Northwest Huntersville Transportation System Plan, Phase 2
Presentation Purpose

- Review what Comprehensive Transportation Plan (CTP) amendments are appropriate
- Update on status of study
- Review roadway alignments
- Schedule for decision
- Determine any additional info needed
Project Team

Gresham Smith and Partners

Three Oaks Engineering - Three Oaks Engineering

Centralina Council of Governments

CRTP - Charlotte Regional Transportation Planning Organization

NCDOT - North Carolina Department of Transportation
What is the CTP?

- A set of 4 maps for different transportation modes
  - Highway
  - Pedestrian
  - Bicycle
  - Transit/Freight Rail
- Adopted by CRTPO & NC Board of Transportation
- Shows type/status of facility:
  - Existing (no improvement needed)
  - Needs improvement
  - Recommended (nothing there)
- Highway map replaces Thoroughfare Plan
What is the CTP cont.? 

- Highways classified as:
  - Freeway
  - Expressway
  - Boulevard
  - Other Major Thoroughfare
  - Minor Thoroughfare

- The CTP is long term & not financially constrained

- Through local ordinances, the CTP is used to protect rights of way for future needs and may control some land uses
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.
- 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 (may not conflict with Town Board recommendation in this matter)

• NC Board of Transportation approval of package of all amendments to CTP once a year.
1988
Thoroughfare Plan
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

### Participation by Neighborhood

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Count</th>
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<tbody>
<tr>
<td>Gilead Ridge</td>
<td>135</td>
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<td>Wynfield Forest</td>
<td>52</td>
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<tr>
<td>Birkdale</td>
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<td>Arbormere</td>
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<td>The Grove</td>
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- **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
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 B-2

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 ALIGNMENTS 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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*Simple binary matrix, 2 is better than 1, highest score is best*
CONSIDERATIONS

- NC 73 alignment decision late summer
- Vance Rd Extension connection to NC 73
- Use of existing Hugh Torance Parkway through Gilead Ridge
- Extend Birkdale Commons Parkway to Ervin Cook Rd or to Gilead Rd?
- Impacts to future park
FURTHER INFORMATION

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

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