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06/30/2011

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McKee Road & Providence Road Intersection Improvement Project
Project Number: 512-11-013
Meeting Minutes for 1st Public Meeting held June 9th, 2011
(6:00 PM at Providence Presbyterian Church)

*Attendees

Leslie Bing - E&PM
Tim Greene - E&PM
Tom Sorrentino - CDOT
James Shapard - CDOT
Susan Tolan - Storm Water

Bill Hood - Baker Eng.
Jason Breda - Baker Eng.
Neal Banerjee - Baker Eng.
Chad Rogers - Baker Eng.
Kristi Suggs - Baker Eng.

* For Public Attendees, see sign-in sheets attached to these minutes.

The City of Charlotte, in conjunction with Michael Baker Engineering, Inc. (consultant), held a public meeting regarding the above referenced project on June 9th, 2011. The purpose of the meeting was to introduce the project and to gather public input on the deficiencies of this intersection so that public concerns can be addressed in the planning and design process. A presentation was given by staff, followed by public comments and questions.

Presentation Key Points:

- 1. Welcome and introduction of project team:**
 - The purpose of the meeting was to introduce the project and to gather public input before beginning planning and design.
 - Contact information for the project team was provided on slides and on handouts.
- 2. Explanation of the Intersection and Multi-Modal Enhancement Program:**
 - The purpose of the program is to improve multi-modal travel conditions at existing intersections.
 - Intersections are evaluated based on a number of factors including traffic volumes, how pedestrian and bicycle-friendly they are, and how well they accommodate and/or complement surrounding land uses.
- 3. Explanation of the planning process:**
 - An overview of the City's Urban Street Design Guidelines (USDG) 6-step process was presented.

4. Project Overview/Background:

- The project will consist of multi-modal capacity improvements to the McKee Road/Ballantyne Commons Parkway/Providence Road intersection.
- McKee Road, Ballantyne Commons Parkway, and Providence Road are classified as Major Thoroughfares.
- The project length is anticipated to be about 1 mile of combined intersection approaches.

5. Preliminary Project Goals:

- Improve multi-modal travel for residents, businesses, motorists, pedestrians, bicyclists and transit users
- Improve intersection capacity for peak traffic volumes
- Complete gaps in curb, gutter and sidewalk within the project limits
- Provide bike lanes where practical

6. USDG Step 1 - Define Land Use Context:**a. Existing Land Use**

- The project is located in what the Transportation Action Plan (TAP) defines as a Center, which supports a mixture of land uses.
- The land uses around the project consist primarily of retail, office, single-family residential, and multi-family residential uses.

b. Future Land Use

- The Providence/I-485 Area Plan is the planning document that governs future land uses in the study area. The current land uses are now designated as prescribed in that document. Therefore, land uses are not expected to change (north of I-485).
- Currently, there are no re-zonings underway within the project area.

7. USDG Step 2 - Define Transportation Context:**a. Existing Street Network**

- The project is located at the intersection of two major thoroughfares.
- Providence Road (NC 16) is a primary north-south route, connecting south Charlotte and Union County to Center City.
- The combination of McKee Road and Ballantyne Commons Parkway is a primary east-west route which parallels I-485, connecting Ballantyne and Matthews.

b. Recent, Current, Future projects in vicinity:

- Recent – Widening of Providence Road south of I-485
- Current - Sidewalk projects along McKee Road and Ballantyne Commons Parkway
- Future - Extension of McKee Road to Independence Boulevard (US 74) in Matthews. Currently, the project is not funded (construction date unknown).
- Future - Extension of Ardrey Kell Road from Providence Road to Tilley Morris Road. Currently, the project is not funded (construction date unknown).

8. USDG Step 3 - Identify Deficiencies: (City Identified)

- McKee Road missing lane, curb, gutter and sidewalk
- Insufficient turn lane storage
- Lack of pedestrian and bicycle amenities and safety features
- Gaps in sidewalk connecting residential areas to walking destinations (south side of McKee)
- Poor sidewalk conditions

9. Next Steps:

- Review information and comments collected at this meeting, collect survey data, traffic data, further refine land use context and transportation context
- Develop alternatives, costs, and prepare conceptual plans
- Hold 2nd public meeting
- Update conceptual plans and select alternative

After the presentation, public comments and questions were taken:

Public comments:

1. Turning radius is too tight going north on Providence Road from Ballantyne Commons Parkway.
2. There are large potholes on McKee Road near the driveway for Providence Office Park (Sikes Place).
3. Consider an additional signal at McKee Road/Sikes Place to help access to Providence Office Park.
4. Consider an additional signal with full access at Providence Road/Forbes Drive to help access to Providence Office Park.
5. Consider restricting right-on-red turn movements from Providence Road to McKee Road to provide gaps for vehicles entering/exiting Sikes Place.
6. Keep deceleration lane on McKee Road at Sikes Place.
7. Need to make some way for people leaving Providence Office Park to travel south on Providence Road.
8. Need to keep left-turn access from Sikes Place to McKee Road.
9. Can't exit the Sikes Place driveway on McKee Road because cars are backed up from the Providence/McKee intersection and too many right turns from Providence Road.
10. Approximately 600 to 700 people work at the Providence Office Park.
11. Consider improving left turn movements from Providence Commons shopping center (Harris Teeter) onto north bound Providence Road.
12. Don't restrict left turn access to the Providence Commons shopping center driveway on Providence Road.
13. Consider an additional signal with full access at the Providence Commons shopping center driveway on Providence Road.
14. Can't exit the Providence Commons shopping center driveway on Providence Road because cars are backed up from the Providence/McKee intersection.

15. Need pedestrian islands for intersection crossing, but some concerned about islands on McKee Road at the intersection would further restrict the ability to turn left out of Providence Business Park.
16. Often have issue with whom is needed to contact (City vs. State) when roadway issues arise along McKee Road.
17. Concern that there will be additional traffic through the intersection due to the proposed Weddington Road exit off I-485.

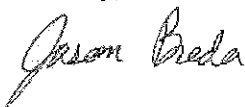
Public Questions:

1. When is the next public meeting? **Answer: Sometime between in the last quarter of 2011 to the first quarter of 2012.**
2. When will construction start? **Answer: Planning and design will conclude between the the last quarter of 2012 to the first quarter of 2013, followed by right-of-way acquisition and bid-phase. Depending on the duration of the acquisition process and the bid-phase process, it could take up 2 to 3 years from now for construction to start.**

Written public comments were also collected at the meeting and through mailings. Those comments are also attached to these meeting minutes.

This represents Baker Engineering's interpretation of the meeting content. If you should find any information contained in these meeting notes to be in error and/or incomplete, please notify me with corrections/additions as soon as possible.

Sincerely,



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