents in the Birkdale community that depend on this to get in and out. I think the traffic counts warrant it. I think that when you add that the people from Babe Stilwell can all funnel down to this location it's a traffic calming device for the school, Chesterbrook Academy. It's just a win-win. It slows that traffic down so the people out David Kenney Farm Road can come out and it puts a break in between that traffic, in between Catawba Avenue and Beatties Ford Road. It also slows that traffic down for people getting in and out of the park which we have had a fatality within the last 12 months. We have children right there at the Chesterbrook Academy. I think you know this place in this particular spot with the amount of residents and amount of traffic down Highway 73 I think it warrants the light. I think that we put one at Southlake Christian Academy to protect their children and I feel like the people and the children of Chesterbrook is just as important.

Commissioner Neely said I have a couple of questions if you don't mind and then a statement. Justin, the light at Southlake Christian, who paid for that light.

Justin Carroll, Traffic Engineer, the church paid for the installation of the signal and the construction of the turn-lanes.

Commissioner Neely said so the Town had nothing to do with it.

Mr. Carroll said yes, sir.

Commissioner Neely said the \$3.1 million that Huntersville paid for Exit 25/Highway 73 which is pretty close to Cornelius, did Cornelius contribute anything to that \$3.1 million that we paid for.

Mr. Carroll said not that I'm aware of.



Commissioner Neely said how many access points in and out does Birkdale have.

Mr. Carroll said along 73 three – Birkdale Commons Parkway.....

Commissioner Neely said one of them has a traffic light.

Mr. Carroll said that's correct – Birkdale Commons Parkway.

Commissioner Neely said so Birkdale has three. How about the one community in Cornelius not in Huntersville that wants this light. How many access points do they have.

Mr. Carroll said they have one.

Commissioner Neely said I'm going to agree with Commissioners McAulay and Julian simply because we have a process in this town. And the process has been real simple and it's served us well for many years. One of the reasons that the town has a retreat is that one of the major items that we discuss is transportation in the town. The last retreat wasn't three years ago. It wasn't two years ago. It wasn't a year ago. It wasn't six months ago. It was three months ago. And at that retreat we determined what were the important traffic projects that needed to get done. And there's a list out there. And in the future I'm going to stick by this. If we want to do anything else we need to look at that list and decide what's going to come off the list and that's the way that we handle these things so that's why I'm agreeing with Commissioner McAulay that this get deferred until we decide where money is going to come from and decide who may not get something.

Commissioner Kidwell said just to rebut a couple of things here. A while back the Huntersville Town Board approved a traffic light at the Wynfield Creek Parkway and Gilead Road interchange there. By the traffic counts that we have here, it's about half of what's coming through that intersection over there at 73 and Norman View. And that is correct, there is one neighborhood in Cornelius that's affected with 50-60 homes. We've got one neighborhood in Huntersville with 800 plus homes that's affected. That neighborhood took the time to actually send out a survey to their entire neighborhood to find out who's avoiding that intersection, who is not going through the intersection, what are they doing to get through that intersection. When you have that kind of commitment from a neighborhood and a town neighbor I think that's when you look at priority lists and say hey you know what we need to change that. And also I remember the Town Board meeting in January and when this was brought up we were told.....the retreat....that this was not a Huntersville town issue. But it is a Huntersville town issue. And doing some digging and research we need this traffic light there for our neighbors. I know not everybody on the Board may agree with me, but I mean this is the right thing to do.

Commissioner Bales said Mr. Carroll can you talk to those numbers regarding Wynfield and those traffic numbers.

Mr. Carroll said this particular graph compares the Wynfield Creek Parkway intersection with the Norman View Lane intersection and what you see is these volumes – this is from 6 to 7 in the morning so this is a timeframe on this column and these are traffic volumes. These are the number of vehicles turning right in this particular case during that time and these are the particular volumes going straight or left. So in this case, coming out of Wynfield Creek Parkway making a left onto Gilead that's what these volumes represent. And as you can see this is 143 cars making a left. In comparison this is Norman View Lane exiting onto NC 73 in the same comparison of cars that are turning right, versus cars that are going straight or going left. So with looking at the volume comparisons for the same time of

day the volumes are drastically higher coming out of Wynfield Creek Parkway. Typically for a traffic warrant analysis you would look at the left-turning and through moving cars through an intersection from the side street and in most cases not even accounting for the right turning vehicles when you compare for a traffic signal warrant. In this case I have on the bottom for a Warrant 1 this is 8 hours of the day, you need 53 vehicles to make a left or going through or in a 4 hour warrant you have the minimum of 60, so when you start comparing these thresholds all of these numbers exceed those minimums. When comparing against the left turns or the through on Norman View you actually cannot find one hour of time at which the volumes exceed these warrants in Warrant 1 and Warrant 2 so when NCDOT analyzed and looked at for the warrant analysis you can take a technique where you take the right turning vehicles at the intersection and use a percentage of those to add to this number. That is the case for this intersection. They used 50 percent of the right turning vehicles in this lane to add to the lefts to then try to exceed these numbers in the warrant thresholds. I will add that all of the left turning vehicles during the day for Norman View Lane is 222 between the hours of 7 and 8 at Wynfield Creek Parkway you have 268, so you exceed in that one hour the number of turning vehicles. It's my professional opinion to compare the two is, I'm not sure that's correct that you can say that Wynfield Creek's volumes far exceed the volumes on Norman View.

Commissioner Phillips said I just wanted to for Jeff's clarification when he made the comment about 73. You have to understand that 73 when you are traveling east everything on your right-hand side is one way out/one way in because of geographics of Lake Norman. They are dead end roads. They may have it's inside of them and where they come out and for Mr. Justin is this the new one that the DOT put out or the changed one or the altered one in which the reason they changed their decision.

Mr. Carroll said to get back to some history the NCDOT analyzed these same volumes and in October of 2013 they said it did not meet warrants. We then had an onsite meeting led by Sterling Point's Mr. Ball and asked if we could redistribute trips within Birkdale to then add to this intersection to help increase the number of the vehicles using the side street. NCDOT once again analyzed the data and came back saying even with that redistribution the warrant was not met on January 29, 2014. And then during some course on March 27 we received a letter from DOT saying the decision had been reversed. The warrant had not been met, but as traffic increases on NC 73 that I guess the potential for exiting making right turns off the side streets will become overly burdensome thus a traffic signal could be warranted could be located at this intersection. There is nowhere in there analysis that it said that it was warranted.

Commissioner Bales said Mr. Carroll, you have on here a list of the Top 10. From me just looking at this process.....I'm looking for the Birkdale Commons Parkway Extension. Is that on our list.

Mayor Swain said it's on the capital improvement list.

Commissioner Bales said in your expert opinion would doing the extension and bringing that traffic over to Babe Stilwell and putting a light there, would that not impact more people within this development on the south side of 73.

Mr. Carroll said I believe it's a viable alternative. Once this section of Birkdale Commons Parkway extension is connected over to Babe Stilwell there will be an ability for folks on the south side of Birkdale to filter up to Birkdale Commons Parkway along with folks in the central area to then work their way over to a point here with Babe Stilwell and 73 and then even possibly get an option with making a connector road into the park creating a better situation, a four leg intersection at that location. I'm not

saying volumes would warrant there but just taking a look at that, that might be a better solution, a better signalized location, but it's worth mentioning having that discussion I feel.

Commissioner Bales said I would personally like to see that discussion. I would also like to commend Commissioner Kidwell for bringing this to the table because I do feel these citizens on this side of Huntersville do need to be taken care of. I'm just not sure that's the best location. My thought process being the Birkdale Commons Extension with a possible light at Babe Stilwell looks like it would meet the needs of more citizens and we could move traffic a little bit better but I'm not the engineer. I will leave that to you. But I would like to see us have that further discussion at retreat.

Mayor Swain said I just need to ask a question for clarification. Whose road is this.

Mr. Carroll said it's NCDOT's.

Mayor Swain said so if there are warranted changes, who usually pays for it. What is the standard. Who's supposed to pay for it.

Mr. Carroll said if it's on a program from DOT, it's DOT's responsibility.

Commissioner Julian said listening to what Commissioner Bales was saying there definitely makes a lot of sense. There's another connection right here. I don't know if it can ever be made or not. I don't know the status of it.....David Kenney Road coming through to Birkdale Parkway. One day that will be made. Not any time soon but at some point as traffic gets bad I think more and more people will want that. But this does allow the whole area to move around.

Commissioner Bales said I just think that it warrants further discussion.

Commissioner Kidwell said on Gilead Road, looking at the traffic counts on eastbound/westbound 73 somewhere in there 8 hours of 18,000 cars. What do we have on Gilead Road.

Mr. Carroll said for Gilead it's around 15,000 cars a day. With traffic signal warrants once you exceed a certain threshold for the main line, it flattens out. It becomes a point at which you see these numbers the 53 and 60 no matter what volume it increases on your main line – those numbers stay the same. That's still the threshold. Those numbers don't get lower as the volume on the main line goes up – so those are the minimum thresholds.

Commissioner Kidwell said the blue dot.....I'm asking for the traffic signal there. The extension here and a possible if it ever warrants it like you said, what's the timeline on that extension.

Mayor Swain said it's in the CIP. It's something that we went over. It's in FY 16. Also, nobody mentioned where they anticipate the money coming from.

Commissioner McAulay said neither have they talked about how much money, Mayor.

Mayor Swain said and what project would suffer of the Top 10.

Commissioner Neely said just a couple of final points. Thank you Commissioner Phillips for reminding me about traffic patterns on 73. I can assure you based upon the size of my credit card bills from my wife shopping along 73 and my visiting and buying local along 73 I'm well aware of the traffic driving 73,



but thank you for enlightening me again. As it relates to the people of Huntersville, Commissioner Kidwell, I agree with you. I've been elected to represent the people of Huntersville, that includes the people of Birkdale. I appreciate all the hard work they've done. I understand their desire to have a light there. I go back to there is a process. It's been in place for a long time. It has served us well. And if we go through the process from the beginning what we would have is the discussion that we are having now, what are the alternatives, where's it going to come from, what's going to be taken off the top 10 list, do we have the right top 10 list, that's the way we've always done things in the past so there are no surprises and that we can represent all of the people of Huntersville to the fullest extent of our knowledge base through the discussions at the retreat as it relates to transportation, so I go back to Commissioner McAulay I don't know half hour to 45 minutes ago that we move forward and do this at a later date when we have more information and we go through the appropriate process.

Mayor Swain called for the vote to review this item at next retreat.

Motion carried 4 to 2, with Commissioners Kidwell and Phillips opposed.

**Resolution – Coal Ash.** Mayor Swain said you all have the resolution. There were some changes made to this based on some of your comments.

Commissioner McAulay made a motion to not act on this.

Commissioner Kidwell seconded motion.

Commissioner McAulay said my reasons are that there are things in here, statements of fact that I do not know. Also I think Duke Power, Duke Energy, whatever the current name is is a great planner. They started buying property, the water rights, right after the first World War for Lake Norman, which we would probably say locally was an engine, a lot of people say it's an engine that drives us. I somewhat disagree. But I think that there are a lot of regulators that are looking at it including Duke Energy and I think there is a question of who is going to bear the cost and if it comes as it was written or whatever that cost is also on all of us. There are a lot of current and retired Duke Energy, Duke Power employees in our area that helped engineer many of the things that have happened in the Town of Huntersville to my knowledge and there's also the question of their pay and their pension plans and their stock that they hold now. Duke was one of the major employers in our area so therefore I think that we should leave it alone and let others handle it.

Mayor Swain called for the vote not to take action on resolution.

Motion carried unanimously.

*Proposed Resolution attached hereto as Attachment No. 4.*

**Planning Board Appointments.** There are a total of four seats that will expire on June 30, 2014 – three of which are Town Seats and one is an ETJ Seat. Membership shall begin July 1, 2014 and expire June 30, 2017. Three members currently sitting in Town and ETJ Seats would like to be considered for reappointment and one currently sitting in a Town Seat does not want to be considered. Charles Clatterbaugh and Nick Walsh have submitted applications to be considered for Town Seats.

Jack Simoneau, Planning Director, said we are asking you to continue this item because the Town Board has directed staff to prepare a text amendment that reduces the Planning Board from eleven members



### **ElectriCities Update**

Roy Jones, CEO of ElectriCities, presented overview of ElectriCities. *(PowerPoint Presentation attached)*

### **Planning Update – Jack Simoneau, Planning Director**

- Updated the Board on Population and Permitting and ETJ development pressure. *(Refer to attachments)*
- Presented PowerPoint presentation on downtown redevelopment. *(PowerPoint Presentation attached)*

### **Transportation Update – Bill Coxe, Transportation Planner**

- Updated Board on Downtown Transportation System Plan. *(PowerPoint presentation attached hereto)*
- Updated Board on NCDOT TIP. *(Refer to Attachment)*

### **Public Works and Engineering – Max Buchanan, Public Works Director/Town Engineer**

- Updated Board on Large Roadway Projects
  - o Main Street improvements can be done in 5 years, prior to work at US 21/Gilead Road.
  - o Reviewed directional crossover proposal for Gilead Road at the shopping centers. *Refer to Attachment.* Proposes to use flex bars to implement access control. Commissioner Boone suggested a formal presentation be made for area businesses to get their feedback before implementing.
  - o Reviewed options for Main Street improvements. *Refer to Attachment.*
  - o Birkdale Commons Parkway Extension should be completed by July 1. House on property still needs to be moved or burned.
  - o Stumptown Road Extension – meeting with railroad officials on February 24 to discuss RR crossings.
  - o Townley Road Bridge – not critical until Cornelius does their connection from Westmoreland.
- Reviewed status of roadway projects on Top Ten list. *Refer to Attachment.*
  - o Commissioner Kidwell requested staff look at installing a right-turn lane on Beatties Ford Road onto McIlwaine.
  - o Commissioner Phillips inquired about the installation of a traffic signal at Norman View and Highway 73. Mr. Buchanan explained that a signal is not warranted at that intersection.
- Reviewed sidewalk priority ranking. *PowerPoint attached hereto.*
- Most communities are supplementing Powell Bill funds with tax dollars for maintaining streets. In the next two to four years the Board will need to make a decision if they want to supplement the Powell Bill funds, because the Powell Bill funds do not cover costs of all maintenance work that needs to be done.
- The Town is working on a partnership with Mecklenburg County to unify process for development infrastructure acceptance. Staff may ask for the Board to decide in the future at what point do we accept streets in Huntersville when developer finishes.
- Staff is trying to develop ordinances to be included in the Public Works Chapter of the Code of Ordinances and that will come to the Board in the next couple of months for consideration.
- Proposals were received for solid waste collection. The lowest bid was from Unity, however in discussions with them they had not included the tipping fee. The two lowest are Advanced and Republic. Republic's bid was for a 7 year contract. The Board directed Staff to meet with




Cleveland L. Spruill  
Chief of Police

# HUNTERSVILLE POLICE DEPARTMENT

9630 Julian Clark Avenue P.O. Box 664 Huntersville, N.C. 28070  
(704) 464-5400 Fax (704) 947-9200

## MEMORANDUM

**DATE:** March 25, 2015  
**TO:** Greg Ferguson, Town Manager  
**FROM:** Cleveland L. Spruill, Chief of Police   
**SUBJECT:** Analysis of Automobile Crashes at Sam Furr Road and Norman View Lane

The purpose of this memorandum is to document the results of my analysis of automobile crashes that occurred at or near the intersection of Sam Furr Road and Norman View Lane between January 2010 and January 2015. This analysis was conducted to clarify concerns about safety at the intersection. In addition, it considers what impact a traffic light at this intersection may have had on past automobile crashes and how a traffic light at this location could impact accidents at the intersection in the future.

The chart below highlights traffic crashes at the intersection of Sam Furr Road and Norman View Lane that occurred between January 26, 2010 and January 26, 2015. It should be noted that several of these accidents did not actually occur in the intersection but were included due to their close proximity. The chart also indicates whether a traffic light at the intersection would likely have prevented the crash from occurring.

Crash Date	Type Crash	Causal Factors	light Impact
04/17/2010	Rear End Collision	Follow Too Close/Inattention	No
05/17/2010	Ran Off Road-Single Car vs Pole	Driver Inattention	No
08/13/2010	Ran off Road – Swerved to Miss Deer	Nature	No
01/23/2012	Rear End Collision	Follow Too Close/Inattention	No
11/21/2012	Head On – Crossed Center Line	Driver Fell Asleep	No
12/21/2012	Ran Off Road	Driver Inattention	No
09/21/2013	Ran Off the Road	Driver Inattention	No
12/04/2013	Ran Off Road	Driver Inattention	No
01/13/2014	Rear End Collision–Bus W/flashers	Driver Inattention	No
03/14/2014	Rear End Collision	Follow Too Close	No
12/14/2014	Roll Over	Alcohol/DUI	No

**\* Honor \* Professionalism \* Dedication to Duty \***



There was an average of 2 crashes per year or 1 crash every 166 days (1 every 5.5 months) at or near the intersection of Sam Furr Road and Norman View Lane. It should also be noted that during calendar year 2011, there were no crashes reported at the intersection of Sam Furr Road and Norman View Lane. Of the 11 crashes that occurred at or near the intersection since 2010, 1 involved an intoxicated driver, 1 involved a driver who fell asleep and collided with oncoming traffic after crossing the center line, 1 involved a driver who ran off the road while attempting to avoid striking a deer and 1 driver failed to pay attention and ran into the rear of a stopped school bus that had its flashers on with its stop sign activated. Three (3) crashes occurred when drivers were distracted or failed to pay attention and ran off the road. The remaining four crashes occurred when drivers who were following too close or not paying attention, ran into the rear of a vehicle stopped or slowing in front of them. It is my opinion that a stop light at this intersection would not have prevented any of these 11 crashes from occurring.

On October 29, 2013, a fatality vehicle crash occurred on Sam Furr Road at the entrance to Blythe Landing. This crash did not occur at or near the intersection with Norman View Lane. However, I reviewed the facts of this crash and will share them with you for further clarification. The fatality crash involved a driver who was traveling at a high rate of speed crossed the center line into oncoming traffic and then crossed back over and collided with a vehicle that was attempting to make a left turn into the entrance of Blythe Landing. The causal factors that contributed to this crash included excessive speed, disregarding traffic laws and reckless driving. I am of the opinion that a stop light at the intersection of Sam Furr Road and Norman View Lane would not have prevented this crash from occurring.

Five of the 11 crashes that occurred at or near the intersection involved rear end crashes. This pattern of drivers running into the back of stopped or slowing vehicles suggests that safety at the intersection may not benefit from a stop light. With the increased frequency of vehicles stopping due to the stop light the potential for increased rear end collisions does exist.

My analysis concluded that the intersection of Sam Furr Road and Norman View Lane is a relatively safe intersection averaging only 1 crash every 166 days (1 every 5.5 months) and that none of the 11 crashes that occurred at or near the intersection during the past five (5) years could have been prevented if a traffic light had been there.

2014 Traffic Crash Study: NC Hwy 73: Between West Catawba Av. and Beatties Ford Rd.

**2014 Traffic Crash Study: NC Highway 73: Between West Catawba AV. and  
Beatties Ford Rd.**

Prepared:

11/20/2014

By: M. L. Yates HP164

Traffic Safety Section





**2014 Traffic Crash Study: NC Hwy 73: Between West Catawba Av. and Beatties Ford Rd.**

**Summary:**

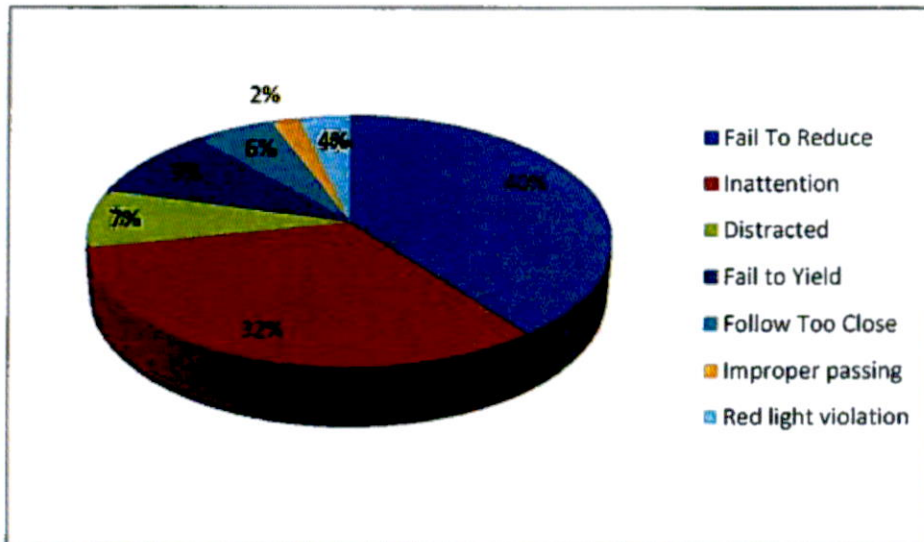
According to Huntersville Police Department's internal records there have been 36 traffic collisions reported on NC Highway 73 between West Catawba Av. and Beatties Ford Rd. from January 1, 2014 through November 19, 2014. The data shows that 75 percent of these crashes are rear end slow/stopped collisions and that a driver of one of the vehicles contributed to the crash by failing to reduce speed 40 percent of the time. The study also shows that an injury was reported in 44 percent of the crashes reported during this time frame.

There have been two crashes reported at the intersection of NC Hwy 73 and Norman View Ln., (Report numbers: 20140113150607; 20140314152606), during this time frame with the most recent occurring on 03/14/2014. Both crashes were rear end collisions on NC Hwy 73 with the driver of unit 2 having contributing circumstances of failing to reduce speed, inattention, and following too closely. Furthermore, the two crashes mentioned above are the only two collisions in the entire 16300 block range of NC Hwy 73. According to the data there is only one collision at this intersection/block range every 5 and half months which, in my opinion, does not meet the criteria of being a problematic or hazardous traffic area.

In my opinion, the majority of the crashes researched in this study could have been prevented if the drivers of the vehicles involved had been more attentive and maintained an appropriate distance from the vehicle in front of them during times of heavy traffic.

## DRIVER CONTRIBUTING CIRCUMSTANCE

Fail To Reduce	Inattention	Distracted	Fail to Yield	Follow Too Close	Improper passing	Red light violation
21	17	4	5	3	1	2



The above chart emphasizes an overwhelming majority of the reported crashes are caused by motorist's not paying attention and/or failing to reduce speed to avoid colliding with another vehicle. These numbers are consistent with the report that 75% of the reported crashes are rear end collisions.

### **Sam Furr & Norman View**

- ☐ Huntersville is a very safe place to live and drive
  - 2012 and 2013 Movoto Top Ten Safest Cities in N.C.
  - 2012 AAA Carolinas Outstanding Traffic Safe Community Award (make strong effort to make our state roads safer).
  - Open Quadrant Left, at Sam Furr & Statesville example of innovative approach to address traffic safety issues
- ☐ Huntersville's record is clear that there has been a demonstrated commitment to traffic safety by Police and elected officials

### **Sam Furr & Norman View**

- ☐ 5 Accidents @ Intersection since Jan. 2013
  - Vehicle Crossed Center Line-Head on Collision
  - 2 Involved single vehicle accidents-Ran off Road
  - 2 Involved rear end collisions – Hit stopped vehicles
- ☐ None of the accidents involved major injuries or would have been avoided had there been a light
- ☐ Rear End Collisions only 2 at the intersection
- ☐ Many traffic challenges along Sam Furr and other major thoroughfares throughout the Town
- ☐ Best practices support traffic study and prioritization
- ☐ Other Sam Furr Intersections higher accident rates (Terry, Pineknoll, Brown Mill, Babe Stillwell)
- ☐ Traffic light may not be viable solution (Could increase)
- ☐ Other options (Variable Lane Delineators/Right turn only)
- ☐ Cornelius may choose to install on their own





## YOUR Life Matters!

### Choose to Be Safe in Your Own Neighborhood

*Demand Intersection Safety at HWY 73 and Norman View*

Your life matters. Your family and friends' lives matter. Your teenage child who just learned to drive matters. Your 92-year old grandmother matters. Your unborn child ... matters.

**THE FACTS:** Intersection HWY 73 & Norman View is Dangerous and Who's at Risk

- HWY 73 was designed for 7,500 vehicles per day but, instead, is burdened with 23,000 cars and trucks per day per NCDOT – over 3X the amount of traffic projected – difficult not only for motorists to cross, but nearly impossible for pedestrians
- NCDOT plans to make HWY 73 a four-lane road in 2022 (subject to change based on funding)
- ① NCDOT studies establish this is an extremely unsafe intersection (2013/14)
- ② 7 accidents occurred at this intersection; several of them were our neighbors from Birkdale – in fact, one was a woman who was pregnant with her first child
- ③ Although occurring a few hundred yards away, a fatal accident occurred in 2014 involving a young teacher from Southlake Christian Academy due to unsafe traffic volume on HWY 73
- Over half of Birkdale's 872 residents are directly impacted by this intersection
- Chesterbrook Academy has 180 children whose parents (many of whom are Birkdale residents) and school bus drivers traverse this intersection daily
- Future new construction using HWY 73 (only a mile away): 52 single-family retirement homes (community) ... and more on the way

How does it rank among other intersections in the area?

#### THE GOOD NEWS – FROM CORNELIUS

Due to 15 months of legwork done by Sterling Point neighbors, the Town of Cornelius has graciously offered to pay for half the cost of the traffic signal if the Town of Huntersville would pay for the other half.

#### THE BAD NEWS – BUT SOMETHING "BIRKDALE" CAN OVERCOME

Although over 800 signatures were secured from Birkdale / Huntersville citizens who petitioned for a stoplight, four of the Huntersville town commissioners voted "NO" to requests to make this intersection safe ... on two separate occasions. However, in 2014, the Town of Huntersville spent \$200,000 on a refreshment stand for a community ballpark, but they do not seem to be able to find \$35,000 for a life-saving stoplight. In these four commissioners' view — by way of their actions — a Coke and a candy bar are more important than your life.

Now the responsibility of reasonably protecting our loved ones within our neighborhood is on the shoulders of Birkdale residents.



**Town of Huntersville**  
**REQUEST FOR BOARD ACTION**  
**8/15/2016**

**REVIEWED:**

**To:** The Honorable Mayor and Board of Commissioners  
**From:** Janet Pierson, Town Clerk  
**Subject:** Approval of Minutes

---

Consider approving minutes of the July 18, 2016 Regular Town Board Meeting.

**ACTION RECOMMENDED:**

Approve Minutes.

**FINANCIAL IMPLICATIONS:**

N/A

**ATTACHMENTS:**

Description	Type
□ Draft Minutes	Backup Material

**TOWN OF HUNTERSVILLE  
TOWN BOARD MEETING  
MINUTES**

**July 18, 2016  
6:30 p.m. – Huntersville Town Hall**

**PRE-MEETING**

The Huntersville Board of Commissioners held a pre-meeting at the Huntersville Town Hall at 6:30 p.m. on July 18, 2016.

GOVERNING BODY MEMBERS PRESENT: Mayor John Aneralla; Commissioners Melinda Bales, Dan Boone, Mark Gibbons, Charles Guignard, and Rob Kidwell. Commissioner Danny Phillips was not present.

A representative from the NCDOT Rail Division updated the Board on their initiatives and services.

Commissioner Guignard made a motion to go into closed session for consultation with attorney. Commissioner Gibbons seconded motion. Motion carried unanimously.

Upon return from Closed Session, there being no further business, the Pre-meeting was adjourned.

---

**REGULAR MEETING  
TOWN OF HUNTERSVILLE  
BOARD OF COMMISSIONERS**

The Regular Meeting of the Huntersville Board of Commissioners was held at the Huntersville Town Hall at 6:30 p.m. on July 18, 2016.

GOVERNING BODY MEMBERS PRESENT: Mayor John Aneralla; Commissioners Melinda Bales, Dan Boone, Mark Gibbons, Charles Guignard, Rob Kidwell and Danny Phillips.

Mayor Aneralla called the meeting to order.

Mayor Aneralla called for a moment of silence.

Commissioner Guignard offered the Invocation.

**MAYOR AND COMMISSIONER REPORTS/STAFF QUESTIONS**

Mayor Aneralla

- Commissioner Phillips requested I publicly thank Huntersville Police, Huntersville Fire and MEDIC for their quick response and outstanding professionalism on the scene of accident he was involved in.
- The July Metropolitan Transit Commission meeting was canceled.
- An item is on the Consent Agenda to sale 9 acres in Commerce Station.

- Met with Mayors from Mooresville, Cornelius and Davidson to discuss things happening in our communities. We discussed what we could do to show our gratitude and respect for police and first responders. Representatives from Huntersville, Cornelius, Davidson and Mooresville will meet on August 11 for a transportation meeting to discussion road projects, greenway projects, etc. that might be impacting North Mecklenburg.

#### Commissioner Bales

- Expressed appreciation to the citizens of Huntersville that have shown support for our first responders.
- Huntersville has 13 active economic development projects.

#### Commissioner Boone

- The next meeting of the Land Development Ordinances Advisory Board is August 4.
- From Public Safety – the North Mecklenburg Rescue Squad is reporting that the service calls are running approximately 20 percent above the same time from last year. The Huntersville Police Department DARE camp is being held and Safety Town just completed its third and final week. On July 19 the Huntersville Police Department in partnership with the Huntersville Fire Department will be hosting a child safety seat checking station. The Huntersville Police Department did not receive the grant requested from the North Carolina Governor's Highway Safety Grant program. National Night Out is August 2. The Huntersville Police Department has designated parking for an internet purchase exchange safe zone.
- Mayor Aneralla and Chief Spruill attended a community forum at the University City Church.
- Expressed appreciation to the first responders in Huntersville and the citizens that have supported them.

#### Commissioner Gibbons

- The next NC 73 Council of Planning meeting will be in the fall.
- The last Veterans Liaison meeting was July 12.
- Expressed appreciation to the Huntersville Police and first responders and the citizens that have supported them.

#### Commissioner Guignard

- The next Centralina Council of Governments meeting is in August.
- The next Planning Coordinating Meeting is in September.
- Expressed appreciation to first responders and staff.

#### Commissioner Kidwell

- The next Charlotte Regional Transportation Planning Organization meeting is July 20.
- Helping Others Help Themselves (H.O.H.T.) will have a business mixer August 4.
- Expressed appreciation to Huntersville Police and first responders.

Commissioner Boone announced upcoming Lake Norman Chamber events.

### **PUBLIC COMMENTS, REQUESTS, OR PRESENTATIONS**

Jeff Porter, Executive Director of Habitat for Humanity, addressed the Board on behalf of Dawn Minster, owner of Habitat House at 11824 Titan Avenue in Huntersville. Mr. Porter expressed appreciation to the



Town Board for partnering with Habitat to create the development for affordable housing. The North Carolina Housing Finance Agency awarded this partnership the 2015 Housing North Carolina Award.

#### **AGENDA CHANGES**

Commissioner Boone made a motion to move Item E under the Consent Agenda (Authorize the Town Manager to execute contract with GHC Professional Roofing) to Item G under Other Business.

Commissioner Kidwell seconded motion.

Motion carried unanimously.

Commissioner Guignard made a motion to adopt the agenda, as amended.

Commissioner Bales seconded motion.

Motion carried unanimously.

#### **PUBLIC HEARINGS**

None

#### **OTHER BUSINESS**

**Petition #R16-02.** Petition #R16-02 is a request by Calatlantic Homes to rezone 73.274 acres along Huntersville-Concord Road (west of Mirabella subdivision) from Transitional Residential to Neighborhood Residential – Conditional District.

David Peete, Principal Planner, entered the Staff Report into the record and reviewed updated information since the public hearing was held. ***Refer to Staff Report attached hereto as Exhibit No. 1.***

The Planning Board recommended approval on June 28, 2016 by unanimous vote, subject to the conditions outlined by staff, except for the 10' garage recess recommendation. As long as 20' parking area was required, they did not recommend the 10' recess.

Commissioner Bales made a motion in considering the proposed Rezoning Application R16-02, Cato Subdivision Conditional District, the Town Board recommends approval based on the plan being consistent with Implementation Goals H-1, H-9, T-5, T-7, T-8, CD-5 and PF-2 of the 2030 Community Plan. With those provisions, it is reasonable and in the public interest to approve the rezoning plan because of the location of the property being between Transitional area and between high and low intensity development and the proposed density is consistent with the surrounding developments. The recommendation is that we approve this rezoning based on all provisions outlined being addressed.

Commissioner Guignard seconded motion.

Motion carried unanimously.

**Cato Subdivision Sketch Plan.** Mayor Aneralla pointed out that this item will be heard as quasi-judicial.

Mayor Aneralla swore in David Peete, Stephen Trott, Mark McAuley and Fred Matrulli.

David Peete entered the Staff Report into the record. *Staff Report Attached hereto as Exhibit No. 2.* This is identical to what we just discussed and what you are familiar with. The only thing that I will point out is this does not include the 29 acres that will just be rezoned to NR, this is just for the balance of it which is being subdivided. All of the issues in the rezoning plan are identical to this. Everything that we just talked about is the same. Again, if you have any questions we can reiterate any of that. The Planning Board again met on this. Their recommendation was also unanimous. They found the application complete. They found that it complied with all the requirements of the ordinance. Staff's comments were either addressed or they recommended that they would be and they recommended approval and then they asked that the building elevations be provided. Annexation, again a lot of these issues, have already been addressed in the version that's before you tonight.

Commissioner Guignard said before this is made public record permanent, Ms. Bales has pointed out to me we need to learn to spell. Unless West Mecklenburg taught me wrong, statement has an "e" in the middle of it.

Commissioner Kidwell made a motion in considering the decision on the Cato property sketch plan the Town Board finds the application complete and we move to approve as long as the conditions stated by staff within the report are addressed.

Commissioner Guignard seconded motion.

Motion carried unanimously.

**Petition #TA16-01.** Petition #TA16-01 is a request by the Town of Huntersville Planning Department to amend Article 11.4.5 and 11.4.7(a) of the Huntersville Zoning Ordinance to reflect the changes made by NCSL 2015-160 by removing protest petitions.

Caroline Sawyer, Planning Technician, entered the Staff Report into the record. *Staff Report attached hereto as Exhibit No. 3.* The Planning Board and the Land Development Ordinances Advisory Board both recommended approval.

Commissioner Guignard made a motion in considering the proposed amendment TA16-01 to amend Article 11.4.5 and 11.4.7(a) of the Zoning Ordinance, the Town Board recommends approval based on the amendment being consistent with Policy ED-14 of the Town of Huntersville 2030 Community Plan. It is reasonable and in the public interest to amend the Zoning Ordinance because doing so creates consistency between Huntersville zoning laws and state laws.

Commissioner Bales seconded motion.

Motion carried unanimously. Commissioner Guignard abstained, which was recorded as a vote in favor.

**Petition #TA16-02.** Petition #TA16-02 is a request by the Town of Huntersville Planning Department to amend Article 3.2.7 Highway Commercial District, Article 3.2.8 Campus Institutional District, Article 3.2.9 Corporate Business District and Article 3.2.14 Transit Oriented Development – Employment District to allow for home occupations as a permitted accessory use.

Caroline Sawyer, Planning Technician, entered the Staff Report into the record. *Staff Report attached hereto as Exhibit No. 4.* The Planning Board and the Land Development Ordinances Advisory Board both recommended approval.

Commissioner Boone made a motion in considering the proposed amendment TA16-02 to amend Article 3.2.7, Article 3.2.8, Article 3.2.9 and Article 3.2.14 of the Zoning Ordinance, the Town Board grants approval based on the amendment being consistent with Policy ED-1 of the Town of Huntersville 2030 Community Plan. It is reasonable and in the public interest to amend the Zoning Ordinance because doing so creates an equal opportunity for Huntersville residents to operate a home occupation in all zoning districts which allow residential uses.

Commissioner Gibbons seconded motion.

Motion carried unanimously.

**Petition #TA16-03.** Petition #TA16-03 is a request by the Town of Huntersville Planning Department to amend Article 8.25.11, S.W.I.M. (Surface Water Improvement and Management) Stream Buffer Appeals and Variances of the Huntersville Zoning Ordinance to reflect the changes made by House Bill 276.

Meredith Nesbitt, Planner I, entered the Staff Report into the record. *Staff Report attached hereto as Exhibit No. 5.*

Commissioner Kidwell made a motion in considering the proposed amendment TA16-03 to amend Article 8.25.11 of the Zoning Ordinance, the Town Board recommends approval based on the amendment being consistent with Policy ED-14 of the Town of Huntersville 2030 Community Plan. It is reasonable and in the public interest to amend the Zoning Ordinance to create consistency between our zoning laws and state laws.

Commissioner Boone seconded motion.

Motion carried unanimously.

**Joint agreement for Traffic Signal.** Mayor Aneralla explained that there has been a request for quite some time for the installation of a traffic signal at the end of Birkdale next to Chesterbrook Academy across from Sterling Point. Most recently the Town of Cornelius has extended their sidewalk all the way to Blythe Landing. It's a very difficult left turn for both neighborhoods and there's been some discussion in the past that the Town of Cornelius is willing to install it and also provide half the funding for the light. But that's only been in just discussions and nothing formal, so I thought if this Board was looking to do that, we should do something formal and instruct our Town Manager to enter into those discussions and see what those discussions bring about and bring it back to the Board for a final vote.

Commissioner Gibbons said this issue is one that has a lot of our citizens concerned over there and so whenever that happens you get a lot of interest. This is something I've had calls and e-mails on. Mr. Buchanan provided the Board an e-mail today and he reiterated some things that I'd been to meetings and heard him talk about before and I just wanted to say that there's a very regimented system that looks at when signals or any other traffic control at intersections is warranted. Mr. Buchanan points out that when these studies were done these warrants weren't met at this intersection. Another point is made here that if we were to put a signal or some type of device at this intersection where do we stop, where do we not do it again, why would we do this and not somewhere else and I think you have to look



at everything and whether the book answer doesn't meet every situation. I drive by there quite often and the citizens' concern to me is warranted, as it could be in many places, but still it's warranted here and I just say there's been two things said – why would you spend the money because 73 is going to be widened and something is going to be changed anyway within a few years we hope. If we kept one person from getting hurt at that intersection in 5 years or 7 years it would be well worth the half the money that this town would put up to do it and I don't by any means claim to know what to say but whether that signal could be one that only stops and starts traffic during the school hours or when the heavy peak hours are and just is a flashing light. I believe this conversation started with a request for just a flashing light to alert people that this was a crossing area with lots of kids around and that was not done. I think the traffic signal maybe that's gone to the other end of the spectrum from a flashing light but I'm going to say that I would support this decision to go ahead. The board members in Cornelius I talked to have told me they are on board with doing this and awaiting whatever decision Huntersville makes and this is one time I'm going to go away from the book answer and go with how I feel in my heart and my gut is the safety answer.

Commissioner Bales said I was around when this initial discussion started and I have heard from our traffic experts. I've heard from our safety experts that not only does this location not warrant a light at this time but it also by putting a light up has the potential of causing even more accidents because the light at that intersection is so close to West Catawba that when that light turns red the back up along 73 is going to be problematic for us and will result in rear-end collisions. That's one of the reasons that I couldn't support it in 2014. The crash history shows that between January 2010 to January 2015 there were 11 crashes reported at that intersection and that none of them would have been corrected had a signal been installed. I'm worried that we are going to create a problem where currently one does not exist. The other piece to that is if we are going to put a light up, let's fight to put a light up at Babe Stillwell and put Blythe Landing's entrance together as we connect Birkdale Commons Parkway to Babe Stillwell to give the residents within Birkdale and the other residents through there the ability to get to the light at Babe Stillwell and out. I would not support moving forward with this discussion and I would like before we make a political decision to hear from the experts. I would like to hear from our traffic engineers and I would like to hear from our police chief, not just via e-mail but hear from them from up here at the podium before we go making these types of decisions right off the cuff.

Commissioner Boone said this was discussed with the last board and I would like to see a light at this intersection, but I really can't say I've got all the tools to make that decision. There's two sides to every story. We're hearing one side of the story that has been presented here tonight. Like Commissioner Bales said, we haven't heard from the traffic, police or any of the other people during this presentation that was two years ago. I didn't hear the presentation and there's other members of this board that didn't hear the presentation and now we are going to make a decision on spending \$30,000-45,000. I think we need to sit down and look at this intersection and make a decision once we get all the facts that are right now about a year and a half old. Even though I would like to support it I can't vote on something that I don't have all the facts.

Commissioner Kidwell said Max Buchanan does a heck of a job as an engineer. His job is to move traffic, no argument about that. He knows how to move traffic. He knows how to get it going places and I heard another suggestion of where a light should be and needing more information. I'm for putting a light there because for two years I've been saying we need it. Now we have a sidewalk over there. I watched a kid trying to ride his skateboard across 73 to get to the sidewalk so he could go down to Blythe Landing. The other kid is on the bike trying to jump the sidewalk. The action being asked tonight is not to make a decision to spend money on a political statement, but to ask our Town Manager to begin the discussion so he can come back to us with the information for this board to then make a

decision. I'll support this because it's not asking for us to financially make a statement, it's asking for us to put our Town Manager in the direction to get the information and bring it back to us to then put it forth and make a statement then.

Commissioner Bales said that's not what I initially heard when this was brought up. What I heard was direct the Town Manager to have conversations to put a light there. If we are going to make a motion to have further inquiry to gather information to bring it back to this board, that I will support. So with that said I will make a motion that we have our Town Manager collect information necessary for this Town Board to make a decision on whether to put a light at NC 73 and Norman View in conjunction with the Town of Cornelius's information since they were willing to pay half and install if it goes forward. We need to have our own information to make that decision from Huntersville's perspective and then we can go into having discussions with Cornelius. I don't know that they can both happen in tandem

Mayor Aneralla said I need a clarification because Commissioner Bales you initially stated something to the effect that you want the Manger of Huntersville to gain information on if this is necessary and then Commissioner Kidwell also said something to the effect of in conjunction with the Town of Cornelius.

Commissioner Bales said that's fine, we can do both as long as we are not authorizing spending money.

Commissioner Bales said my motion is to pull together all vital information for this Board to make a decision on 73 and Norman View by working with the Town of Cornelius to address the concerns there in that intersection without authorizing any dollars to be spent. We are just doing the investigative work.

Commissioner Boone seconded motion.

Commissioner Gibbons said I'm fine with that and I would say as I stated in my initial comments, I want something that will help insure safety at the intersection.

Commissioner Boone said do you think we should put a timeframe in your motion just so this thing doesn't draw on to months and school starting and everything in case we do decide to move forward. I'm asking her to amend her motion.

Commissioner Bales said we can make it as quickly as possible. I don't know what that timeframe needs to be.

Commissioner Gibbons said I agree and I think Max would back me up on this, I think most of this information we aren't going to dig too far because I think it's all been looked at and so I am guessing that between you and Greg and the Cornelius traffic or whoever they get on this I'm guessing that you will collect what you had before, if there's any information you'll add it.

Mayor Aneralla called for the vote.

Motion carried unanimously.

**Contract – HFFA Roof.** Dee Jetton, HFFA Executive Director, explained that this contract is for the second half of an original bid for roof replacement at HFFA. Pricing was validated with other sources.

Commissioner Boone made a motion to authorize the Town Manager to execute contract with GHC Professional Roofing.

Commissioner Guignard seconded motion.

Motion carried unanimously.

*Contract attached hereto as Exhibit No. 6.*

### **CONSENT AGENDA**

**Approval of Minutes – June 6.** Commissioner Guignard made a motion to approve the minutes of the June 6, 2016 Regular Town Board Meeting. Commissioner Kidwell seconded motion. Motion carried unanimously.

**Approval of Minutes – June 20.** Commissioner Guignard made a motion to approve the minutes of the June 20, 2016 Regular Town Board Meeting. Commissioner Kidwell seconded motion. Motion carried unanimously.

**Interlocal – Animal Control Services.** Commissioner Guignard made a motion to adopt resolution authorizing the execution of the interlocal agreement with the City of Charlotte for animal control services. Commissioner Kidwell seconded motion. Motion carried unanimously.

*Resolution attached hereto as Exhibit No. 7.*

**Order of Collection.** Commissioner Guignard made a motion to adopt Order of Collection for tax year 2016 (FY2017). Commissioner Kidwell seconded motion. Motion carried unanimously.

*Order of Collection attached hereto as Exhibit No. 8.*

**Refund Deposit – Harvest Point Lots.** Commissioner Guignard made a motion to authorize the Town Manager to refund Matt McMullen, Grande Homes, the 5 percent deposit for the purchase of two lots within the Harvest Point subdivision. Commissioner Kidwell seconded motion. Motion carried unanimously.

**Resolution – Sale of Property.** Commissioner Guignard made a motion to adopt resolution authorizing the sale of real property for economic development. Commissioner Kidwell seconded motion. Motion carried unanimously.

*Resolution attached hereto as Exhibit No. 9.*

**Property Tax Refunds – Report 62.** Commissioner Guignard made a motion to approve SL362 Property Tax Refund Report No. 62. Commissioner Kidwell seconded motion. Motion carried unanimously.

*Property Tax Report No. 62 attached hereto as Exhibit No. 10.*

**Property Tax Refunds – Report 63.** Commissioner Guignard made a motion to approve SL362 Property Tax Refund Report No. 63. Commissioner Kidwell seconded motion. Motion carried unanimously.

**Property Tax Refunds – Report 64.** Commissioner Guignard made a motion to approve SL362 Property Tax Refund Report No. 64. Commissioner Kidwell seconded motion. Motion carried unanimously.

**CLOSING COMMENTS**

None

There being no further business, the meeting was adjourned.

Approved this the \_\_\_\_ day of \_\_\_\_\_, 2016.

DRAFT



**Town of Huntersville**  
**REQUEST FOR BOARD ACTION**  
**8/15/2016**

**REVIEWED:**

**To:** The Honorable Mayor and Board of Commissioners  
**From:** Jackie Huffman/Chief Spruill  
**Subject:** Budget Amendment

---

Recognize insurance revenue (103820.9999) in the amount of \$811.81 and appropriate to the Police Department's insurance account (105100.04452).

**ACTION RECOMMENDED:**

Approve Budget Amendment.

**FINANCIAL IMPLICATIONS:**

Additional revenue in the amount of \$811.81.

**Town of Huntersville**  
**REQUEST FOR BOARD ACTION**  
**8/15/2016**

**REVIEWED:**

**To:** The Honorable Mayor and Board of Commissioners  
**From:** Meredith Nesbitt, Planner I  
**Subject:** ANNEX 16-02 NVR Asbury Chapel

---

Request to call a public hearing on September 19, 2016 for Annex 16-02 NVR Asbury Chapel to annex 76.139 acres (non-contiguous) into the Town of Huntersville.

**ACTION RECOMMENDED:**

Call a public hearing for September 19, 2016.

**FINANCIAL IMPLICATIONS:**

N/A