

**MINUTES OF THE BOARD OF ALDERMEN  
TOWN OF KERNERSVILLE, N.C.  
JOINT SPECIAL SESSION WITH THE PLANNING BOARD  
JANUARY 11, 2010**

The Board of Aldermen of the Town of Kernersville met in special session at 7:00 P.M. on the above date in the Paddison Memorial Library Basement, Room #1 at 131 East Mountain Street, Kernersville, NC.

**Board of Aldermen Present:** Mayor Dawn Morgan, Mayor Pro Tem Kevin Bugg, Aldermen Dana Caudill Jones, Keith Mason, Tracey Shifflette and Bob Prescott.

**Planning Board Members Present:** Jim Waddell, Chair; Phyllis Mendel, Vice Chair; Margaret Burks, Darrell Davis, Ed Green, Keith Hooker, Steve Hutchins, Tom McDaniel, Bronda Smith-Martin and Don Smith.

**Staff Present:** Curtis L. Swisher, Town Manager; John G. Wolfe III, Town Attorney; Dale F. Martin, Town Clerk; Jeff Hatling, Community Development Director; Sharon Richmond, Senior Planner; Kem Arthur, Planning Administrator; Debi Grant, GIS Planner; Doran Maltba, Asst. Public Works Director; and Brian Ulrich, Transportation Engineer.

**Call to order and invocation.**

Mayor Morgan called the meeting to order and Reverend Stephen Martin, First Baptist Church delivered the invocation which was followed by the Pledge of Allegiance.

**1. Staff Presentation and Discussion on the *Thoroughfare & Street Plan*.**

Mr. Jeff Hatling, Community Development Director and Brian Ulrich, Transportation Engineer presented the following power point presentation.

Joint Meeting of the  
Board of Aldermen and Planning Board



January 11, 2010  
Staff Presentation and Discussion  
*Thoroughfare & Street Plan.*

Staff Presentation

- Brief history of the *Thoroughfare & Street Plan* & the Western Section
- The implementation of *Thoroughfare & Street Plan* Using the "Feasibility Study –Widening of Big Mill Farm Road/Hopkins Road"
- What are the alternatives and unanswered questions?

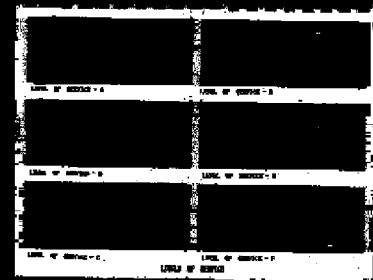
- Please ask questions at the end of the presentation.

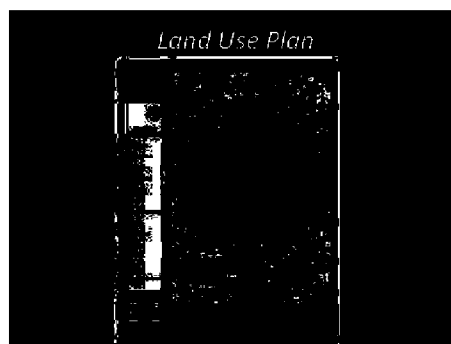
*Thoroughfare & Street Plan.*

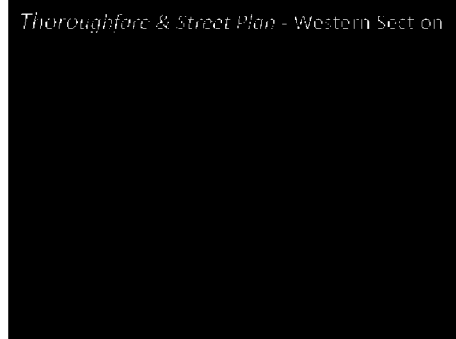
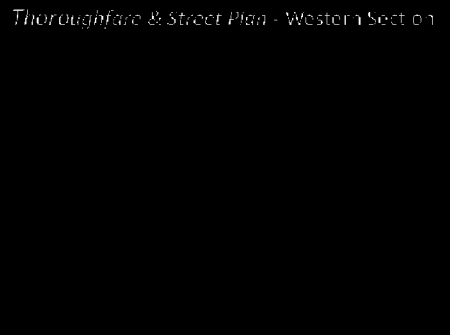


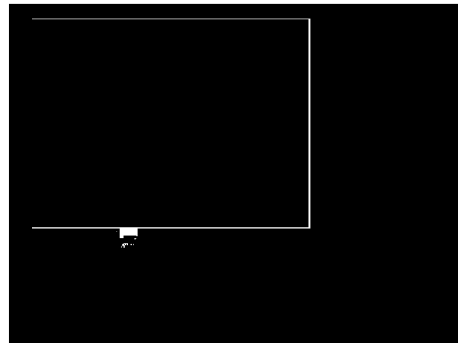
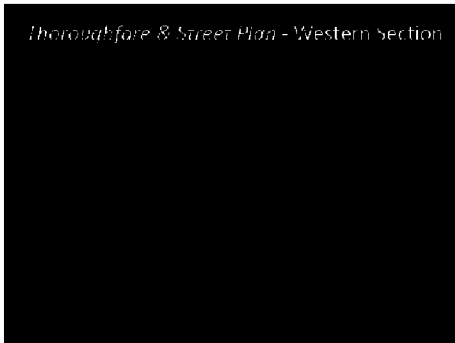
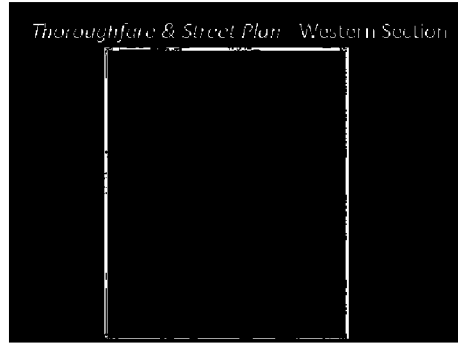
*Thoroughfare & Street Plan (1979)*

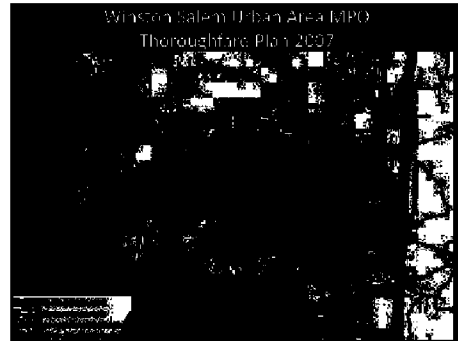
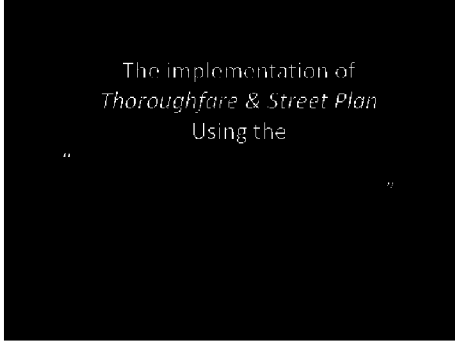
*Thoroughfare & Street Plan.*





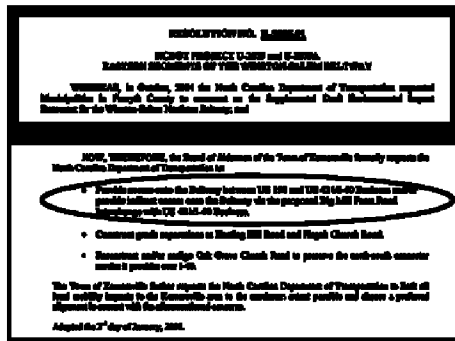
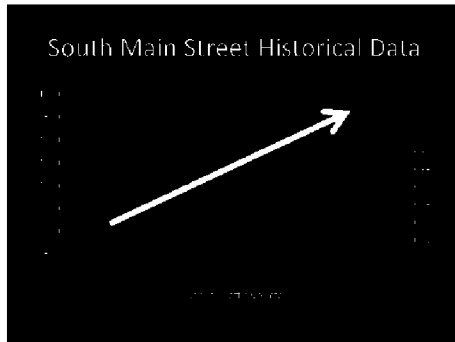






Countywide 2007 Traffic Counts  
Count Locations over 30,000 ADT

Road Name	Location	AAAT Volume



### Large Scale Transportation Project Process

- MPO develops a Long Range Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP)
- Transportation Improvement Program (TIP)
  - LIS
  - Design
  - ROW
  - Construction
- Operation and Maintenance

### How does a project get on the TIP?

A Feasibility Study can

- Review existing conditions
- Develop a traffic forecast
- Study a proposed improvement
- Analyze the engineering feasibility
- Look at the environmental and social impacts
- Prepare a cost estimate
- Provide for public comments

### Big Mill Farm Road Interchange Feasibility Study

"This study is an initial step in the planning and design process for this project and is not the product of exhaustive environmental or design investigations. The purpose of this study is to describe the proposed project, including preliminary costs, and to identify potential problems that may require consideration in future planning and design phases."

### Funding Info

- \$50,000 in planning money from the WSUAMPO was given to the Town (prior to 20% matching requirement).
- Town funded increase to the scope to include some traffic modeling due to questions about potential traffic impacts.

### Consultant Selection



#### Len Hill, PE

- BS and MS Civil Engineering at NC State
- 30 years with NCDOT
- Former State Highway Administrator
- Work history for NCDOT
  - Roadway Design Unit
  - Highway Design Branch Manager
  - Deputy Highway Administrator for Preconstruction

### Feasibility Study

- Contract signed in October 2007
- Scope
  - Traffic Forecast
  - Capacity Analysis
  - Preliminary Design
  - Cost Estimate
  - Environmental Screening
  - Final Report
- Public Meeting June 5, 2008
- Completed June 30, 2008



- Safety
  - Interchange
  - Boulevard
- Rightway Consideration
- Typical Section
  - 4-lane divided
  - Entire footprint
  - Speed Limit
  - Bike Lanes
- Impacts
  - Individual Impacts (Homes and Businesses)
  - Neighborhoods
  - Noise
- Cost

### Interchange Location

- Spacing (1 per mile rule)
- Weaving
- Safety

### Greenbook quote

- "Interchange spacing has a pronounced effect on freeway operations. In areas of concentrated urban development, proper spacing is usually difficult to attain because of traffic demand for frequent access. Minimum spacing of arterial interchanges (distance between intersecting streets with ramps) is determined by weaving volumes, ability to sign, signal progression, and lengths of speed-change lanes.

In urban areas, spacing of less than 1.5km [1 mi] may be developed by grade-separated ramps or by adding collector-distributor roads."



### Greenbook quote

- "Interchange spacing has a pronounced effect on freeway operations. In areas of concentrated urban development, proper spacing is usually difficult to attain because of traffic demand for frequent access. A general rule of thumb for minimum interchange spacing is 1.5 km [1 mi] in urban areas and 3.0 km [2 mi] in rural areas. In urban areas, spacing of less than 1.5 km [1 mi] may be developed by grade-separated ramps or by adding collector-distributor roads."

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### Business 40 Through Winston-Salem Weaving Problems



### Diamond Interchange

### Kernersville B-40 Interchange Spacing

- Macy Grove to NC 66 1.1 (+ or -) miles
- NC 66 to S. Main St 1.6 (+ or -) miles
- S. Main St to BMF Rd 0.9 (+ or -) miles
- BMF Rd to Beltway 1.2 (+ or -) miles

The existing Mountain Street interchange is 0.5 miles from NC 66; it is proposed to be closed as a part of the Macy Grove Road Interchange project (U-2800).

### Similar Interchange Spacing

0.7 miles between I-74 and Guilford College

### Weaving Analysis

- Study: No issues with I-73 (Beltway) and Big Mill Farm Road Interchange if B-40 ramps are extended
- Big Mill Farm ramps and South Main Street ramps- further analysis needed

- Designed to NCDOT and AASHTO standards
- NCDOT approved feasibility study with Interchange Location
  - Weaving Analysis: No adverse affect to Beltway (I-73)
- Similar to existing approved spacings
- FHWA Study: "The models presented in this research should be used with caution, because the data were not sufficient to try several other possible explanatory factors. Omitted variables may cause a bias in the estimates if any of the variables are correlated with those used in the models."

### Preliminary Construction Design

- Normally not done in Feasibility Study
- Typical section and a corridor standard
- Done to give more information on feasibility of project and potential impacts to both citizens and decision makers
- AASHTO, NCDOT Standards

### Functional Classification

Classified as a "Major Thoroughfare" on both MPO and Town Thoroughfare Plans

- **Major Thoroughfare**  
A thoroughfare whose sole function is to carry large volumes of traffic safely and expediently through the urban area. Access onto the facility is controlled. Access should only be at intersections with other streets. Such intersections should be spaced at intervals which promote traffic progression with the absolute minimal delays incurred. The highest practical level of design should be incorporated into facilities of this classification.  
-Board Adopted 2001 Thoroughfare Plan

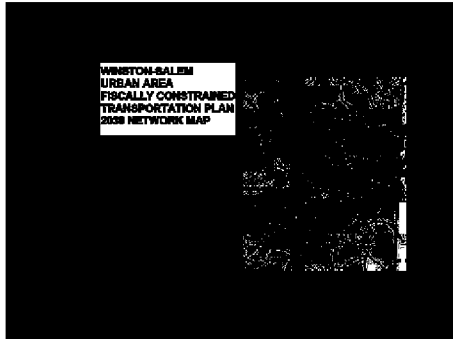
### Traffic Forecast Hopkins (North of Big Mill Farm)

• 2007 AADT	10,200
• 2035 No Build	14,400
• 2035 Build	24,200



### Traffic Forecast 2035 Build Scenario

- 24,200 max (on existing Hopkins)
- 22,200 at interchange:
  - 12,000 access Business 40
  - 10,200 go over Business 40 (through trips)
- 3% truck traffic



LEVEL OF SERVICE-What is it, how is it measured?

"Level of Service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such services measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience."

-HCM

**LEVEL OF SERVICE**

- LOS for multi lane roads is a measure of density. Factors include lane widths, lateral clearances, median type and access points per mile in addition to traffic volume.
- However for intersections it's a measure of delay in seconds per vehicle. Factors include geometric conditions (grade, lengths and widths), traffic conditions (volume, speed, vehicle type), and Signalization conditions (green time, pedestrian actuation, etc.)

**LEVEL OF SERVICE**

- Feasibility Study Results
  - Roadway: LOS A
  - Intersections:
    - West Mountain: LOS F \*
    - Big Mill Farm/Hopkins: LOS B
    - Both Business 40 ramps: LOS B
    - South Main: LOS C
  - Ramps
    - LOS E & F w/o improvements (LOS B & C with)

**Typical Section**

- Development
  - Based on Build Volumes
  - Design to desired LOS
  - Roadway Classification
  - Other factors (Biped facilities, aesthetics, etc.)
- Lane capacity
  - Hourly volumes vs. AADT (HCM & Model)
  - Around 18,000 for 2 lane road

**2 and 3 lane Roads**

Municipality	Road	# of Lanes	AAADT Volume

\*WS and Gboro road chosen through residential areas with volumes around 18-22K\*

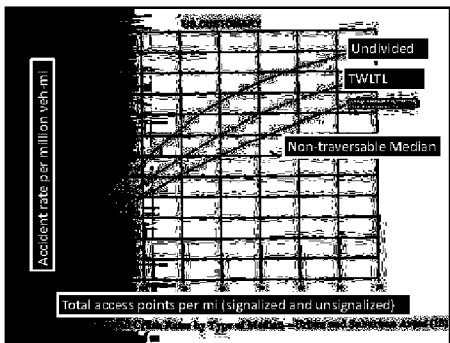
### Multilane Roads

Municipality	Road	# of Lanes	AADT Volume

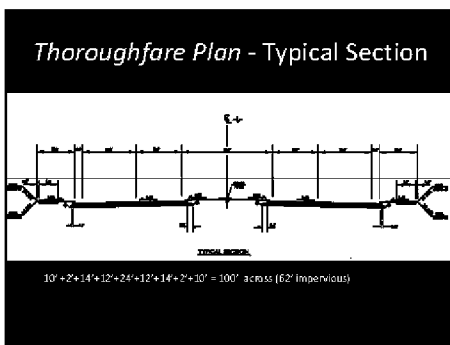
\*W5 and 6boro road chosen through residential areas with volumes around 18-22K\*

### Median

"Medians are a desirable feature of arterial streets and should be provided where space permits.....A median of 4 ft wide is better than none, and it should be noted that any additional median width provides an added increment of safety and improved operation between intersections."



- ### Bicycle & Pedestrian Facilities
- Sidewalks
    - 10' grass berm
    - 5' pushed away from road to back of berm
  - Bicycle accommodations
    - 2' additional width (standard)
    - 6' for striped lane





### Design Speed

When developing a road, the design speed is the speed at which the road is designed to be traveled. The design speed is determined by the design engineer based on the road's location, traffic volume, and other factors. The design speed is a key factor in determining the road's geometry, including its curve radii, grades, and sight triangles.

**DESIGN SPEED (MILES PER HOUR)**

The design speed is a key factor in determining the road's geometry, including its curve radii, grades, and sight triangles. The design speed is a key factor in determining the road's geometry, including its curve radii, grades, and sight triangles.

*Source: FHWA, "Design Speeds for Highways"*

### Existing Hopkins Road

- Current speed limit is 45 mph
- Design speeds are typically 7-10 miles over posted speed limits
- Design speed was set at 50 mph to match Hopkins Road
- Other design options could be considered if *Thoroughfare Plan* recognized other options as likely.

- Same speed as Hopkins Road now, but will improve
- Median and limited access increase safety
- Sidewalk and bicycle accommodations
- LOS is a measure of HDES, overness and safety

### Impacts

- Community
- Noise Abatement
  - FWA
  - NDDOT
- Environmental

### Community

- Multiple ROW dedications during development process
- Residential Area
- 1 House, 2 Businesses, 1 Community Center
- 16 parcels may be affected, will include with ROW or easements necessary for slopes, drainage, etc.

<sup>1</sup> House at the end of Big Hill Farm near 240  
<sup>2</sup> Businesses in that West Mountain Street intersection

### Noise Abatement (during design)

- All impacts are identified. Land use and noise abatement requirements must be considered at the planning of all facilities and structures.

1/18/2010

- Construction noise abatement is part of a noise impact assessment. Construction noise abatement includes:
  - Use of low-noise equipment
  - Use of low-noise materials
  - Use of low-noise methods
  - Use of low-noise equipment

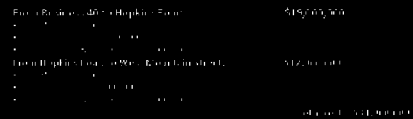
- Noise abatement measures include:
  - Use of sound barriers
  - Use of sound absorbers
  - Use of sound reflectors
  - Use of sound absorbers
  - Use of sound absorbers

1/18/2010

### Environmental

- 1 potential historic
- 2 potential archeological
- Low income population
- Greenway
- Streams and floodplains
- Endangered species
- Hazardous Waste

- 1 house, 2 businesses directly
- Additional traffic on Hopcha (north of Big Mill Farm)
- Impacts to Big Mill Farm area
- Kemers Mill Creek impacts
- Other potential environmental



### Public Meeting

- June 5, 2009 4pm-5pm at PMCA
- 208 postcards to property owners, plus newspaper advertisement
- 112 attend ideas signed in
- 12 comments
- Resulted in one modification to the preliminary design: Timberline Dr. full access

### Comment Summary

- 3 completely against
- 3 with questions, concerns or suggestions on design specific (trucks, speeds, access, noise, etc.)

### Additional Information

- Winston Salem Urban Area MPO
  - Comprehensive Transportation Plan (CTP)
  - 2009 Needs List



### MPO CTP Roadway Classification

- Keywords:**
- Functional purpose – moderate mobility, moderate access, moderate volume, medium speed
  - Posted speed – 30 to 55 mph
  - Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT Driveway Manual)
  - Multi-modal use – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
  - Type of access control – limited control of access, partial control of access, or no control of access
  - Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes, use of acceleration/deceleration or right turning lanes is optional for adjusting properties, use of shared driveways, intermodal parcel access and cross connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – at grade intersections and driveways, urban lanes at special locations with high volumes
  - Drive ways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers, major drive ways may be full movements where access is not possible using an alternate roadway

### Proposed Cross-Section in CTP



Hopkins Road (W Mountain to Big Mill Farm)

- Current AADT 9,100
- Current capacity 16,100
- Future AADT 21,200

### 2009 MPO Transportation Needs List

- Ranked 14 projects across the MPO
- Included factors such as:
  - Regional significance
  - Air Quality
  - Congestion
  - Safety
  - Community Transportation Benefits (Economic Development, Environmental Justice, Cost Efficiency, etc.)
  - Community Investment
  - Incompatibility with Local Plans

### 2009 MPO Transportation Needs List

- |     |       |   |
|-----|-------|---|
| #1) | 80.94 | US 311 Connector (B-40 to I-40)                           |
| #2) | 78.89 | S. Stratford Rd (B-40 to I-40)                            |
| #4) | 74.13 | Lewisville-Clemmons Rd<br>(from US 158 to Peace Haven Rd) |
| #5) | 59.48 | Williams Rd<br>(widen bridge over US 421)                 |

### 2009 MPO Transportation Needs List Big Mill Farm Road Project Highlights

- Safety Score (2.0 out of 20)
  - 1 of 5 projects
- Congestion Score (23.69 out of 26)
  - 2<sup>nd</sup> best to Old Hollow Rd in Walkertown
- Cost Efficiency (3 out of 3)
  - 1 of 3 projects
- Air Quality (14 out of 30)
  - 4<sup>th</sup> highest benefit to air quality
- Natural Environment (1 out of 3)
  - Tied for worst with 2 other projects
- **Built Environment (1 out of 3)**
  - 2 projects had minimum score of 0

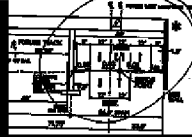
### 2009 MPO Transportation Needs List

- Total Score (31.84)
  - 14<sup>th</sup> of 14 projects
- Safety Score (2.19 out of 20)
  - worst
- Cost Efficiency (0.55 out of 3)
  - worst

- MPO cross-section



- Bridge over West Mountain Street could potentially limit widening



### MPO as official Transportation Planning Organization

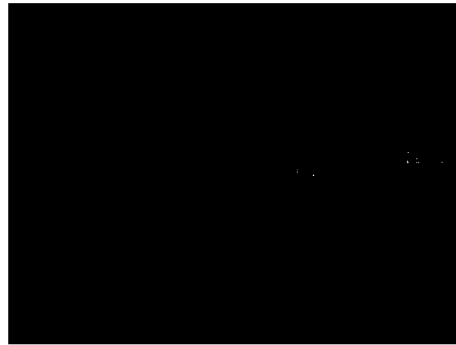
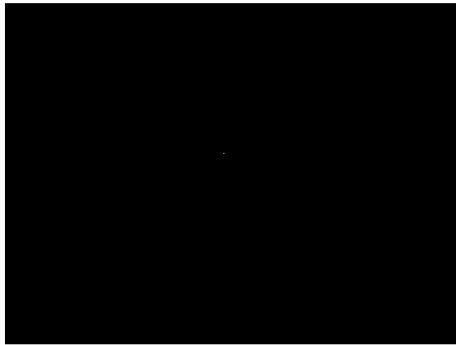
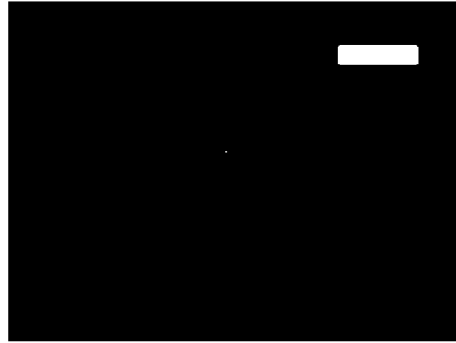
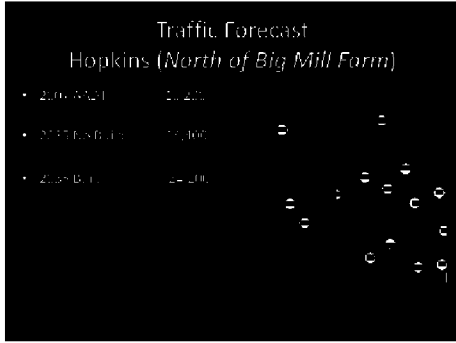
- WSUA MPO CTP is officially recognized by NCDOT
- Town's Thoroughfare Plan is for local planning purposes .
- Any changes to approved CTP would need to be made by MPO with NCDOT approval

### Closing Comments

### What are the alternatives and unanswered questions?

- We know that road improvements can address traffic congestion.
- We know removing planned road improvement will increase traffic congestion.
- What would be the level of congestion with out road improvements?
- Where would the traffic go?
- What adverse impacts would take place shifting traffic flow?





## Emergency Service Response

## Emergency Service Response

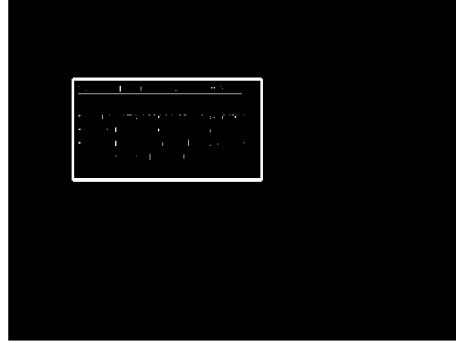
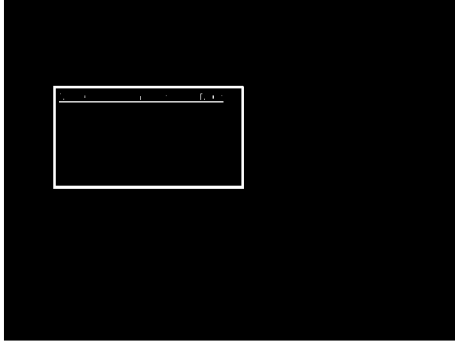


## What are the alternatives and unanswered questions?

- What is the level of impact on the environment?
- What are the alternatives and what are the unanswered questions?
- What are the alternatives for construction and what are the unanswered questions?
- What are the alternatives for construction and what are the unanswered questions?

THE END

SUPPLEMENTAL INFO



South Main Issues

U 2800 and U 4734  
Macy Grove Road Interchange  
Macy Grove Road Extension

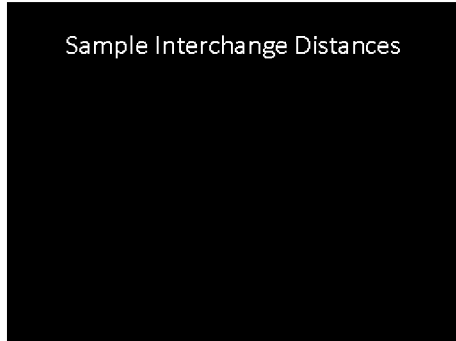
2008 2011 2013  
Macy Grove Road Interchange 3004' (1000')  
Macy Grove Road Extension 510,000 (1000')

Map of Schools

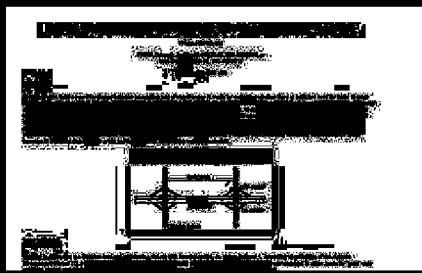
### Fire Station response



### Sample Interchange Distances



### FHWA Interchange Study



### Quote from findings:

"Although there are ways to evaluate quantitatively the operational benefits of increasing interchange frequency, a methodology for estimating the safety impacts has not been established."

"The models presented in this research should be used with caution, because the data were not sufficient to try several other possible explanatory factors. Omitted variables may cause a bias in the estimates if any of the variables are correlated with those used in the models. This initial research leads us toward the following recommendations for future research:

- Other variables, such as horizontal and vertical alignments of ramps and freeway within the spacing and at the approaches, ramp lengths, lighting, and similar factors should be investigated to better understand the impact of interchange spacing on safety."

### Kernersville Road AADTs

- NC 66 between 40s: 24-26K (5 lane)
- Main (B-40 to Old Winston): 36K (5 lane)
- Main (S of B40): 18-19K (4 lane divided)
- Union Cross: 14-19K (2 & 3 lane)
- N Main (N of Piney): 12-15K (3 lane)
- West Mountain (W of Boden): 13-15K (2 & 3 lane)

### Winston divided facilities

Nice neighborhoods with AADT volumes around 22K

- Country Club: 9-20K (3 lane)
- Robinhood: 12-23K (3 lane)
- Reynolda (S of Silas): 13-17K (2 & 3 lane)
- Reynolda (N of Silas): 24-31K (4 & 5 lane)
- Peace Haven: 15-20K (3 lane, except near 20K where additional lane in one direction)

### Greensboro divided facilities

[http://www.ncdot.gov/road/roadlines/roadline.html#DL](#)

- Elm: 17-18K (5 lane)
- Cone: 13-20K (4 lane divided)
- Friendly Ave (Jefferson to Holder): 11-22K (4 lane divided, newly street/shoulder)
- New Garden 10-11K
- Cornwallis 10-11K
- Willoughby: 8-14K (2 lane divided)

### Design Speed

#### URBAN ARTERIALS (MINIMUM DESIGN SPEEDS)

"Design speeds for urban arterials generally range from 30 to 50 mph. Lower speeds apply in more developed areas and in central business districts, while higher design speeds are more applicable in outlying suburban and developing areas."

*NCDO, Roadway Design Manual*

### *Piedmont Triad Regional Travel Development Model*

- 4 IVPOs (Winston, Greensboro, High Point and Burlington)
- Primarily used for Air Quality conformity for whole region

### *Piedmont Triad Regional Travel Development Model*

- 4 Step transportation planning process:
  - Trip Generation Model
  - Trip Distribution Model
  - Mode Split Model
  - Trip Assignment Model

### *Model Limitations*

- Large IAZs
- Primary attention to high level roads (freeways and interstates)
- Existing conditions not 100% accurate
- TIP projects use further Traffic Forecasting
- Uses Hourly Volume (AM & PM peak, not AADT)

### *Model Discrepancies*

- S Main (I-40 to Old Winston)
  - 2009 AADT 11,000
  - 2009 Model volume 22,132
- Union Cross (I-40 to Old Salem)
  - 2005 Model volume 20,906
  - 2005 I-40/T Traffic Forecast 37,000

### Rough Analysis

- 2025 w/ BMF
  - BMF 16,000 3 Main 18,000
- 2025 w/o BMF
  - Fueling 9,000 3 Main 26,000
- 2025 w/o Int'l change
  - BMF 10,000 3 Main 19,000

### Rough Analysis

- West Mountain 4.5k more w/o BMF
- Old Hollow 2.0k more w/ BMF

### Options

- No change
- Minor modifications
- Phase improvements
- Further study
  - Eliminate interchange
  - Major changes to network
  - MPO involvement

In conclusion, Mr. Hatling presented the Staff three alternatives-

1. Move ahead with the public hearing on Big Mill Farm Interchange without being able to answer the questions?
2. Undertake a study looking at alternative road improvements and street designs?
3. Take no action?

Mr. Hatling added that the Staff will be looking to the Planning Board and Board of Aldermen for direction.

Mayor Morgan asked all those in the audience to stand if they were members of POST or affected by the Big Mill Farm Road proposal. Approximately 75 people stood up.

Mayor Morgan opened the floor for discuss among the Board members.

Planning Board Member Phyllis Mendel referred to design standards presented for Hopkins Road to West Mountain Street and asked for design standards on Big Mill Farm Road. One of the complaints that she heard was that it was to be a 5-lane road with limited left turns. Mr. Ulrich stated that they would use the same standards throughout the project. He stated that comments made at previous public meetings were considered and noted the restricted turning movements put into place by DOT. He added that there is some flexibility regarding design standards. He explained that the intention behind tonight's presentation was to give DOT standards.

Ms. Mendel stated that to her knowledge, the Planning Board has never been presented with a plan with particulars for Big Mill Farm Road. She stated that it was presented at the neighborhood meetings but not to the Planning Board and so she has never seen a plan on Big Mill Farm Road. Mr. Ulrich stated that there is a map available at Town Hall and he will put it back up on the Town's website.

Mayor Morgan asked for an explanation of the turning movements in the Lambshire Development Mr. Ulrich stated that he didn't remember the specifics. Someone in the audience added that it was right-in right out only. Mr. Ulrich stated that DOT likes to have 1,200 feet between intersections and that is probably why it was done that way. He added that this is not a final design. All this is a balance sheet on trying to determine the width of the street, medians and the number of access points that this road can handle safely with emphasis being on safety. He spoke of reclassifying the road which could change the design of the road.

Darrell Davis, Planning Board member, asked if inflation has been figured into the estimated cost of this road. Mr. Hatling stated that typically we use today's dollars and if you don't spend it here you will spend it somewhere else. He explained how the \$7 million road bond package was maximized to pay for approximately \$20 million worth of improvements. Mr. Ulrich further stated that we use today's dollars because the cost fluctuates so much it is impossible to predict.

Alderman Keith Mason referred to a previous slide. He stated that these residents are here because this road coming through will split their neighborhood. He pointed out where Hopkins

Road dead ends into Old Winston Road and to the right it dead ends now but asked if this road could not be continued along parallel to I-40 and back into Big Mill Farm Road. Could the interchange not be put in there? He then projected the traffic flow through this area if this was built.

Mr. Hatling stated that we can look at alternative routes again. Alderman Mason stated that he lives off of Hopkins Road between Old Winston Road and Big Mill Farm Road. He spoke of the traffic issues at peak times in the morning and afternoon and stated that overall it's not a big issue.

Alderman Mason stated that this is more of a S. Main Street problem than a Hopkins Road problem. He stated that he would like to see that alternative explored. He also suggested that the Sally Greenfield property and Papa John's property be looked at. That is an island in the middle of all that congestion and suggested we look at this area for improvements.

Mayor Morgan asked if this is something that DOT could work on with Kernersville. Mr. Ulrich said yes they could and introduced Greg Errett from the City of Winston-Salem. Mr. Errett stated that we have been working with the Town of Kernersville as much as possible to provide transportation studies and will continue to do so. He stated that we can conduct additional feasibility studies and look at all appropriate alternatives.

Alderman Prescott stated that we have been working on this since the 1990's and we have looked at the Old Winston Road alternative before. We don't have the money and the State seems to be getting slower at funding new projects. He stated that he could not understand why DOT doesn't want to give us an interchange on the eastern beltway at W. Mountain Street. He stated that as things have changed, we have moved portions of the loop road out and maybe we can move this out a little further and get an interchange at West Mountain Street.

Mr. Curtis Swisher stated that he was previously on the TAC Committee and we asked DOT for an interchange on W. Mountain Street and based on their parameters they would not approve one.

**Diann Barbacci**, resident of the area and member of POST added that in their conversations with DOT, they were told that it would require moving the railroad which is too costly to do.

Mr. Swisher stated that we asked for an interchange to address traffic problems in Kernersville and Walkertown. Forcing all of our traffic to go to Walkertown to get on the beltway, it will create a traffic problem in Walkertown.

Mayor Pro Tem Kevin Bugg stated that the Board wants to do the responsible thing and properly address this issue. He stated that we need to be more proactive and push those that are responsible for designing this road to give us more alternatives.

Alderman Prescott stated that traffic does back up for a mile every morning at Hopkins and Old Winston Road and suggested that we have an Officer there to wave the traffic through.



Mr. Hatling explained the traffic flow through Hopkins Road/Old Winston Road intersection. He explained that improving only this intersection will move the problem to the next intersection. It is not properly addressing the issue. He explained a double right and double left configuration that would give us more time but eventually it will have to be addressed again.

Mr. Waddell, Chairman of the Planning Board, stated that tonight's meeting is a good example of why we do what we do. Plans are dynamic and cities are dynamic. Nobody has the answer yet. Nobody up here thinks the current plans are the right ones but we don't have the answers either. We need to look at all the alternatives but there may be other designed roads that we could put in here to make it work.

Mr. Waddell stated that we have opened the dialogue and we can start looking at alternatives and hopefully more alternatives will come up until we find the answer. He asked for patience and the opportunity for the community to work through this process.

Steve Hutchins, Planning Board Member agreed with Mr. Waddell. He added that there are so many unknowns. We all want to do the right thing with the least amount of impact on the neighborhood and we need to discuss this with everybody involved. He added that there is a lot to look at and didn't feel that he had enough information to make any decisions.

Alderman Tracey Shifflette stated that she lives in this area. There is so much out there to look at. We do need a plan but didn't feel that this was the best one. She encouraged others to get involved and asked that this information be added to the Town's website. Mr. Hatling stated that this document will be very large and suggested that it be broken up into sections for the website. He projected that it would be available by the end of the day tomorrow.

Keith Hooker, Planning Board Member, stated that like most people here tonight, he thinks a four-lane divided road is not what we need in that area. What have identified some alternatives tonight and we do need to research the issue to determine all our alternatives without ripping neighborhoods in half. We need to find a balance and consider the environmental impact of this as well. We don't have the answer however; he was looking forward to getting some of those answers.

Tom McDaniel, Planning Board member agrees with earlier comments as well. We need to look at all the alternatives before we make a decision.

Alderman Dana Caudill Jones commended the POST group for all their efforts in this project. She added that she didn't agree with the current plan. She suggested that we all look at previous situations in areas around us and learn from those mistakes. She asked for patience from the neighborhoods. She referred to Mr. Hatling's comments regarding addressing one issue but moving it to another area. She suggested that we look at the Town's entire transportation plan and not just one particular area.

Bronda Smith-Martin commended those that made a presentation to the Planning Board for a job well done. She stated that the current plan would interrupt people's lives. She referred to the suggestion by Alderman Mason and recalled from earlier conversations that an interchange here

would be too close to the existing interchange. She agreed with the idea and recommended that this be checked out again.

Darrell Davis also commended the POST representatives for their presentation to the Planning Board. He commended all the residents for coming out to this meeting tonight and stated that if we can't include the people of Kernersville in making these decisions then what kind of community is this.

Margaret Burks stated that she agrees with everything that has already been said.

Ms. Mendel stated that she was hoping that we would do some planning at this meeting tonight. She suggested that a committee be established including staff and people from the community to come up with alternatives.

Mayor Morgan stated that we could establish a committee. She asked for further comments from the Board members.

Don Smith also agreed with everything has been said tonight.

Alderman Prescott stated that we have been looking at roads for years and he has never seen this much interest before and commended the residents for their efforts. This is getting worse and we all know we have to find a solution.

Alderman Mason agreed that we need to move forward with this and thanked those in the audience from coming out. We need to be aggressive and creative to come up with a better solution.

Mayor Morgan stated that committees have worked well with other issues. She added that the Board will be taking further action. She suggested that the Staff take comments from tonight and look at these alternatives and potential impacts. She stated that this is a good start however; we need to make sure we have plenty of community input and involvement. This is a more complicated problem than we would like for it to be however, expressed confidence that by working together we can come up with a resolution. We've all been in larger cities with traffic issues and we want to make sure that we do the right things.

Alderman Dana Jones referred to comments about looking at the entire transportation plan. She stated that a lot of what has been said tonight, we already knew. What course of action are we going to take? Mayor Morgan stated that she heard Staff say that if we want to take a comprehensive look at our transportation plan, we need to have a study. She explained that we will need time for the Staff to present their ideas for a study and then the Board needs to decide on a course of action.

Mr. Swisher stated that the Staff will need some direction from the Board of Alderman and Planning Board as to whether you want us to look at the whole system or alternatives for this situation.

Mr. Waddell stated that a problem we have with looking at just this section, is that it will create another problem further down and we will have that neighborhood at our next meeting and so on. To be responsible to the Town of Kernersville we need to look at the whole plan. That may take time and money which will have to be a decision by the Board of Aldermen. Yes we need to look at alternatives at Big Mill Farm Road but we need to look at it in relation to the entire thoroughfare plan.

Mr. Swisher stated that Mr. Waddell is correct. The biggest problem is that if you eliminate Big Mill Farm altogether then you start shifting traffic around. If you do some version as suggested tonight, then you won't shift as much of the traffic. We can study some of those options and find a suitable alternative, and then we may not have to look at the whole plan right now. If you don't, then we must look at the whole system.

Mr. Swisher stated that when we looked at the connector from East Mountain Street/Smith Edwards over to N. Main Street we had as many people at that meeting as what's here tonight, or maybe more. It may be feasible to look at alternatives for this situation and if we don't find something agreeable then we've got to look at the entire system. This will not be a fast or cheap process.

Diann Barbacci stated that POST met with NCDOT to ask specifically for improvements that could be made today to improve the situation and they were given two or three options to improve the traffic on S. Main Street that could improve the traffic flow on S. Main St., exit ramp at McDonald's and at Papa John's and that should have been done years ago.

Mr. Swisher stated that there are alternatives that have been looked at in the past. You have to look at the life span of those alternatives and some of these improvements will require the Town to acquire right-of-way.

Mr. Waddell stated that we need to look twenty years out.

Mayor Morgan stated that this leaves us with option 2 to undertake a study looking at alternative road improvements and street designs? This is dynamic and it changes. Let's figure out this Hopkins Road-Big Mill Farm Road issue. No one is satisfied with the current plan and now we need to develop more options.

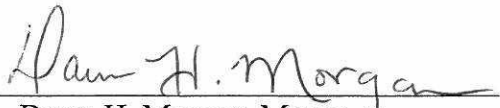
Mayor Morgan encouraged the residents to stay involved.

**Mr. VH Williams, Kernersville resident**- stated that the residents out here object to the width of the street. He stated that it's been said that a lot of the traffic will be heading to Walkertown and explained the configuration for the beltways around town. He added that when these roads are built, Hopkins Road will have less traffic, therefore we don't need four lanes here. He stated that he is not opposed to the intersection but to the width of the street.

Mr. Steve Whitcomb, 361 Birchridge Drive, Kernersville, NC - stated that it was his opinion that Big Mill Farm Road was handling the traffic just fine. He added that we have traffic flow problems with the entire road system but not just on Big Mill Farm Road.

**2. Adjournment.**

Mayor Morgan thanked everyone for coming and adjourned the meeting at 9:07 PM.

  
Dawn H. Morgan, Mayor

Attest:

  
Dale F. Martin, Town Clerk

I, Dale F. Martin, Town Clerk of the Town of Kernersville, North Carolina, do hereby certify that this is a true and correct copy of the minutes of the meeting duly held on January 11, 2010.

This the 8 day of March, 2010.

  
Dale F. Martin, CMC, Town Clerk