

Northwest Huntersville Transportation Study
Summary of Public Comments
from
October 16, 2008 Public Meeting

Ken Holtje

Strongly supports Option 3 because:

- it best solves existing and future congestion
- It has the least negative and cumulative effects on property values
- It eliminates the flyovers in Options 1 & 2
- It has the least potential effect on lake water quality.

Comments cites negatives with Options 1 & 2:

- do not allow left turns from his and neighboring driveways; necessary U-turn would be inconvenient and reduce property values.

Susan Holtje

Supports Option 3:

- 4-6 lane NC 73 not safe for children and pets
- allows for safer access to driveways along existing NC 73
- more convenient and eliminates need for U-turns
- new road will not negatively impact existing homes and businesses
- more environmentally friendly.

Ertle King

Supports Option 3 because it will meet the area's future needs.

Steve Tehan

Concerned with Hugh Torance Parkway component of the study.

No stated position on the options presented regarding Vance/NC 73.

Kathleen Tehan

Desires the protection of existing residential neighborhoods from noise and traffic with the use of sidewalks, berms, plantings, setbacks, fences and setbacks.

Prefers that roundabouts not be built.

James Yon

Prefers Option 3 because:

- It preserves fragile lakefront
- existing NC 73 traffic will not be impacted during construction (of "new" NC 73 rwc comment)
- it will improve safety on existing NC 73.

Jesi Personett

Concerned with proposed extensions of Birkdale Commons Parkway and Hugh Torance Parkway; traffic should be as local as possible.

No stated position on the options presented regarding Vance/NC 73.

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D.S. Mason

Concerned with the ability to make turns from his street (Sunset Drive) and other side streets; stated opposition to U-turns similar to those at W. Catawba Avenue and Sam Furr Road at Regency Center Drive.

Brad Smith

Represents Cape Homeowners Association.

Mentioned opposition to the proposed Phillips development.

Prefers Option 3 because:

- it will preserve nature of the lake
- congestion during widening of existing NC 73 (during construction) will exacerbate traffic congestion.

Concerned with NC 73 bridge over the Catawba River and it not being widened at the same time the road is widened as a part of Option 1, Phase 1.

Val Scarpaci (comments sent via e-mail)

Concerned with Hugh Torance Parkway component of the study.

No stated position on the options presented regarding Vance/NC 73.

10-28-08 Update

Carolyn Lawson

Recommended a revision to Option 2 by simplifying it by separating turns. A drawing provided on the comment sheet depicted a full cloverleaf interchange at Beatties Ford Road and Vance Road Extension.

Also noted that long-range plans must be made known to new residents and that the Vance Road project through Gilead Village could result in major liabilities.

David & Jill Baulieu (sp?)

Prefers Option 3. Stated that the other options create too much impact on Henry Lane, and that future traffic increases will create less public impact and should be strongly considered.

Ruth Houser

Strongly favored Option 3. Stated that Option 1, phase 2 would not work and would inconvenience the most residents of Hwy 73 and move the least amount of traffic due to the need to make dangerous U turns further down the road at more congested intersections. Asked that it be remembered that most in attendance at the October 16 meeting favored Option 3.

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Dan Houser

Strongly favored Option 3. Stated that Option 1 will not alleviate congestion and includes traffic circles, which are not good options for handling traffic. Further stated that Option 2 wastes useable land.

Also noted that Options 1 and 2 would not address the bottleneck at the two-lane Catawba River bridge and recommended that the Option 3 alignment continue west across the river on a new location with a new bridge.

Recommended that the Town delay approval of the shopping center at the former Stillwell Farm until transportation decisions are made.

Recommended that provisions be made for a relocation of the Gilead Volunteer Fire Department to a location near the existing intersection of Beatties Ford Road and NC 73

Mike Schell

Recommends a variation on Option 3. NC 73 would be relocated onto existing Beatties Ford Road to a point approximate to Cashion Road. From there it would turn due west passing north of the Stephens Grove neighborhood, then turning southwest to pass between the Stephens Grove and Stillwell neighborhoods. Then it would turn due west, cross through the Stephens Road Nature Preserve then cross the river to tie into NC 16 just north of the Gaston/Lincoln county line.

10-31-08 Update

John Blythe, Jr. & Helen Blythe

Support Option 3 and strongly object to Options 1 & 2. Written comments provided by the Blythe's include 13 points explaining in detail the basis for their position.

Jayne Strong

Comments focused on impact of Hugh Torance Parkway extension through Gilead Ridge neighborhood. Stated that it would be heavily traveled, would endanger residents and would impact property values. Requested that it be relocated behind Gilead Ridge.

No stated position on the options presented regarding Vance/NC 73.

Jayne McGuire

Supports Option 3. Stated that it minimally disrupts existing residential areas, is removed from Lake Norman and minimally affects the South Lake Farm. Also noted that it would relocate traffic from an existing school. *(Presumably the school reference is to Southlake Christian Academy.)*

Erna McCauley

Supports Option 2, followed by Option 3. Stated that these would provide better movement of the traffic with less interruption to the existing neighborhoods.

Updated: 11-12-08

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11-12-08 Update

Glenda Barker

Requested that Option 3 be chosen to help preserve property values.

Phillip Barker

Supports Option 3 because it is the only practical option. Concerned with what is planned on the Lincoln County side of the river.