

**MINUTES OF MIDWAY TOWN COUNCIL REGULAR MEETING HELD ON APRIL 1, 2013
AT 7:00 P.M. AT MIDWAY FIRE AND RESCUE BUILDING, 228 MIDWAY SCHOOL ROAD,
MIDWAY, NORTH CAROLINA**

CALL TO ORDER

Mayor Norman Wilkes called the meeting to order and welcomed everyone present.

Councilor Todd Nifong gave the invocation and led in the Pledge of Allegiance prior to the opening gavel.

Councilors present were: John Byrum, Mike McAlpine, Todd Nifong, and Sue Stephens. Absent: Robin Moon. Town Manager Ryan Ross, Town Attorney Jim Lanik and Town Clerk Linda Hunt were present.

Each Councilor had been furnished an agenda prior to the meeting.

No members of press were in attendance.

APPROVAL OF MINUTES

On motion by Councilor Nifong, seconded by Mayor Pro Tem McAlpine, Council voted unanimously to approve the minutes of the March 4, 2013 Town Council regular meeting as presented.

On motion by Councilor Byrum, seconded by Councilor Stephens, Council voted unanimously to approve the minutes of the March 16, 2013 Joint Meeting of the Town Council and the Planning and Zoning Board for Long-Range Planning as presented.

PUBLIC ADDRESS

Ms. Vickie Schwartz, 403 Willow Ridge Lane in Midway, addressed Council to inquire about the status of the outstanding petitions for voluntary annexation and to request Council to reconsider its decision about Powell Bill funds.

ADOPT AGENDA

Town Manager Ryan Ross informed the Council the following changes needed to be made to the agenda:

MOVE: Item 1. Land Update from IX. TOWN MANAGER'S REPORTS to VIII. REGULAR BUSINESS as Item 3.

ADD: Item 4. Budget Update under VIII. REGULAR BUSINESS

ADD: CLOSED SESSION: To consult with the Town Attorney in order to preserve the attorney-client privilege between the attorney and the public body in accordance with NCGS 160A 143-318.11(a)(3).

On motion by Mayor Pro Tem McAlpine, seconded by Councilor Stephens, Council voted unanimously to adopt the agenda as amended.

OPENING REMARKS BY MAYOR

Mayor Wilkes remarked the Town Council and the Planning and Zoning Board had a good long-range planning meeting on March 16, 2013 and he is looking forward to a productive year.

PUBLIC HEARING

**PUBLIC HEARING – TOWN OF MIDWAY COMMUNITY TRANSPORTATION
EVALUATION (TRANSPORTATION AND ACCESS MANAGEMENT PLAN)**

At their meeting on March 1, 2013, Town Council called for a public hearing to be held on April 1, 2013 at 7:00 p.m. at the Midway Fire and Rescue Building, 228 Midway School Road in Midway, North Carolina to receive citizen input on the final draft of the Town of Midway Community Transportation Evaluation (Transportation and Access Management Plan).

The notice of the public hearing was published in *The Dispatch* on March 22, 2013 and March 29, 2013 as required by law.

Mr. Jonathan Guy, P.E., ACIP, of Kimley-Horn and Associates, Inc. presented the following overview of the final draft of the Town of Midway Community Transportation Evaluation:

Hartman and David Smith Roads Intersections with Hickory Tree Road

An evaluation of alternative intersection treatments was conducted for these intersections. Specifically, two alternative designs were evaluated: a signalized intersection and a series of roundabouts.

The signal concept was ultimately not supported because of the reduced mobility to David Smith Road, increased travel times for residents as well as increased emergency times.

The roundabout concept quickly became the recommended improvement for this intersection, because of its ability to accommodate access to David Smith and Hartman Roads, control speed, and reduce crash types currently present at the intersections. The roundabout also reduces current delay for the side street approaches. This concept also balances local land use access.

Hickory Tree Road

Serving as the gateway into the Town of Midway from US 52, Hickory Tree Road must function in many capacities. It is one of the major workhorse streets in Town, it is a gateway for the community, it must facilitate the exchange of traffic between interregional/state traffic and local traffic and it provides local land access.

As development has occurred since the original widening of Hickory Tree Road, the need to widen has not occurred. When planning the facility it was a wise decision to plan and acquire a 225 foot right-of-way. However, the proximity of the CSX rail line prohibits the likely need to widen this road in the future. Therefore, the feasibility of reducing the right-of-way to a more manageable section along Hickory Tree Road should be considered. This reduction in right-of-way would allow for the potential redevelopment and reinvestment in properties along the corridor. Sufficient width would need to be maintained to accommodate any auxiliary turn lanes or streetscape improvements such as medians, sidewalks, or bike lanes.

Along with the reduction in the right-of-way width, a control of access break should be sought for the northbound on/off ramp with Hickory Tree Road. The access break will allow for the creation of a fourth leg to the intersection. This fourth leg is the basis for improved network and circulation improvements needed for the study area.

Common elements should be applied to the corridor to achieve a consistent theme. The elements to achieve a consistent corridor theme include:

- Medians
- Street lights
- Gateway signage
- Pedestrian facilities

Old US 52

The section of Old US 52 that runs through the core commercial corridor of Midway contains a section of Old US 52 that differs from the rest of the corridor.

This section of Old US 52 is an urban setting compared to the rural nature of Old US 52 to the north and south. The urban context requires a different application of street architecture including street trees, curb and gutter and pedestrian facilities. These elements combine to create a scaled environment that creates a sense of place for Midway.

Streetscape improvements are recommended for Old US 52 from the intersection of Hickory Tree Road to Gumtree Road. These improvements include street lights, entrance monumentation, uniform signage, a center bi-direction turn lane, medians where applicable and pedestrian facilities.

Hickory Tree Road Interchange

While the Hickory Tree Road interchange was constructed in the 1970's to move high volumes of traffic, the interchange has begun to become plagued by crashes. The sloping topography, volume of traffic, and high speeds all contribute to creating an unsafe location.

Continuing the theme from the intersections of Hartman Road and David Smith Road, roundabouts are recommended at both ramp terminals for the following reasons:

- The proximity of the roundabouts at David Smith and Hartman Roads.
- The high number of red-light running vehicles for the westbound through movement
- Traffic speeds along the corridor.
- Traffic volumes along the corridor.

The recommended roundabouts will provide for a gateway into the community while minimizing speeds, improving the operational efficiency of the corridor and minimizing the number of crash types currently at the intersections.

Mr. Guy advised Council that the North Carolina Department of Transportation (DOT) has already reviewed the plan and endorsed the concepts and study. The roundabouts at both ramp terminals were recommended by the DOT and were incorporated in the final draft. Mr. Guy said DOT was very complimentary of the Town of Midway for taking the initiative to get a plan in place.

Mayor Wilkes asked the Council if they had any comments to make or questions to ask before he opened the public hearing.

Councilor Sue Stephens expressed her concern about having four roundabouts so close together, stating that she could possibly see three roundabouts instead of four – one at Hartman Road and the two at the ramps.

Mayor Wilkes asked how long it would take before work could begin.

Mr. Guy said several work tasks remain to be done. Those include:

- Securing a control of access break,
- Securing a committed funding source for the transportation improvements,
- Final construction design plans,
- Right-of-way dedication and acquisition, and
- Construction.

In addition to the intersection projects, there are a number of additional tasks that require follow-through by participants (local, regional, and state) to fully realize the vision established during the planning process, including:

- a) Study Endorsement by the Town of Midway, WSMPO, NCDOT and Davidson County.
- b) Control of access break from the exiting US 52 northbound ramps to allow for construction of a new public street.
- c) Update the Winston-Salem Urban Area LRTP to reflect the recommendations of this study.

Mayor Wilkes stated he was in favor of the transportation plan.

Mayor Pro Tem Mike McAlpine commented that the Planning Board has already reviewed the final draft of the plan and he asked the Planning Board Chairman Charles Waddell to tell Council the Board's thoughts about the plan.

Planning Board Chairman Charles Waddell stated the Planning Board is in favor of the transportation plan in general; however, the Board is concerned about the four roundabouts.

Mayor Pro Tem Mike McAlpine asked Mr. Guy how soon the work on Hickory Tree Road could begin.

Mr. Guy explained that the plan needs the approval of the local DOT. This would require getting the transportation plan on the DOT agenda and submitting the required information two weeks prior to the meeting. After review, the local DOT Board will notify the Town of its findings.

Council having no further comments, Mayor Wilkes opened the public hearing.

Mr. Dan Wishnietsky asked if the transportation plan would support the core commercial district.
Mr. Guy responded that it would.

There being no one else wishing to speak, Mayor Wilkes closed the public hearing.

No action was taken by Council following the public hearing.

REGULAR BUSINESS

SEWER EXTENSION ON FRED SINK ROAD

Town Manager Ryan Ross stated that the sewer project to extend the sewer line to the other side of Hickory Tree Road has been completed; however, there are complications in getting the extension to the Town Center shopping center.

Mr. Jonathan Guy of The Wooten Company explained the work has been stopped due to ongoing problems with the extension to the shopping center. He estimated it would cost an additional \$55,000 for about 550 feet of sewer line to sewer to the shopping center. Mr. Guy said that is an excellent price offered by the current contractor on site but that cost is based on the factor that the contractor is already on site. He noted there are three possible options for consideration to get the sewer line to the shopping center: 1) pump station, 2) easement from the adjoining property owner, or 3) Town extend to the line to the driveway of the shopping center.

Mr. Guy told Council that it is feasible to run the sewer line up to Fred Sink Road.

Council briefly discussed the situation but took no action.

REQUEST FOR REDUCTION OF SPEED LIMITS ON HEBRON CHURCH ROAD AND NORTHWIND DRIVE

Town Manager Ryan Ross advised Council that residents on Hebron Church Road and Northwind Drive have requested speed limits on those roads be lowered for safety reasons. The residents are currently pursuing the matter with the North Carolina Department of Transportation themselves; however, the request would carry more weight if Council makes a formal request.

Currently, the speed limits within the Town are 35 mph unless otherwise posted.

Mr. Robert Chappel (245 Candlewood Drive in Midway) addressed Council to express his concern regarding the posted speed limit for Northwind Drive being too high for certain areas of the road and he asked Council for their assistance in getting the speed limit reduced in those areas. Mr. Chappel said a portion of Northwind Drive has sharp curves and the current speed limit is too fast for drivers to safely round those curves and, thus, creates a safety hazard. Residents living along that portion of the road are fearful of accidents and the safety of children playing in the area. Mr. Chappel urged Council to submit a formal written request to NCDOT asking that the speed limit be reduced to 20-25 mph on that particular section of the road and to put up regulatory speed signs to replace the yellow cautionary signs already in place.

It was noted that a speed study will need to be done prior to Council making a formal request to NCDOT.

Town Manager Ryan Ross told Council residents of Hebron Church Road have requested the speed limit on their road be reduced from 45 mph to 35 mph.

Resident Randy Lovett asked that Huntsville Road be added to that list.

Mayor Pro Tem Mike McAlpine requested the speed limit on Palace Drive to be reduced to 35 mph.

It was the consensus of Council for the Town Manager to proceed with the making a formal request to the North Carolina Department of Transportation to reduce the speed limits on Northwind Drive, Hebron Church Road, Huntsville Road, and Palace Drive as requested.

LAND UPDATE

Town Manager Ryan Ross reported the purchase of the 37.53 acres from Mr. Rodney W. Thomas, located at 426 Gumtree Road in Midway, was officially closed on March 28, 2013. Mr. Ross advised he has met with the architect to discuss renovations to the house on the property which will serve as Town Hall. The architect will meet with the contractor in the next few days to begin working on plans.

Mr. Ross informed Council that the land and buildings on the property are insured by the North Carolina League of Municipalities.

Mayor Pro Tem Mike McAlpine requested Town Council form a Land Proposal and Land Use Committee for the former Thomas property located at 426 Gumtree Road. Mr. McAlpine said he would like to develop a plan to liquidate the remaining nursery stock and begin a phase-out plan to clear the property for future Town use. The scope of the work would include a timeline to work on a master plan including:

- Sale of nursery stock
- Upkeep of the property
- Inventory list and quantity
- Marketing the plan
- Maintaining the nursery stock (such as trimming, etc.)
- Possible rental of holding beds – 4 to 6 year plan
- Develop a plan to select trees that would be used in the master plan involving Benchmark and the Wooten Company or Coe Forestry

Mr. McAlpine said he would like to organize a committee consisting of himself and another Council member plus 5 or 6 more individuals.

It was the consensus of Council to proceed with forming a Land Proposal and Land Use Committee as requested by Mayor Pro Tem Mike McAlpine. Appointments to the committee will be made at the May 6, 2013 Town Council meeting.

TOWN OF MIDWAY BUDGET FOR FISCAL YEAR 2013-2014

Town Manager Ryan Ross presented the preliminary budget for fiscal year 2013-2014 which includes funding for items as discussed at the March 16, 2013 joint meeting of the Town Council and the Planning and Zoning Board.

Mr. Ross asked Council to review the preliminary budget and if Council has any questions or concerns to contact him.

Mr. Ross pointed out that even with the purchase of the Thomas property, the Town still has over \$3,000,000 in Fund Balance.

TOWN MANAGER'S REPORTS

TRADE SHOW UPDATE

Town Manager Ryan Ross gave Council an update on the Trade Show he recently attended in Charlotte, North Carolina. Mr. Ross said it was much like the one he previously attended in Atlanta, Georgia. He said he had received positive feedback on the Town's Transportation and Land Use Plans that he took to the show.

Mr. Ross said he talked to vendors at the show to promote the Town of Midway and he hopes the Town will get good results in return.

RECESS TO CLOSED SESSION

On motion by Councilor Byrum, seconded by Councilor Nifong, Council voted unanimously to recess to closed session in accordance with N.C.G.S. 143-318.11(a)(3) and (a)(4) to discuss matters relating to attorney-client privilege and economic development.

RECONVENE TO OPEN SESSION

On motion by Mayor Pro Tem Mike McAlpine, seconded by Councilor Nifong, Council voted unanimously to reconvene to open session.

ADJOURNMENT

On motion by Mayor Pro Tem Mike McAlpine, seconded by Councilor Sue Stephens, Council voted unanimously to adjourn the meeting.

Norman L. Wilkes, Mayor

Linda A. Hunt, Town Clerk