Northwest Huntersville Transportation System Plan, Phase 2

TCC  May 3, 2018
Presentation Purpose

- Review what CTP amendments are appropriate
- Update on status of study
  - Coordination with NCDOT TIP project for NC 73
  - Review highway map options
  - Review public engagement
  - Review human powered transportation options
- Schedule for decision
- Determine any additional info needed
Project Team

Town of Huntersville
North Carolina

Gresham Smith and Partners

CRTP
Charlotte Regional Transportation Planning Organization

NCDOT

Centralina Council of Governments
CTP Decisions Needed

- Decisions involve a system of several thoroughfares.
- NCDOT is determining future alignment of NC 73 west of Beatties Ford Rd under TIP R-5721 environmental study.
- NW Huntersville system will adjust to NCDOT decision on NC 73 realignment.
- Recommend adopting a NW Huntersville system option concept that becomes final once NCDOT resolves the NC 73 issue. Is CRTPO conclusive action needed?
- Bicycle and pedestrian accommodations follow thoroughfare alignments or greenways.
- CTP maps for each mode need to be modified.
- Preferred cross-sections will be identified and available in CTP database.
Decision Schedule

• November 2011: MUMPO decision on locally preferred alignment for NC 73
• March 2017: began study
• October 2017: TCC update on study
• May 2018:
  – TCC presentation
  – Huntersville Town Board & Planning Board presentation (joint)
  – CRTPO update
  – Huntersville Planning Board recommendation
Decision Schedule (continued)

• June 2018
  – Town Board recommendation
  – TCC recommendation
  – CRTPO decision

• NC Board of Transportation approval?
Gilead Ridge subdivision dilemma

Parking must be removed for bicycle lane
Pavement structure inadequate
Open House 1

- 213 Participants
- 48 Feedback forms submitted
- 38 MetroQuest surveys completed in-person
- 14 Staff members present

Priority Rankings:
1. Traffic Congestion
2. Safety
3. Quality of Life
4. Bike + Pedestrian Facilities
5. Access to Transit
6. Connectivity
7. Parking
MetroQuest Survey 1

- 936 responses
- 350 unique comments
- 390 individual email addresses requesting project updates

<table>
<thead>
<tr>
<th>Participation by Neighborhood</th>
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<tbody>
<tr>
<td>Gilead Ridge</td>
<td>135</td>
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<tr>
<td>Wynfield Forest</td>
<td>52</td>
</tr>
<tr>
<td>Birkdale</td>
<td>45</td>
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<tr>
<td>Arbormere</td>
<td>31</td>
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<tr>
<td>Beckett</td>
<td>18</td>
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<tr>
<td>MacAulay</td>
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<tr>
<td>The Grove</td>
<td>4</td>
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</tbody>
</table>

- Parking – Space for Parking vs. **Walking & Biking** (73%)
- Daily Travel – Low Connectivity vs. **High Connectivity** (69%)
- Traveler Experience – Base level vs. **All-in** (69%)
- Road Priorities – **Moving Vehicles** (55%) vs. Moving People
Open House 2

- 83 Participants
- 9 Feedback forms submitted
- 38 MetroQuest surveys completed in-person
- 12 Staff members present

Priority Rankings:

1. Traffic Congestion
2. Safety
3. Quality of Life
4. Bike + Pedestrian Facilities
5. Access to Transit
6. Connectivity
7. Parking
MetroQuest Survey 2

- 871 responses
- 237 unique comments
- Strong preference for alternatives A-2 and B-2
MetroQuest Survey 2

Priority Rankings:

- Bike & Walk Facilities – Separated bike and walk path
- Safety – Sign protected crossing
- Traffic Congestion – Roundabout Intersection
- Quality of Life – Landscaped Median
- Connectivity – Low connectivity residential
ALTERNATIVE A-2

NOTE: DESIGN DETAILS WILL BE GENERATED AT A LATER DATE ONCE THE PREFERRED ALIGNMENT(S) ARE DETERMINED.
ALTERNATIVE B-3

Note: Design details will be generated at a later date once the preferred alignment(s) are determined.
ALTERNATIVE B-4

NOTE: DESIGN DETAILS WILL BE GENERATED AT A LATER DATE ONCE THE PREFERRED ALIGNMENT(S) ARE DETERMINED.
NCDOT OPTIONS FOR NC 73 VANCE RD CONNECTION?
Ervin Cook Rd realignment proposal
“A” alternatives compare equally with their “B” versions in impacts, difference is in adjustments to Beatties Ford Rd for NC 73 realignment. “B” costs are thus higher.
## System Decision Matrix

<table>
<thead>
<tr>
<th>Network Alternative</th>
<th>Total Costs</th>
<th>Homes Taken</th>
<th>Homes within 100' of ROW</th>
<th>Business within 100' of ROW</th>
<th>Impact to Park Land</th>
<th>Connectivity</th>
<th>Walking and Biking</th>
<th>Public Preference</th>
<th>Natural Resource Impacts</th>
<th>Score</th>
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</thead>
<tbody>
<tr>
<td><strong>B-1</strong> Birkdale Commons Pkwy (south to Gilead Rd, includes Irvin Cook Rd)</td>
<td>2</td>
<td>2</td>
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<td>Hugh Torance Pkwy (existing to NC 73)</td>
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<td><strong>B-2</strong> Birkdale Commons Pkwy (same as B-1)</td>
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<td>Ervin Cock Road (HTP, south to Gilead Road)</td>
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<td><strong>C-1</strong> Birkdale Commons Pkwy (same as B-3 and B-4)</td>
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*Date: 4/2/18*

Simple binary matrix, 2 is better than 1, highest score is best.
FURTHER INFORMATION

https://www.huntersville.org/793/
Northwest-Huntersville-Transportation-St

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