

Summary of Recommendations from Potts/Crescent TIA

Based on the vehicular, pedestrian and bicycle operations analyses performed for each of the identified study intersections, along with review of the auxiliary turn-lane warrants contained herein, the following improvements are recommended to mitigate the impact of the proposed development on the surrounding transportation infrastructure:

1) NC 115 (N Main Street) at Cornelius Street (Town of Cornelius)

- Eastbound right-turn lane along Cornelius Street with a minimum of 100' of storage
(Applicant has proposed payment-in-lieu: \$900/LF for 100' = \$90,000)
- Extend the sidewalk on the west side of NC 115 (N Main Street) between Davidson Street and Cornelius Street as identified in the *Town of Cornelius Comprehensive Pedestrian Plan*
(Coordinate with agencies for potential payment in lieu)
(Applicant has proposed payment-in-lieu: \$28.51/LF for 1,228' = \$35,010)

Given the planned multi-use path along the west side of NC 115 (N Main Street) between Davidson Street and Cornelius Street in 2022 as a part of TIP Project #U-5873, the applicant should coordinate with the Town of Davidson, Town of Cornelius and NCDOT to determine if a payment in lieu of constructing the sidewalk on the west side of NC 115 would potentially be an acceptable mitigation measure.

2) NC 115 (N Main Street) at Davidson Street (Town of Cornelius)

- Eastbound right-turn lane along Davidson Street with a minimum of 100' of storage
(Coordinate with agencies for potential payment in lieu)
(Applicant has proposed payment-in-lieu: \$900/LF for 100' = \$90,000)

Given the planned reconfiguration of this intersection in 2022 as a part of TIP Project #U-5873, the applicant should coordinate with the Town of Davidson, Town of Cornelius and NCDOT to determine if a payment in lieu of constructing the eastbound right-turn lane would potentially be an acceptable mitigation measure.

3) NC 115 (N Main Street) at Potts Street (Town of Cornelius)

- Eastbound left-turn lane along Potts Street with a minimum of 50' of storage
(Coordinate with agencies for potential payment in lieu)
(Applicant has proposed payment-in-lieu: \$900/LF for 50' = \$45,000)

Given the planned reconfiguration of this intersection in 2022 as a part of TIP Project #U-5873, the applicant should coordinate with the Town of Davidson, Town of Cornelius and NCDOT to determine if a payment in lieu of constructing the eastbound left-turn lane would potentially be an acceptable mitigation measure.

4) NC 115 (S Main Street) at Catawba Avenue (Town of Davidson)

- Eastbound right-turn lane along Catawba Avenue with a minimum of 75' of storage
(Coordinate with agencies for potential payment in lieu)
(Applicant has proposed payment-in-lieu: \$900/LF for 75' = \$67,500)
- Upgrade the pedestrian facilities at the intersection to ADA compliance and provide a wider sidewalk on the east side of NC 115 (S Main Street) between Catawba Avenue and

approximately 250 feet south of Catawba Avenue based on the influence area of the intersection. *(Coordinate with agencies for potential payment in lieu)*
(Applicant has proposed payment-in-lieu: \$35,000 lump sum)

Given that Potts Street is expected to provide an additional north/south connection to Sloan Street and Griffith Street in 2022 as a part of TIP Project #U-5907, thus reducing both site traffic and overall traffic volumes at this intersection, the applicant should coordinate with the Town.

Given the potential Catawba Avenue connection to Goodrum Street that would likely include improvements to pedestrian accommodations (based on discussion with the Town of Davidson), the applicant should coordinate with the Town of Davidson and NCDOT to determine if a payment in lieu of upgrading the pedestrian facilities would potentially be an acceptable mitigation measure.

5) Griffith Street at Sloan Street/Beaty Street (Town of Davidson)

- Southbound right-turn lane along Beaty Street with a minimum of 125' of storage under 2022 conditions with the roundabout in place *(Coordinate with agencies for potential payment in lieu)*
(Due to concerns about widening a road coupled with pedestrian mobility/safety at the intersection, the Town of Davidson is not requiring this improvement)

Given the expected limited overall system benefit provided by the southbound right-turn lane due to the bridge constraints to the west, along with the impacts to pedestrian safety at this intersection, the applicant should coordinate with the Town of Davidson and NCDOT to determine if a payment in lieu of the construction of a southbound right-turn lane along Beaty Street would potentially be an acceptable mitigation measure.

6) Potts Street at Driveway 1 (Town of Davidson)

- Northbound left-turn lane along Potts Street with a minimum of 50' of storage
(Applicant has proposed payment-in-lieu: \$900/LF for 50' = \$45,500)
- Single eastbound egress and single ingress lane along Driveway 1
(Applicant will construct)

Also, the driveway connection (Driveway 2) to Catawba Avenue would be expected to provide congestion relief to Driveway 1.

7) Catawba Avenue at Driveway 2 (Town of Davidson)

- Provide the Driveway 2 connection to Catawba Avenue
- Single northbound egress and single ingress lane along Driveway 2
(Applicant has that they do not intend to construct as they do not own the parcel that connects to Catawba Ave. Constructing a vehicular connection to Catawba is a condition of TIA approval).

8) Multi-Use Path Connection to YMCA (Town of Cornelius)

As recommended in the *Davidson Walks & Rolls: Active Transportation Master Plan*, a multi-use path connection between the proposed site and the YMCA is recommended to provide a direct

multi-modal option for residents to the heavily-used YMCA southwest of the site (described in Section 6.2).

The recommended improvements at study intersections are shown in **Figure 8.1**. The recommendations shown on this figure are subject to approval by NCDOT, the Town of Davidson and the Town of Cornelius. All additions and attachments to the State and Town roadway system shall be properly permitted, designed and constructed in conformance to standards maintained by the agencies.

(Applicant has expressed the intent to build this greenway connection. Applicant shall provide written confirmation of the adjacent landowner's intent to provide the easement. Securing permission for an easement is a condition of the TIA approval).

TOTAL PIL (Town of Cornelius): \$260,010

TOTAL PIL (Town of Davidson): \$148,000

TOTAL PIL: \$408,010