

## **E. John Street Resolution**

DATE: March 8, 2017  
TO: Mayor and Board of Commissioners  
FROM: Hazen Blodgett, Town Manager

### **Background/Issue:**

On Thursday, February 23<sup>rd</sup> at the Planning Conference we discussed in detail the E. John Street project and the concerns staff and the Board has with the project as currently proposed by NCDOT. Staff was directed to prepare a resolution for the Board to consider. The resolution is attached.

### **Proposal/Solution:**

After the resolution is approved, we will forward the resolution and cover letter to NCDOT officials.

### **Financial Impact:**

No financial impact at this point.

### **Related Town Goal:**

Quality of Life: to maintain our small town identity by providing a vibrant downtown, pedestrian friendly community, extensive greenspace system, and recreation and cultural activities.

### **Recommended Action:**

Staff recommends approving the attached resolution.

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

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

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

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

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

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

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

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

- Traffic should be signaled so that traffic can travel as if it is a one-way pair.
- Signals need to be coordinated.
- U-Turns and pedestrian crossings need to be signalized.
- Medians should be as narrow as possible without hindering U-Turns and restricting tree size.
- Medians should not be so narrow as to increase traffic speed.
- Implement Intelligent Transportation Systems.
- Examine the possibility of saving houses where feasible.

**ADOPTED** by the Board of Commissioners of the Town of Matthews this the 13<sup>th</sup> day of March, 2017.

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Mayor James P. Taylor