WHERE WE STARTED

The History of our Vision…
ISSUES

• Downtown Huntersville’s congestion is through traffic
• What level of congestion are you willing to accept?
• How do we find a balance?
• If you don’t measure downtown’s success by congestion, what is your measure?
HOW DO CREATE A GREAT DOWNTOWN?

- What’s been done & what have we heard?
- Transportation for ALL modes. How do we score?
- Current and Future (2030) traffic (LOS) & Safety
- What could our streets look like? Tradeoffs?
  - Vehicle focused
  - Pedestrian focused
- Next Steps
WHAT HAVE WE DONE?

- Business Owner Surveys
- Project Symposium/Work Sessions
- Future LU/ Buildout Scenarios impact
- Traffic and Modal Analyses
WHAT DID WE HEAR?

YOUR VOTE COUNTS
WHICH PLANNING/DESIGN THEMES ARE MOST IMPORTANT TO YOUR DOWNTOWN? (pick all that apply)

A. LIVABILITY
B. WALKING/BIKING
C. ECONOMIC DEVELOPMENT
D. SAFETY (pedestrians and vehicular)
E. MOVING TRAFFIC
F. CHOICES (Ped, Bike, Transit)
HOW DO WE IMPROVE OUR CURRENT DOWNTOWN ROADWAY SYSTEM? (pick all that apply)

A. BETTER CONNECTIVITY (street connections)
B. MORE BIKE LANES, ON-STREET PARKING AND CROSSWALKS
C. WIDEN MAJOR ARTERIALS (e.g. NC 115, US 21, Gilead Road)
D. BUILD “COMPLETE STREETS”, STREETSCAPE, AND TRAFFIC CALMING
E. IMPROVE OPERATIONS (Signals, ITS, Etc.)
F. PROTECT WHAT WE HAVE (access management, traffic calming, retrofits)
WHO SHOULD HAVE PRIORITY (i.e. facilities/amenities) IN THE DOWNTOWN? (pick one)

A. THE PEDESTRIAN  
B. THE BICYCLIST  
C. THE VEHICLE  
D. THE BUS

A. 67%  
B. 0%  
C. 31%  
D. 2%
HOW IMPORTANT IS WALKABILITY & BIKE-ABILITY TO THE FUTURE OF THE DOWNTOWN?

A. EXTREMELY IMPORTANT, WE MUST HAVE IT
B. IMPORTANT
C. SOMEWHAT IMPORTANT, BUT ONLY IN TRANSIT CORRIDORS AND CORE AREA
D. NICE TO HAVE BUT NOT NECESSARILY NEEDED FOR THE AREA TO BE A FUTURE SUCCESS
E. I’D RATHER BE A COUCH POTATO

57%  20%  14%  9%  0%
WHAT DESIGN IMPROVEMENTS ARE NEEDED IN OUR DOWNTOWN? (pick all that apply)

A. MORE ON-STREET PARKING
B. INTERSECTION TREATMENTS/ROUNDABOUTS
C. STREET TREES/PLANTINGS
D. SIGNAGE AND WAYFINDING
E. MORE LIGHTING
F. TRUCK RESTRICTIONS/ROUTE
WHAT THE NUMBERS TELL US?

- Gilead (west) is over capacity V/C = 1.5
- NC 115 (north) is at capacity V/C = 1.0
- Gilead is 3.8 times the State average crash rate
- NC 115 is 2.2 times the State average crash rate
- Speeds along Gilead (west) were 60% greater than posted speed
2013 Existing AM LOS and Queue Length

Key
- Queue Length
- Intersection LOS
- Bridge
- Roundabout

Diagram showing intersections and distances.
2030 Build with Existing AM LOS and Queue Length

Key:
- Queue Length
- Intersection LOS
- Bridge
- Roundabout

Total Buildout

[Diagram of traffic flow with distances and directions]
2030 Build with Paired (Roundabout) AM LOS and Queue Length

Key
- Queue Length
- Intersection LOS
- Bridge
- Roundabout

Total Buildout

Upcoming TIP projects

* Queue predicted exceeds actual distance between intersections
EXISTING MULTIMODAL Q-LOS
What do these streets have in common?

They’re exceeding V/C and “need” to be widened…
4 LANE DIVIDED WITH PARKING

94' ROW

Gilead
4 LANE ROW NEEDS

94' ROW

Gilead
2 LANE DIVIDED WITH PARKING

72' ROW
2 LANE ROW NEEDS

72' ROW

Gilead
TRADEOFFS

2 Lane Divided
- **3** Number of structures taken
- **10** Property Impacts
- **0.5** Acres needed
- **V/C = 1.0**
- Construction Cost/mi $4.7 mill.
- Easier pedestrian crossing

Multilane
- **11** Number of structures taken
- **49** Property Impacts
- **2.3** Acres needed
- **V/C = 0.52**
- Construction Cost/mi $6.5 mill.
- Additional time needed for ROW acquisition
2 LANE WITH PARKING

62' ROW

NC 115
HOW TO DESIGN A BETTER STREET?

- Focus on the nodes. Pedestrian countdowns, lighting, street trees, high visibility crosswalks, etc.
- Slow down cars. “Design in” traffic calming.
- “When everything else is tied, tie goes to the pedestrian”
WHERE DO WE GO FROM HERE?
ISSUES

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