

APPENDIX D

Public Comments Summary

Name	Email Address	How did you hear about the meeting?	Are you a ?	How often do you travel?	Do you have any concerns about the Preferred Alternative concept shown today?	What do you like best about the Preferred Alternative shown?	NB Route	SB Route	Other Comments	Comment Responses
Larry Singer	cryingcowboy39@yahoo.com	My wife told me	Business owner/employee	Daily	Roundabout should be at Catawba & Torrence Chapel	The roundabout at Knox and Torrence Chapel		Orange	How about a bus that goes up Torrence Chapel to Knox and to downtown Charlotte about 4 times per day (every 4 hours) or so for those of us that feel the improvement will be as useful as the diverging diamond. Can we have more sails?	A roundabout was considered as part of this study at the intersection of W. Catawba Ave and Liverpool Pkwy/Torrence Chapel Rd; this concept is not feasible due to the amount of traffic using all four legs of the roundabout and the size of the roundabout that would be needed. There is a CATS park and ride proposed on the corner of Sefton Park Rd and One Norman Blvd that would provide service on I-77; that project was included in this study.
Jim Cooke	jimcookeroad@gmail.com	Facebook Exit 28 Ridiculousness	No	1-3 days a week	Prohibit U-turns for Westbound Catawba at TC/Liverpool. Prohibit left turns out of Old TC onto TC Rd. Consider measures to discourage cut-through of the BB&T. Make sure Mac's Speed Shop Road out roundabout stubs to allow future connectivity to Chance Lane/Bojangles area.	Well-done. Great design. Safe. Allows for better traffic flow. Roundabout at Knox/TC is much-needed. Great curing Knox onto One Norman.	Pink	Orange		Currently, trucks and buses traveling WB on W. Catawba Ave are not allowed to make a U-turn at Liverpool Pkwy/Torrence Chapel Rd. Our team will evaluate whether or not this movement should be restricted for cars too. Our team has discussed installing speed bumps in the BB&T parking lot to discourage cut-through traffic. The connection to Chance St was considered when determining the location for the roundabout and access can be accommodated with the proposed design.
Grant Cutri	grant.cutri@duke-energy.com	Neighborhood Facebook Page	Yes, I am a resident	4-6 days a week	Eastbound should have 1 or 2 lanes to access interstate. Short lane at light prevents free flow to I-77 south. Huge oversight on original DD design. This alone could improve flow significantly.				If left turns are prevented at Torrence/Catawba stacking of cars will impede exit from Bluestone Harbor. Adding two "stacking" lanes plus on through lane will allow right turns to Catawba for about 250 homes.	Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd.
LeDonna Singer	lsingerne@yahoo.com		Yes, I am a resident	Daily	What happens to businesses on Torrence Chapel? What happens to my property values?	Roundabout at Knox Road and Torrence Chapel		Blue	How will those living in Blue Stone Harbor go to get on Knox with no stoplights?	The existing cross section on Knox Road will be able to handle the additional projected future year traffic on Knox Road without impacting vehicles exiting/entering the neighborhood.
Peter & Janet Nixon	juixon575@gmail.com		Yes, I am a resident	Daily	Traffic volume on Liverpool	Roundabout at Knox Road				An additional right-turn lane is proposed on the Liverpool Pkwy approach at W. Catawba Ave to accommodate the additional traffic using the southern roundabout.
Karen Sties	sties@bellsouth.net	Flyer in mail	Yes, I am a resident	Daily	Yes - creating roundabouts increases travel time. Time is lost \$ for me. Looking at the proposals, in 2040 congestion moves to different areas. The best idea would be to expand Catawba.	Nothing			The "Preferred Alternative" is NOT preferred by the residents.	In order to widen W. Catawba Ave, properties would be impacted and additional ROW would be needed; it would be very expensive.
Ramona Landberg	landberg.group@outlook.com	Observer and/or local papers (Herald and Lake Norman Citizen)	Yes, I am a resident	4-6 days a week	Yes. Knox Road alternative to Torrence Chapel to W. Catawba seems long. Backups will move to W. Catawba and One Norman.					As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd. This intersection is being reconfigured to provide an additional lane that vehicles making a SB left-turn can utilize and the turn lane will be lengthened to provide additional storage when compared to the existing condition. Additionally, a protected movement (green arrow) will be provided for the side street left turns from One Norman Dr.
Gregg Howard	gregghoward001@gmail.com	Paper	Yes, I am a resident	Daily	Yes!!! Please do not push more traffic onto Knox- leave intersection as is and just enhance it.	Several of the roundabouts are fine (Torrence & Knox) but do not drive more traffic down Knox.				The existing cross section on Knox Road will be able to handle the additional projected future year traffic on Knox Road.
Donald Hall	ddh4jc@att.net	Postcard	No	1-3 days a week	Good - will reduce wait time by present left turns. Bad - 1. Will extend distance to avoid left turns. 2. I question whether this plan will reduce traffic back up to cross bridge. 3. I see likely problem accessing businesses.	Less wait time to get off Torrence Chapel	Purple	Orange Yellow		Vehicles accessing or going to businesses are not affected by the proposed alternative because left-turns are allowed from W. Catawba Ave to the side streets.
Anette Powell	anettepowell@aol.com		Yes, I am a resident	4-6 days a week	ABSOLUTELY. Knox is NOT an alternative to Torrence Chapel. Road turn onto Catawba. The noise level from I-77 and Catawba is already too loud. The neighborhoods off Knox and Torrence Chapel need Knox to go both ways to access Catawba and get on the freeway. Why don't you just time the lights better. Finally doing something, but "superstreet"? Need better.				The businesses along Torrence Chapel need the Town's support. If this goes through you will see loss of revenues and property values near and off Knox Rd and Torrence Chapel. It will hurt the town, not just the property owners/residents. The One Norman is not long enough to do what this plan depicts.	Suggested routes for re-directed left turns are provided on both Knox Rd and Torrence Chapel Rd to access W. Catawba Ave. All re-directed vehicles are not expected to use Knox Rd exclusively. Adjusting the signal timing is not going to provide noticeable improvement. The preferred alternative is not a superstreet design.
Robert Kennedy	robkiv@yahoo.com		Yes, I am a resident	Daily	1. Need dedicated lane turning south onto I-77 from Liverpool. 2. Left turn off TC rarely takes 3 light cycles, usually 1, now it will always take the 2 straight across, then right. 3. Left onto LP off of Catawba still backs up Catawba (see simulation)		Pink	Yellow	A lot of money for very little impact. Offering temporary tax break to businesses affected by construction is needed. Risk to shops on the green is tremendous.	Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative.
Amanda Rittenberry	aritten16@gmail.com		Yes, I am a resident	Daily	Yes - forcing too much traffic onto Sefton. Need to widen it and repair the roads that lead from it to the backs of the shops. Traffic will still back up down Liverpool if you do not make a dedicated lane straight from Liverpool to 77s - the lane to the on-ramp is too short to keep traffic moving.		Sefton Park, out through between the shops (near Bojangles)	TCR straight-across, left at BB&T/Wendy, right onto Catawba	Get the highway moving with extra lanes in order to move traffic off the little side roads. Modify the DDI so cars exiting the highway can turn right on red. Lengthen the left turn lane for cars turning from Catawba onto Liverpool.	Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. The RTOR restriction is in place on the off-ramps due to sight distance/safety concerns at the crossover.
Blaine Tober	toberb@yahoo.com	Mailing	Yes, I am a resident	Daily	Yes. Too expensive of an approach. This solution will only close businesses and very negatively effect Blue Stone	Knox and Torrence Chapel roundabout. Closure of southern most entrance to the shopping center. Elimination of on-street parking by Starbucks			Roundabouts are a good idea. Do NOT eliminate left turns. Close southern entrance to shopping center. Go back to 3 south bound lanes on Torrence Chapel. Diverging Diamond must be enhanced to allow more traffic to head north on Torrence Chapel, south on Liverpool and south on I-77 from eastbound Catawba.	By removing the side street left-turns at the intersection of Liverpool Pkwy/Torrence Chapel Rd, more green time is added for EB/WB W. Catawba Ave which allows more green time for vehicles heading north on Torrence Chapel Rd and south on Liverpool Pkwy as described in the feedback. Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative.

Gary Chartraw	gchartraw@yahoo.com	Mail and Facebook	Yes, I am a resident	Daily	Yes, as a resident off of Torrence Chapel, I currently have 2 options to turn left onto Catawba, with this change we will have only one realistic option and Knox Road will be worse than Torrence Chapel	Roundabout at Torrence Chapel and Knox Road		Orange	We know traffic is bad on TC between Knox and Catawba at certain times that is why during those times we take Knox to Catawba and turn left spreading the traffic over 2 roads. This ridiculous plan will eliminate 1 of the realistic options for turning left, forcing all of the traffic down Knox Road. Knox Road will become a worse traffic problem than Torrence Chapel improve Knox Road and give us 2 roads to turn left.	Suggested routes for re-directed left turns are provided on both Knox Rd and Torrence Chapel Rd to access W. Catawba Ave. All re-directed vehicles are not expected to use Knox Rd exclusively. As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd.
Toll			Yes, I am a resident	4-6 days a week	Fortunately 3 flow routes (i.e. options) will exist. Whether a smooth flow (equilibrium) will evolve/develop is the challenge/uncertainty.	I like that 3 flow options exist. It will be interesting to see how the drivers will utilize the 3 routes -hopefully achieving a "3 route" flow equilibrium.		Yellow		Thank you for the feedback on the suggested routes.
Dan Cook	cook90@yahoo.com		Yes, I am a resident	Daily	Yes. The most serious problem I see with the plan is that a second onramp to I-77 south is not being added to expedite traffic from eastbound Catawba traffic. You are going to have to purchase land fill dirt on the steep slope on the SW side of the diverging diamond. As it currently stands if four cars or one semi is in the right lane of EB Catawba there is no access to I-77 south. This is a huge oversight and renders the entire plan unworkable for SB traffic.	Eliminating the southern entrance into the Fresh Market parking lot. I also don't hate the roundabout at Knox. Road.	Purple	Yellow	Get a right-on-red waiver. Submit legislation to allow left-on-red. The plan to extend Knox Road all the way to Catawba (at One Norman) is okay. However, I would keep the current Knox Rd section that extends to Catawba. In other words the new turn lane off Knox Rd is fine until traffic backs up and blocks cars from turning right off of Knox Rd to proceed west on Catawba. What happens is you double traffic in your model? I think a 0.8% growth rate for your model seems low. Maybe infill construction allows for 0.8% but I think we'll have significantly more cars than a 0.8% annual rate. Run the model with a 1.5% growth rate and see what happens to your model.	Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. The RTOR restriction is in place on the off-ramps due to sight distance/safety concerns at the crossover. The 0.8% annual growth rate was determined by NCDOT for adjacent projects in the area so that growth rate was used for this project.
Robert & Sarah Allen	robertpallen@gmail.com	Postcard notice, conversation with Town Commissioner	No	Daily	Yes. Strongly want EB left turns off of Torrence Chapel. Proposed intersection of Old Torrence Chapel and Torrence Chapel should be moved to east of traffic circle on land owned by dealership. Extra entrance lane to SB I-77 needed as shown on simulation.	Traffic circles, reduced access to Torrence Chapel by shopping center on west side of road.	Pink	Yellow	The premise that it is desirable to continuously impact adversely on the residents using Torrence Chapel Road to basically only improve traffic flow on Catawba two times a day for 45 minutes each is unacceptable.	Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. The improvements are also being proposed to improve the interaction between the Liverpool Pkwy/Torrence Chapel Rd intersection and the I-77 interchange.
Mariel Carr	marielcarr@bellsouth.net	Nate Davis E28P	Yes, I am a resident	Daily	Yes, LEFT LANES are necessary to not frustrate Torrence Chapel Road anymore.	Traffic circles at Knox and Fresh Market	Pink		1. Cut off the Catawba bump out by Old Torrence. 2. Connect Old. Torr. Chapel to traffic circle (Fresh Market). 3. Make Old Torrence Chapel 1 Way (north). 4. Close Fresh Market entrance by Catawba. 5. Make full 2 left lanes to stack up cars. 6. Make 3rd lane at TC and Catawba - take over pylon and left turn lane. 7. WB Catawba to 77S - make 2 lanes. 8. Either no turn on red or one lane funnel into 77S ramp from Liverpool.	Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. In order to shift the through lanes and create SB dual left-turn lanes with unlimited storage, properties would be impacted and additional ROW would be needed. By preventing the right-out of Old Torrence Chapel, more vehicles would be forced to use SB Torrence Chapel Rd (shared thru/right-turn lane) and there is already a queue at this location. The vehicles turning right on W. Catawba Ave are currently being distributed between SB Torrence Chapel Rd and SB Old Torrence Chapel Rd.
Kim Carnahan	kcarnahan97531@gmail.com	Facebook share	Yes, I am a resident	Daily	Keep left turns at TC, close the shopping center entrance, one lane NB, make 2 very long left turns (taking land to create through/right lane would be gravy). Sync the DDI light and Bob's your uncle.	Knox and TC roundabout. Can't believe I'm saying that I like a roundabout, put that in tomorrow. Remove on-street parking on One Norman - replace with turn lane - Great!. Closing the shopping center entrance that is close to the light.	Use the Jetton extension/ Sefton Rd	Orange Yellow	I-77 S entrance eliminate the bump out near the bank for unimpeded flow to the ramp. Left turns at TC and Catawba - I don't believe the model to gain credibility: release the numbers. Eliminating left at TC & Catawba prepare for U-turns at the shopping center entrance and people using the little road by Wendy's.	In order to shift the through lanes and create SB dual left-turn lanes with unlimited storage, properties would be impacted and additional ROW would be needed. Adjusting the signal timing coordination for the corridor is not going to provide noticeable improvement. Turning movement counts can be provided.
Tony Stafford	deetzamo@msn.com	Local Paper	Yes, I am a business owner/employee	4-6 days a week	None	The roundabouts	Pink	Orange	I think there should also be no left turns onto Liverpool Parkway from Westbound Catawba	Thank you for the feedback.
Doug Sutherland	sutherky@gmail.com	Lake Norman Realty	No	Daily	Yes, concerned that the concept routing left-turn vehicles from Liverpool/Torrence on down to U-turn around a traffic circle will greatly increase the traffic on those roads, affecting access to the post office and restaurants and retail along those roads. I'm on those particular roads daily - the current flow seems preferable to me to the preferred concept displayed. A little inconvenient time at a traffic light seems preferable to overburdening Torrence Chapel and Liverpool and potentially One Norman Place although Knox Road appears to have capacity.		Pink	Orange		Several different routes can be utilized by the re-directed left turns. All re-directed vehicles are not expected to use the roundabouts on Liverpool Pkwy and Torrence Chapel Rd.
Jeffrey Votila			Yes	Daily		Nothing			Please consider a plan to let us continue to make left turns by adding a dedicated lane to enter I-77 South from the west. Also add a dedicated lane to enter I-77 north from the east and a dedicated lane to make right turns from Torrence Chapel Road onto W. Catawba Ave. Please do not start any alternative plan before you try my above plan. Another comment, at times the traffic at Torrence Chapel Road and Catawba Ave turns green and 3 cars go and other times green lets 12 cars go. Why?	Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. In order to widen Torrence Chapel Rd to add a dedicated SB right-turn lane using the current lane configuration, properties would be impacted and additional ROW would be needed. The green time is based on when a call is placed by a vehicle in a detector which can vary throughout the day.

William Rakatansky	codeman01@bellsouth.net	Mail card	Yes	Daily	Yes. The fact that NCDOT keeps on EXPERIMENTING with convoluted traffic schemes that will adversely impact the daily life of the resident of Cornelius; JUST LIKE NCDOT's criminal scheme regarding the I-77 toll lanes. All we want is for NCDOT to leave us alone, and to leave the intersection of Torrence Chapel Road and Catawba Avenue as it is. There really is NO PROBLEM with the current intersection that require a hare-brained solution as the Preferred Alternative Concept. So what if people have to sit through two traffic light changes to turn left from Torrence Chapel onto Catawba Avenue? If there is a long line of traffic at certain times of day, people make the choice of taking alternate routes around the congestion. Just leave it as it is, and provide "Dynamic Traffic Light Timing" to allow the lights to be adjusted according to the traffic. That is the ONLY solution.	Absolutely nothing!!!	I don't know as yet	I would cut through the parking lot of Southlake Shopping Center. Again, this solution is horrible.	Modify the Preferred Alternative Solution to have "Old Torrence Chapel Road" (the road between McDonalds and Taco Bell) ONE WAY NB to a new LARGER traffic circle where, "Old Torrence Chapel Road" currently meets "Torrence Chapel Road". Then the existing segments of "Torrence Chapel Road" from this new larger traffic circle, to Catawba Avenue would be one way SB, with two lanes turning right to westbound Catawba Avenue. This solution would allow left turns from both Torrence Chapel Road and Liverpool Parkway onto Catawba Avenue. In addition, provide "Dynamic Traffic Light Timing" to allow the lights to be adjusted according to the traffic. Do NOT make us who live on Torrence Chapel Peninsula have to either: go straight onto Liverpool Parkway to a traffic circle and then to do a complete 180 degree turn to come back on Liverpool Parkway to Catawba Avenue; OR turn onto Knox Road and then turn left onto Catawba Avenue	Moving the roundabout to the intersection of Torrence Chapel Rd and Old Torrence Chapel Rd would create more property impacts than the location shown in the Preferred Alternative. Making these streets one-way would mean that all right-turning vehicles would have to slow down to make a right-turn on Old Torrence Chapel which is closer to the DDI interchange. If Torrence Chapel Rd is one-way (SB only), vehicles traveling EB on W. Catawba Ave and NB on Liverpool Pkwy would not be able to access Torrence Chapel Rd since Old Torrence Chapel Rd is a Right-In/Right-Out.
Lou Raymond	Lou.Raymond@meadhunt.com						Purple	Yellow	There is another option that should be considered first. Rather than preventing left turn onto Catawba from Torrence Chapel and coming from northbound Liverpool, the opposite should be considered; preventing left turns from Catawba onto Torrence Chapel and left turn from Catawba onto Liverpool. Turning into these side streets is less critical than turning onto Catawba and there are more ways to access these side streets. Additionally, there is less traffic need to turn left onto these side roads. Finally, by doing this the traffic signal to turn left or right from Torrence to Catawba should be more frequent to result in a reduced cycle time.	Restricting the left-turns from W. Catawba Ave to Liverpool Pkwy and Torrence Chapel Rd was considered as part of this study. Re-directing the side street left-turns was more effective in reducing intersection delay by removing the split-phasing for the side streets.
David E. Darwin, Carolyn B. Darwin	ded92048@aol.com	Newspaper	Yes, I am a resident	Daily	Not able to make left turn from Torrence Chapel. High traffic flow on Knox Road with truck traffic from commercial activity. Roundabout restrictions for heavy and emergency vehicles to Torrence Chapel.	Nothing. Prefer current configuration with additional Torrence Chapel left turn lane to Catawba Ave over any alternative.	Purple	Orange	All alternatives are only masking the real problem of not having sufficient bridge capacity to handle cross town and interstate traffic. Add another bridge like you are doing at I-77 Exit 23 DDI.	Suggested routes for re-directed left turns are provided on both Knox Rd and Torrence Chapel Rd to access W. Catawba Ave. All re-directed vehicles are not expected to use Knox Rd exclusively. The proposed roundabouts were designed using the appropriate design vehicle per NCDOT standards so trucks and emergency vehicles are accommodated. In order to shift the through lanes and create SB dual left-turn lanes, properties would be impacted and additional ROW would be needed.
David A. Rochester	Davidarochester@aol.com	Local Newspaper	Yes, I am a resident (Heron Harbor)	2 or 3 times/day including weekends	It will be more difficult for all residents on the Torrence Peninsula (everyone who lives here) than leaving it as it is now. Eliminating left turn at Catawba will be nightmare.	Nothing: The 2 roundabouts on Torrence Chapel are a joke. Unnecessary. Just straighten Knox/Torrence Chapel intersection.	Pink	Orange	1. This expensive "Boon Doggle" only helps non-residents speed on Catawba to and from I-77. 2. It puts an extreme burden on the residents who live off of Torrence Chapel and no longer have a simple route to and from our homes, which we have to use 24/7. 3. So we will have to pay higher taxes to not be able to exit our homes. 4. How about the nuclear disaster evacuation route? 5. Are these the "Charlotte" people who voted for the I-77 toll roads? Lets hire a Cornelius firm.	One of the purposes of the project is to improve the interaction between the Liverpool Pkwy/Torrence Chapel Rd intersection and the I-77 interchange. Suggested routes for re-directed left turns are provided on both Knox Rd and Torrence Chapel Rd to access W. Catawba Ave.
Leonard Loflin	loflin717@gmail.com	N/A	Yes, I am a resident	Daily	Yes - size of roundabouts. Check the size of the roundabouts on Griffith Street in Davidson. They are too small and unsafe. Please make these roundabouts larger!			Yellow		The proposed roundabouts were designed using the appropriate design vehicle per NCDOT standards.
Joyce Mihuta	jmmihuta@aol.com	Postcard	Yes, I am a resident	Daily	Blue Route would cause safety issues.	Should improve safety.	Pink	Orange		Vehicles using the blue route will be making a U-turn movement from a dedicated left-turn lane that exists today.
Chris Micolucci	chrismicolucci@yahoo.com	Email	Yes, I am a resident	Daily between 4-6 times/day	Major concerns about routing traffic down Knox Rd. It will increase volume, speeding and noise and make it impossible for residents in Blue Stone Harbor and Captain's Point to exit neighborhood. Many walk on Knox, which this would impact pedestrian and bike safety.	Nothing. Would rather keep intersection as is, which only at peak times is relatively cumbersome. Using this intersection at least 4 times per day, it is not that bad. Occasionally it takes 2 light cycles - rarely more. I am in favor of the roundabouts at Torrence Chapel and Liverpool. However, I oppose no left turns onto Catawba.	Pink	Yellow Please keep as is - traffic is not that bad!	Before proceeding with this "Preferred" Alternative, I suggest you gather more input from local residents off of Torrence Chapel (through Homeowners Associations as well) and businesses. You truly need to listen to those using these routes - not just study and analyze. Knox Rd was not meant to carry additional volume and I'm afraid of DOT removing the noise blocking trees that border if to widen the road now or in the future. Last, I just don't see enough future growth on Torrence Chapel warranting no left turns onto Catawba. Focus road \$ onto a new Westmoreland interchange to improve connectivity!! Please and thank you!	A 5' sidewalk and 3' bike lane are provided on the west side of Knox Rd as part of the existing cross section that pedestrians and cyclists can utilize. The existing cross section on Knox Road will be able to handle the additional projected future year traffic on Knox Rd. Widening is not proposed on Knox Rd so the trees will not be impacted.
Kim Miller	calamity_jck98@yahoo.com	Next Door	Yes, I am a resident	Daily	Yes - see comments at end - taking left turn onto Catawba away is unacceptable.	Nothing			I live off Knox Rd. These proposed changes not allowing left turns is unacceptable. Please make a proper 2nd right turn lane onto I-77 southbound.	Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative.

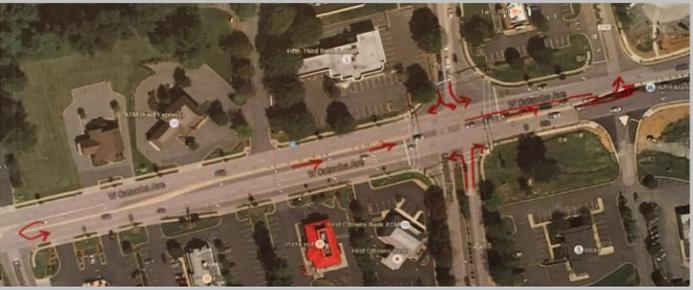
Matthew Micolucci	mattlmic_jr@yahoo.com		Yes, I am a resident	Daily	Yes! Very concerned about moving traffic onto Knox. Would leave it alone rather than make these changes.	Entrance to Fresh Market would be good to improve, but a circle is not necessary.			The (route) options above all are silly, none are choices and would feel forced to go the way the town chose. I can't see anyone in Blue Stone or Captain's Point supporting these changes. It is as popular as tolls on I-77.	The existing cross section on Knox Road will be able to handle the additional projected future year traffic on Knox Road.
Mark Slonim	lakedout@bellsouth.net		Yes, I am a resident	Daily	Yes!! It is not acceptable. No left turns form Torrence Chapel onto Catawba Ave is a terrible idea! Left turn traffic volume is too high for your proposed alternatives.				These (routes) are not viable alternatives for the current traffic volume. I have two current choices to turn left onto Catawba: 1. From Torrence Chapel --> The amount of cars turning usually means more than 1 light to turn. Also short 2nd turn lane. 2. From Knox --> Takes more time than from Torrence Chapel, plus only 1-3 cars get through after waiting for oncoming traffic (no left turn signal & very short left turn lane). These choices do not work well now! This will only make them worse. Having two lanes of cars that are backed up now use a roundabout and do a U-turn is a joke.	As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd. This intersection is being reconfigured to provide an additional lane that vehicles making a SB left-turn can utilize and the turn lane will be lengthened to provide additional storage when compared to the existing condition. Additionally, a protected movement (green arrow) will be provided for the side street left turns from One Norman Dr.
Adam Jenkins	adamc.jenkins@gmail.com		No	Rarely. I always use Knox Road due to the traffic on Catawba Avenue.	No major concerns. I'm mainly concerned about the ignorance of residents who seem unable to separate emotion from the data presented for the traffic study. I am personally a fan of traffic circles; however, I know that many drivers are unable to safely navigate traffic circles for some unknown reason. I heard quite a few people comment that the DDI was different enough and confusing to those unfamiliar with the area and that the elimination of left turns at Torrence Chapel/Catawba with traffic circles would only make it worse. The people who have made those comments must not understand that the constraints of the roads being so close to the interstate forces the use of outside of the box thinking. I'm an engineer, so I appreciated the data and the method in which it was presented at the meeting. To me it showed clear benefits of the plan and there was overwhelming evidence that it would alleviate congestion. I hope that the voices of the ignorant don't cause major changes to the plan as published. Although I'm clearly no expert on traffic routing/design, it looks like the traffic circle at Torrence Chapel and Knox Road could be moved further south into the property which does not have any structures instead of being so close to Ms. Wally's house. I recognize this is a conceptual design and those specifics are not drawn to scale on the pictures we have. I just hate to see Ms. Wally be displaced from her home. I heard some residents suggest that the One Norman Place/Knox Road proposed rerouting should be made such that the existing pavement that would no longer be used per the plan as the route is rerouted should be left in place. That sounds like a bad idea as it would make too many possible travel directions. I'm fairly certain it would result in accidents. Although not a part of the plan, I heard quite a few people mention the need to add an additional turn lane from eastbound Catawba to southbound I-77. That would be an improvement that would help ease congestion with seemingly minor impact due to no structures on that property.	I really like how it minimizes the impact to property owners. I don't own any of the property in the impacted areas, nor in the areas which would be impacted if additional traditional turn lanes were to be added; however, my family has had property taken/purchased for road expansions and even though you are compensated, it is still disheartening. Even though it will require me to travel a greater distance, it will likely take no more time to get to where we need to go. I am always a fan of moving versus sitting in traffic. The Torrence Chapel/Knox traffic circle will definitely improve safety at that intersection. I haven't seen any wrecks at that site, but it is difficult to see sometimes due to the angle of the intersection. My favorite part of the plan is the elimination of the southern most entrance to the shopping center. It will make a major improvement to traffic flow onto Torrence Chapel Road from Catawba.	Purple	Yellow	Due to the traffic and congestion now, I typically try to avoid crossing the DDI and turning left from Torrence Chapel onto Catawba if at all possible. This includes avoiding businesses which require me to go that way. I travel on Knox Road to Hwy 73 to and from work each day, so I rarely have a reason to make a left turn onto Catawba at Torrence Chapel Road. If traffic throughput on eastbound Catawba improves as a result of the implementation of this plan, I may start going into downtown Cornelius more.	Thank you for the feedback. Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative.
Philip Renten	prenten@yahoo.com	Thru HOA	Yes, I am a resident	1-3 days a week	Yes a lot of traffic will flow down Knox Road - probably at 45 mph. Is One Norman Drive long enough to handle a back-up or will it block Knox if backed up too far? Also - left turns from Old Torrence Chapel are dangerous.	It probably will keep traffic flowing better than now.	Pink	Orange	What will happen to this area if it is turned into a superstreet? Will a lot of money be wasted? Will lives be disrupted during two construction phases? Will it hurt local business like the Diverging Diamond project?	The preferred alternative is not a superstreet design and this project will be constructed in one phase.
Laura Armadillo Renten	lrenten@yahoo.com	local news print	Yes, I am a resident	Daily	In the < 1/4 mile of Torrence Chapel Rd between Catawba and Knox Rd there are four plus intersections coming from Old Torrence Chapel Rd, Jeep Dodge and two from Shopping Center. Re-route Old Torrence Chapel to north through Dodge dealership to turnabout. Delete current exit/entrance. Delete current two entrance/exit from shopping center to one wide entrance/exit. One Norman Way (northwest of Catawba Rd - next to Bank of America)	The turnabout at Knox and Torrence Chapel. But make sure roadway is wide enough for 18 wheelers and larger vehicles (like those that transport the cars for dealership)		Knox Rd to left on One Norman to left on Catawba Ave	1. Knox Rd speed 2. One Norman Road (Northside of Catawba Ave) currently as is, is short! At peak times turning left onto Catawba backs up with current residence. You are now asking more people to use that as an alternative adding more congestion on One Norman (north of Catawba Ave). 3. Not enough lane access from Eastbound Catawba Ave to southbound I-77 (back-up). 4. Not enough lane access from westbound Catawba Ave (over I-77) to southbound I-77 (back-up).	The proposed roundabouts were designed using the appropriate design vehicle per NCDOT standards so a tracker trailer will be accommodated. The speed limit on Knox Rd will remain at 35 mph. As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd. This intersection is being reconfigured to provide an additional lane that vehicles making a SB left-turn can utilize and the turn lane will be lengthened to provide additional storage when compared to the existing condition. Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative.
Aline Gaines	againes7@carolina.rr.com	My daughter forwarded me the info.	No	4-6 days a week	I travel Knox Rd a lot as my daughter lives in Captain's Point and the sight line for turning from the development should be improved especially behind the shopping center and street lights will need to be increased if you are diverting traffic onto Knox Rd as it is very dark at night. Also I have had a near-miss with deer at dusk. So please add a deer crossing sign in the vicinity of the back of the cleaners and Fresh Market.	It will move the traffic congestion at certain times and reduce anxiety about the DDI & access to I-77 N & S.	Purple	Orange		Thank you for bringing the street lights and deer sighting to our attention. Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative to improve access to the interstate.
Jodi Archer	jodiarcher4@gmail.com	Public Meeting Notice mailed to my home	Yes, I am a resident	Daily	Yes! My concern is that it is NOT an acceptable "solution" to the actual "problem" of congestion on Catawba Ave due to poorly designed hybrid DDI.	I like nothing. Your data is incorrect on the models. What is clear, is the "attempt" to divert residents of TC to the "back of the line" onto Catawba. I reject these models. This is a very unacceptable group of models. What I will like best is an approach which enhances.	The route I will use, is to move away from this place. We need to be able to turn left in order to patronize local businesses.	We need to be able to turn left	You must understand that using "prescribed" cookie cutter "non-solutions" vs. meeting community needs will not be acceptable. Probably the most poorly planned, poorly presented projects I have ever witnessed. We need to "fix" (not manage) the intersection of TC/L with computerized signals, add a lane, remove the first entrance to shopping center, enhance Old Torrence Chapel. We do not need, nor want roundabouts on TC. We can straighten the angle at Knox/TC.	Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd. This intersection is being reconfigured to provide an additional lane that vehicles making a SB left-turn can utilize and the turn lane will be lengthened to provide additional storage when compared to the existing condition.

Kelly Gimlin	gimlinbrown@mi-connection.com	From a friend	No	Daily	I live off of Torrence Chapel and am concerned about not being able to turn left onto Catawba. I think we will end up going down Knox Rd and they can't handle all of that traffic. I won't sit at a stop light at Catawba to go straight onto Liverpool, thru a traffic circle and then sit at a light at Catawba to turn right!	The traffic circles at Torrence Chapel/Knox Rd and at Fresh Market/Shopping Center	Pink - Again, I won't sit through two stop lights to make my turn	Orange - Same as above!	DOT really needs to put in an extra lane on Catawba heading eastbound for I-77 S traffic! One dedicated lane for I-77 southbound traffic will do a lot to lessen traffic!	Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative.
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Name	Email Address	Initial Email Content	Attachments or Additional Email Content	Comment Responses
Mariel Carr	marielcarr@bellsouth.net	<p>The highlighted YELLOW, are new road modifications.</p> <ul style="list-style-type: none"> - Straighten out Old Torr Chapel so it feeds directly into traffic circle - Shave off that bump and create a full RIGHT turn lane of Catawba westbound to go onto Old Torr Chapel or Torr Chapel - Add 2nd lane for 77S, going all the way back to Liverpool to fix the current short access (4 cars) for 77S. Also this provides an alternate route for clogged eastbound Catawba back at Bethel Church or Jetton B the real problem. <p>The Xs mean this road/entrance won't work any longer</p> <ul style="list-style-type: none"> - By closing off that 1st entrance to FM shop ctr, you can take back that middle lane. All the way back to where Old Torr Chapel currently dumps on Torr Chapel. - Abandon that part of Old Torrence Chapel in order to avoid L turn onto Torrence Chapel. <p>As the light timing chart shows below, Torr Chapel will get the same 17% regardless. Whether we are forced to go STRAIGHT or can keep making LEFT turns, east-west traffic on Catawba Avenue is stopped for while Torr Chapel traffic to cross the road. Making cars go down to Post Office traffic circle will only delay us from returning to Catawba to head eastbound. Diverting more cars to drive on Catawba is ludicrous. That is where most of the congestion is.</p> <p>---</p> <p>PROPOSED: Torrence Chapel will have 2 dedicated lanes for LEFT turns that will line up 15 cars in each nicely in advance of light change. And 1 lane that goes STRAIGHT or RIGHT. The only time we sit through a 2nd light change is Friday lunchtime. Otherwise getting through TC-Catawba intersection is not a problem, unless Catawba is clogged, leaving limited room to drive. But by adding 1 extra lane, dedicated to 77S will help solve Catawba congestion. And Liverpool will keep its 1 lane that goes STRAIGHT or LEFT onto Catawba westbound. And the RIGHT lane goes into a dedicated lane for 77S, or drivers can gradually merge into the next LEFT lane, which either goes to 77S or can go straight into DDI.</p> <p>We are concerned that NCDOT is only using DDI throughput as its metrics. We are concerned that NCDOT will mess us up again. They only study maps. They do not understand what is happening in reality. We are open to meet with you as a group to help with an economical and best solution.</p>		<p>Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. There are some concerns with the suggested design. In order to shift the through lanes and create SB dual left-turn lanes for the proposed four-lane cross section, properties would be impacted and additional ROW would be needed. Realigning Old Torrence Chapel Rd to connect to a five-leg roundabout would cause significantly more impacts to the Jeep Dodge dealership (expensive ROW) when compared to the Preferred Alternative. The merge area that is being shown on the I-77 SB Ramp (2 lanes coming from EB W. Catawba Ave and 1 lane from WB W. Catawba Ave) is dangerous and is a safety concern.</p>
Blaine Tober	toberb@yahoo.com	<p>Thank you all for your time and interest in what is best for the residents and businesses on the Torrence Chapel peninsula.</p> <p>Mariel, thank you for sending this note.</p> <p>On the way back from town hall last night I drove down Knox road to One Norman Blvd, and as you look how close that intersection is to Bethel Church Road and think about the proposed approach, the problems that are currently at the Torrence Chapel intersection will likely be multiplied at One Norman Blvd. given the proximity of One Norman Blvd to Bethel Church Road.</p> <p>The simple improvements that Mariel mentions will eliminate over 80% of the problems.</p> <p>I do think the traffic circle at Knox and Torrence Chapel is a great idea.</p> <p>Many of us have lived here through several configurations of this intersection and of Catawba / I-77. The changes that were made around the same time the DDI was constructed is the worst configuration in the 18 years I have owned a home here.</p> <p>---</p> <p>In addition, these pictures illustrate the need for changes to the Knox /Torrence chapel interchange. This was my wife's Toyota Highlander, feel free to use these pictures as needed.</p>		<p>Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. Thank you for providing the photos from the collision. The proposed roundabout at Torrence Chapel Rd and Knox Rd will provide safety improvements at this intersection.</p>
Nate Davis	ndavis@localscroll.com	<p>EMAIL #1: This adds a whole extra lane going straight on Catawba - so even though the cycle time will remain the same - increasing the number of cars with 3 lanes through the light will essentially be the same effect as increasing the "green light" time at TC and Catawba. It also fixes the REAL problem which is the inability to get on I-77S when 3 cars are stopped in the current far right lane.</p> <p>I think we should keep the proposed Traffic Circle at Knox and TC too, possibly keep the proposed traffic circle on Liverpool too. If we move forward with the proposed improvements at One Norman and Catawba as well - we've got one heck of a good plan in my opinion. The numbers are the number of Lanes. This will work - and keep Knox from becoming a main thoroughfare.</p> <p>---</p> <p>EMAIL #2: 1) Adding 3 lanes East Bound on Catawba increases throughput by 150%, the NC traffic signal timing from current 38% to proposed 56% with no left turn is 1% less than the proposal I showed. 150% increase (with 3 lanes) multiplied by 38% = 57% - so it's equal if not slightly better throughput Eastbound on Catawba.</p> <p>2) With the proposed modifications - if by 2030/2040 - or whenever - if the left turns just become too problematic (which I highly doubt) - all the pavement is laid to meet their current proposal with no necessary improvement, just new paint for arrows on the road. Essentially moving forward with what I and Mariel have proposed provides almost all available options for the future.</p> <p>I have included the proposed diagram again, along with the traffic signal times. As we can all see, their "proposed plan" does nothing to help residents or shoppers on Torrence Chapel - their goal is to increase throughput on Catawba - which three eastbound lanes achieves, along with a "no stop" route directly onto I-77S. Let me know what the NCDOT says about this plan, and if I and/or residents need to be at the next town meeting. I have additional ideas, but this one provides for the most future options with no additional pavement or improvements required.</p> <p>See the timing of lights - who cares about timing - it's all about throughput. Again - there is no problem at Liverpool, so increasing timing there is irrelevant. Catawba eastbound w/three lanes = 38%*1.5 = 57%. Thanks for listening - I respect all of you on this email as some of the most intelligent politicians that I know - you all live in the "real world" vs. some "ideal world" that sounds great but never works out</p>		<p>Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. There are some concerns with the suggested design. In order to shift the through lanes and create SB dual left-turn lanes for the proposed four-lane cross section, properties would be impacted and additional ROW would be needed. Realigning Old Torrence Chapel Rd to connect to a five-leg roundabout would cause significantly more impacts to the Jeep Dodge dealership (expensive ROW) when compared to the Preferred Alternative. The merge area that is being shown on the I-77 SB Ramp (2 lanes coming from EB W. Catawba Ave and 1 lane from WB W. Catawba Ave) is dangerous and is a safety concern.</p>

Grant Cutri	Grant.Cutri@duke-energy.com	<p>Thank you for your time last week to discuss options for relieving traffic congestion from Torrence Chapel Road. Some of these suggestions might have issues with right of way, but I would think paying a premium for right-of-way would provide better cost/benefit than some of the proposed roundabout options.</p> <ol style="list-style-type: none"> 1) Catawba Avenue east bound - Add an access lane or two for I-77 southbound traffic. With as few as three eastbound cars at the DD traffic light, many cars are 'stacked' on Catawba and Torrence Chapel just waiting to access the interstate. The current design defeats one of the greatest advantages of a Diverging Diamond Interchange. The current design creates unnecessary congestion on Catawba AND the Torrence chapel intersection. This option, along with 2) would provide significant improvement as minimal cost. 2) I totally agree with eliminating southern access to the shopping center on Torrence Chapel. This would allow two long lanes to stack cars and make the traffic signal left turn much more efficient. Excellent use of funds to relieve traffic. 3) I'm not convinced that a roundabout is needed at the shopping center entrance. A simple turn lane should suffice and the "bonus allocation" funds could be better spent elsewhere. See suggestions below. 4) IF, and only IF the TC left turn option is eliminated (what a mess for travelers/visitors accessing Taco Bell, McDonalds and the shopping center), the volume of cars that would be directed to Knox Rd would 'stack' up and restrict exit from Bluestone/Captains Point. Lanes should be added to Knox Rd to allow stacking of the inevitable volume so the left turn signal at One Norman place would be efficient. Additionally, a short lane should be provided to allow unimpeded westbound exit from Bluestone/Captains Point so these 250 homes would not have to wait in the "stack" traffic to make a simple west bound move. 5) The proposed "180" roundabout concept near the post office seems crazy to me. Locals will inundate the parking lots and circumvent this expensive and unnecessary idea. This seems to be a poor use of funds. 6) From my experience living in the area it seems that money would be much better spent by adding a few hundred feet of west bound lane beyond Jetton Rd so two lanes could pass through, making the intersection much more efficient. Much better use of "bonus allocation" funds. 7) Similarly, adding additional lanes on Catawba in both directions at Westmoreland would make the intersection more efficient. Much better use of "bonus allocation" funds. 8) As a minimum investigate changing the timing at the Catawba/Westmoreland light so traffic doesn't back up a half mile in each direction while Westmoreland has essentially no back up. 		<p>Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd. This intersection is being reconfigured to provide an additional lane that vehicles making a SB left-turn can utilize and the turn lane will be lengthened to provide additional storage when compared to the existing condition. Additionally, a protected movement (green arrow) will be provided for the side street left turns from One Norman Dr. The W. Catawba Ave/Jetton Rd and W. Catawba Ave/Westmoreland Rd intersections are outside of the proposed study area for this project.</p>
Chris Randazzo	chrstrandazzo@aim.com	<p>Please help to stop the poor decisions for roadwork in Cornelius. Although we're paying for all this recent work, I've not heard even one Cornelius resident who agrees with or found any of it to be necessary.</p> <p>This new project to eliminate left turns from Torrence Chapel Rd onto Catawba Ave is the most ridiculous yet! In the proposed plan, your consultant is misunderstanding the volume and frequency of traffic being sent west on Knox Rd and then east onto already congested Catawba Ave.</p> <p>After living through the insanity of the diverging diamond disaster, I beg you to consider other options that allow left turns from Torrence Chapel Rd onto Catawba Ave. I strongly OPPOSE the plan for the new Torrence Chapel Rd traffic pattern.</p>		<p>As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd. This intersection is being reconfigured to provide an additional lane that vehicles making a SB left-turn can utilize and the turn lane will be lengthened to provide additional storage when compared to the existing condition.</p>
Eric Moore	emoore.lkn@gmail.com	<p>I too am adamantly opposed to this proposed intersection change.</p> <p>My address is: 21206 Captiva Ct Cornelius</p>		<p>Thank you for your feedback.</p>
Michelle Calarco Moore	michelle.c.moore@bankofamerica.com	<p>I also am strongly opposed to the proposal for the roundabouts and no left turns from Torrence Chapel to Catawba Ave.</p>		<p>Thank you for your feedback.</p>
Sam Kakitsis	sam.kakitsis@bankofamerica.com	<p>I wanted to reach out to directly about the new proposed traffic pattern for Torrence Chapel Rd.</p> <p>Based on the design, cars will not be able to turn left onto Catawba Ave which would in turn send a significant amount of traffic down Knox Rd to get to Catawba Ave. Every neighbor that I have spoken to who lives down Torrence Chapel Road about this design feels exactly the same way which is that they are strongly OPPOSED to it.</p> <p>Knox road cannot handle the volume of cars that would be forced to funnel down this route if the design is implemented. It would also create a major congestion problem at the light next to the Bank of America building.</p> <p>Thus, please do not proceed with this proposed traffic pattern and consider other options.</p> <p>Thanks for your time and consideration.</p>		<p>Multiple options were analyzed for this project. As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd. This intersection is being reconfigured to provide an additional lane that vehicles making a SB left-turn can utilize and the turn lane will be lengthened to provide additional storage when compared to the existing condition.</p>
Dawne Kakitsis	dkakitsis@hotmail.com	<p>I read the story about the new proposed traffic pattern in the Lake Norman Citizen yesterday then I received a group text from 15 of my neighbors expressing outrage. They texted things like "this is crazy" or "we have to stop this."</p> <p>I have been living off of Torrence Chapel Rd. for 17 years. One of the best things about where I live is that I can just "hop right on and off 77" and stay away from the traffic mess that is Catawba Ave (although 77 is a disaster but that's another story). Your proposal for the roundabouts and no left turns from Torrence Chapel to Catawba Ave. are (in a word)....UNWANTED.</p> <p>There seems to be a running theme in this area...disconnect. The diverging diamond, the horrible bridge architecture, the tolls on 77, and now this proposed roundabout. We didn't want any of the other "road solutions" and we don't want this one either. As a local citizen living off Torrence Chapel, I stand with my neighbors in agreement when we say "NO" to your proposed traffic solution.</p> <p>I appreciate your time and willingness to gather feedback.</p>		<p>Thank you for your feedback.</p>

Stephanie Kennedy	stkennedy5@gmail.com	<p>Email #1: I am writing in order to voice my sincere concern for the proposed restructuring of the Torrence Chapel and Catawba intersection with no left turns. My husband and I specifically chose to live off of Torrence Chapel because of the ease of location and proximity to I-77. For us to be punished by making us drive out of our way to get into town is unacceptable to me. This section of Torrence Chapel is highly used, especially in the middle of the day from 11:30-2:30. Traffic is always backed up at the light during these times, so I do agree that some type of new design is needed; however, rerouting this traffic down Knox and on to the short stretch that is One Norman Way for left turns would create a worse back-up. Even if 2 left turn lanes were placed there, that stretch will only hold 6-7 cars in each lane before backing into Knox. I can't imagine that this wouldn't be a traffic nightmare in the middle of the day especially. During the bridge construction when traffic was not free to use all lanes at Torrence Chapel (onto Catawba), the businesses suffered greatly and one even closed down. (the Party store). I would believe this would have the same effect if that section of Torrence Chapel was not user-friendly. We certainly don't need another shopping center with empty store fronts and more FOR LEASE signs up.</p> <p>I believe a much better alternative is to make the existing Torrence Chapel be three outgoing lanes. The far 2 left lanes would have to turn left. The far right lane would have to turn right or go straight. Then Old Torrence Chapel between McDonalds and Taco Bell would be rerouted as the entry lane (or if possible, 2 lanes to turn right there off of Catawba). I do believe a Roundabout at the intersection of Torrence Chapel and Knox would be wonderful- so much safer!</p> <p>Please consider these thoughts. No left turns on Catawba from Torrence Chapel would affect us in a great way...every time my husband goes to work in the morning, every time I take my children to and from school in the morning, every time I need to go downtown to shop. I understand that NCDOT is saying that the Diverging Diamond is not working to it's maximum ability because of this light, but I fear that if this change is made, there is no guarantee that other traffic light or road issues won't continue to emerge as to "why the DDI is not working to its maximum". If these issues weren't foreseen initially when planning the DDI, I have little confidence in the subsequent "fixes" as I question the initial assessments.</p>	<p>Email #2: Thank you for some of those explanations. You state that your email is not meant as a sales pitch, but it does make me worried that you all agree with these changes and we don't have as much of a voice as I hoped. I would question if anyone on the project lives off of Torrence chapel or if instead they live off of bethel church, Jetton, or further West Catawba. (Areas that have to deal with the backup at this light the worst). I cannot be convinced that going straight through this light, making a U turn, and then turning right onto Catawba is safe or won't create backup to turn right. I do not want to drive out of my way down Knox to turn left. I question whether these studies have taken place in the middle of the day when the businesses in the fresh market shopping center and shops on the green are at their peak. I have very little confidence in the decisions being made because if the engineers knew the intersections around the DDI needed change and yet the DDI was still created 3-4 years prior to when these changes will happen, and the solutions are controversial and still not resolved, it appears quite reactive instead of proactive. These are complex problems that are unfortunately being addressed a little too late. I hope a better solution can be reached that will take into consideration the residents and businesses off of Torrence chapel and Knox at least a little more than what it currently appears.</p> <p>--- Email #3: You are missing an extremely important part of the study if you did not account for traffic at the middle of the day on Torrence chapel. As a person who drives through this intersection at all times of the day, by far the time it backs up the worst on Torrence chapel is between 11:30-1:00. So much so that I sometimes intentionally avoid the intersection at those times or leave my house earlier than I normally would need to.</p>	<p>As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd. This intersection is being reconfigured to provide an additional lane that vehicles making a SB left-turn can utilize and the turn lane will be lengthened to provide additional storage when compared to the existing condition. If Torrence Chapel Rd is one-way (SB only), vehicles traveling EB on W. Catawba Ave and NB on Liverpool Pkwy would not be able to access Torrence Chapel Rd since Old Torrence Chapel Rd is a Right-In/Right-Out.</p> <p>Andrew responded with: Just want to respond to a few of your comments, and give you some background information. 1. As you may have seen in the proposed design, there will be three options for heading east (toward I77); this will help to distribute the traffic amongst all three options, so that a single option doesn't get overloaded. Nonetheless, one of the issues that the engineers specifically are resolving is extending the length of those Knox Rd. left turn lanes so that we don't see the back-ups that would definitely be there otherwise. 2. A roundabout was considered at the Torrence Chapel/West Catawba intersection. Unfortunately, there is such a considerable amount of traffic coming from all four different directions that the roundabout would likely have to be greater than three lanes wide. A roundabout of this size would not be compatible with the DDI and it would also have a significant right of way impact, likely taking out some of the existing businesses at the intersection. 3. When the DDI was constructed, it was the best solution for the existing infrastructure. While we knew that it would improve the functioning of the interchange, we also knew that the immediately adjacent intersections of Torrence Chapel and Hwy. 21 would create backups into the DDI (due to the fact that these intersections have been falling for years). This started the process several years ago of seeking funding and creating potential designs for these intersections so that the entire corridor, including West Catawba Ave., can function better. In short, the entire Town (since everybody travels West Catawba Ave.) won't see the improvements that we all want until the adjacent intersections are improved. 4. Removing left-turns at the intersection will allow for more green time to the other movements at the intersection. When that occurs, the intersection flows better overall; and, when that occurs, the entire corridor flows better.</p>
David & Carolyn Darwin	ded92048@aol.com	<p>The proposal to restrict left turns at the intersection of Torrence Chapel and Catawba Avenue would have a severe negative impact on the residents and businesses in the Torrence Chapel/Knox Road area.</p> <p>NCDOT has indicated that if the preferred proposal was not acceptable then additional ideas would be welcomed. The only real solution would be to relieve the traffic volume at the DDI. This could be accomplished by adding another bridge and providing interstate access at the Westmoreland overpass. Despite all the temporary patches it was easy to see the current Exit 28 bridge would never have handled peak traffic even with the DDI. This is why a second bridge is being added to the Huntersville Exit 23 DDI.</p> <p>As elected officials, charged with the responsibility of protecting the interest of Cornelius citizens and businesses, we urge you to defeat these poor alternatives and work toward a more permanent solution.</p>		<p>Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative.</p>
Chris Micolucci	chrismicolucci@yahoo.com	<p>Email #1: Hi. I hope you are well. I unfortunately couldn't attend last week's presentation about the Torrence Rd intersection so I picked up the comment form from the planning dept. this week. It mentions there were a total of four alternatives. Is there any chance to get info on the other three or are they completely off the table?</p> <p>I live off Knox Rd and obviously have some concerns about diverting traffic down that access road. In fact, I'd rather it stay as it is then morph into this plan.</p> <p>I'm going to send the comment form to our neighborhood (Captains Point) and Blue Stone residents so others can voice their concerns, but wanted to first check on the other alternatives.</p> <p>--- Email #2: Attached is my comment form regarding the "preferred alternative" no left turns option. I am deeply opposed for many reasons stated on this form and below. I am in favor of the round-about in general as a way to improve traffic flow (I travel to and from Davidson daily) and understand there's not room at the main intersection for this alternative.</p> <p>Torrence Chapel & Knox Roads I absolutely believe Torrence Chapel could greatly benefit from a circle and has been on the books for improvement as this is the most awkward intersection. Living off of Knox Rd, I often cut through the Fresh Market Shopping Center to avoid this intersection due to safety concerns.</p>	<p>Continued...</p> <p>However, I think it's a shame and dis-service to Cornelius residents that the intersection improvement is now tied to the No Left Turn option. Flowing traffic down Knox Rd, a road not designed for the volume will end up on this list of future roads needing improvement. If Knox remains in its current state - two lanes - I'm concerned about exiting my neighborhood (Blue Stone Harbor/Captain's Point). I'm concerned about speeding on the road, as I and many walk our dogs and kids on it. I'm concerned about road noise as this area is already impacted by the noise pollution off of I-77. I'm concerned that DOT will come in at some point and widen Knox and clear cut the trees that do currently serve as a noise and visual buffer between my neighborhood and Catawba.</p> <p>The bottom line, those studying this should spend a week travelling it. Traffic and light cycles, while maybe not ideal, are certainly not bad. Lengthening some turning lanes would greatly improve wait times. Last, I cannot believe the future growth down Torrence Chapel warrants a No Left Turn onto Catawba. There just isn't the land to develop, so why divert so much unnecessary volume down Knox Road. It just doesn't make sense. It will negatively impact quality of life and property value for those who live here.</p>	<p>Thank you for your feedback on the roundabout at Torrence Chapel Rd and Knox Rd. A sidewalk and bike lane are provided on the west side of Knox Rd as part of the existing cross section that pedestrians and cyclists can utilize. The existing cross section on Knox Road will be able to handle the additional projected future year traffic on Knox Rd. Widening is not proposed on Knox Rd so the trees will not be impacted. The 0.8% annual growth rate was determined by NCDOT for adjacent projects in the area so that growth rate was used for this project.</p>
Wallace	htswallace@aol.com	<p>It was really good to talk with you the other night. I have a solution to the entire intersection. I would be willing to bet that the flow is better than the consultants plan, and I know it will be more popular with the residents. I have 3 pages of pictures and design changes. They will be sent in 3 emails. I will need to talk with you about the specifics. Would you have time to meet with me maybe Tues morning?</p>		<p>Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. In order to shift the through lanes and create SB dual left-turn lanes and other proposed lanes shown on Torrence Chapel Rd, properties would be impacted and additional ROW would be needed.</p>

Lou Raymond	Lou.Raymond@meadhunt.com	<p>Hope you're both doing well and happy Friday! Just wanted to see if there was a good day over the next couple of weeks to meet up for lunch at Choplin's? If you have about five minutes over lunch, I have an alternative (and a traffic simulation of it that I can show it) to the one shown at the public meeting with a two phase signal cycle (no roundabouts needed) which would be similar to the signal cycles at the DDI. It basically allows lefts and right turns out of the side street (Torrence Chapel/Liverpool) but prohibits lefts from the main street (Catawba) to Torrence Chapel/Liverpool at the intersection. Ultimately, I think it would be less disruptive and less expensive to construct but would need to be analyzed. Anyway, hope to catch up with you both soon.</p> <p>---</p> <p>Attached is a sketch of the proposed alternative. Please note that after thinking about it, this might need to be three phases (split-phasing) because of the right turns out of Liverpool and Torrence Chapel.</p> <ul style="list-style-type: none"> - No left turns from WB Catawba to Liverpool (they go straight through intersection and make U-turn at Bojangles) - No left turns from EB Catawba to Torrence Chapel (they go into left lane and make left turn onto Old Torrence Chapel) 		Restricting the left-turns from W. Catawba Ave to Liverpool Pkwy and Torrence Chapel Rd was considered as part of this study. Re-directing the side street left-turns was more effective in reducing intersection delay by removing the split-phasing for the side streets. There are some concerns with the suggested design. Will the existing left turn lane at Chance St be able to accommodate all of the WB W. Catawba Ave to Liverpool Pkwy left-turns who would have to make a U-turn instead? Several of the stakeholders and citizens had concerns about the safety of U-turns at unsignalized intersections. For the suggested design, EB W. Catawba Ave to Torrence Chapel Rd left-turns would have to find a gap and turn at an unsignalized intersection that is closer to the DDI instead of being given a protected (and permitted) left turn movement at the signal.
Joel Pfyffer	thepfyffers@yahoo.com	<p>I am sure I am not your favorite person after this week, but I have to give my point of view, if you don't mind. I have many opinions on what has been going on.</p> <ol style="list-style-type: none"> 1. I have lost all my Mooresville business because of the DDI and I77. To the tune of at least \$5k a week. What is frustrating is the people responsible for this make a paycheck every week regardless. I don't have that luxury. They make decisions about transportation and could care less about consequences for businesses or residents. 2. There seems to be an effort to shield the residents from this process about what will happen to TC/WC interchange. I cannot understand this angle except to get what needs to be done (your job) regardless of what the folks affected think (representation is also your job). 3. This town seems to be a coward in the face of NCDOT. It seems that NCDOT has all the power in this state and local governments just agree with whatever happens with no regard to our (locals) future. (Fear?) This makes no sense. The Mayor fits the bill. How are we represented by someone who advocates something that 90% of the citizens are against. Again. Mystifying. 4. If we are truly represented then YOUR JOBS are to protect us from faulty road projects that disregard the will, safety, and well being of local residents and businesses. 5. I have been asked to tone down my "rhetoric" "attitude" etc.. not quite sure how to label it. But I am the last person on earth to not defend my business and our community. If not us, then who will defend and protect us from our government? 6. I am not alone. I respect and admire those in our community who have chosen to fight for our rights and fight for our community and I stand with them. It is a shame that we have come to this. The government is supposed to work for US not them. This seems to have been lost. <p>STAND UP FOR OUR COMMUNITY.</p>		Three stakeholder meetings took place over the past year with representatives from the community who are residents or own businesses in the study area.
Joseph & Lori Owens	jwovens265@bellsouth.net	I am writing on behalf of my wife, Lori, and myself in regard to the proposed Catawba Ave. & Liverpool/Torrence Chapel Study. We take the position of strongly opposing the proposal to stop left turn onto Catawba and route traffic down Knox Road. Any and all alternatives should be viewed as possible but the current proposal should be thrown out. This does nothing to attempt a solution to traffic it will only change where traffic backs up while also creating another traffic jam in a much more residential community area. We reside in the Bluestone Harbor community which will be impacted greatly by the current proposal along with the other neighboring communities and businesses this will effect. I will speak for my neighbors and assure you that we plan to fight this proposal to the end. I urge you and all involved to seriously embark on a better solution and not just shuffle traffic around.		As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd. This intersection is being reconfigured to provide an additional lane that vehicles making a SB left-turn can utilize and the turn lane will be lengthened to provide additional storage when compared to the existing condition.
Scott Thayer	scottathayer@gmail.com	Torrence Chapel road, Cornelius traffic issue recommendation: Have the Northbound Torrence Chapel traffic go straight thru the Catawba light, create a road behind the bank that runs to the Wendy's, then left turn back to Catawba. Eliminate the entry from Catawba to Wendy's, making it one way.		Thank you for your feedback.
Dan Cook	cook90@yahoo.com	<p>I live off of Torrence Chapel Road and I attended the Cornelius planning meeting on October 20th. I have several concerns with the Parsons Brinkerhoff Preferred Alternative plan.</p> <ol style="list-style-type: none"> 1. The Preferred Alternative model is based on a 0.8% annual traffic increase. This seems way too low. Just because the Torrence Chapel peninsula is nearly built out doesn't mean the number of vehicles transiting exit 28 will increase only 0.8% annually. Solution: Run the model for a 1%-5% increase and see how the Preferred Alternative plan works. 2. The model was run for evening traffic. The worst traffic we see on Torrence Chapel occurs from noon-2pm. Solution: Run the model for 12:45pm traffic. 3. The I-77 South on ramp needs to be expanded. Problem: When more than three eastbound cars (or a single tractor-trailer) are stopped at the traffic light in the far-right lane of the DDI, vehicles are unable to access the I-77 South on ramp. Incredibly, the Preferred Alternative does not address this problem and the model never shows more than three cars in this lane. When southbound traffic from Torrence Chapel is rerouted to the Liverpool Pkwy traffic circle we will experience complete gridlock all the way to the new traffic circle if this isn't addressed and rectified. Solution: Build a new lane onto I-77 South for traffic traveling East on Catawba (ideally, an express lane all the way from Liverpool Pkwy). 	<p>Continued...</p> <ol style="list-style-type: none"> 4. The new routing near the Bank of America is poorly thought out. Problem: Knox Road at Catawba will become a pinch-point if the Preferred Alternative is built as planned. As soon as 7 vehicles are stopped in the right lane at the Knox/Catawba traffic light the traffic will begin to back up and access to the new road on the north side of BOA will be pinched off. Solution: Leave Knox Rd "as is" (or widen westbound Knox near the BOA) to allow westbound traffic to transit north of the BOA and easily access westbound Catawba. The mandatory right turn for westbound Knox traffic creates a problem where none of existed before. 5. The traffic circles are all single lane. 6. I-77 off ramps can't turn right on red. Solution: Petition NCDOT to reinstitute right-on-red at all Diverging Diamond intersections. <p>Thank you for the opportunity to voice my concerns.</p>	The 0.8% annual growth rate was determined by NCDOT for adjacent projects in the area so that growth rate was used for this project. Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative. The realignment of Knox Rd is giving vehicles traveling WB on Knox Rd easier access to the SB One Norman Dr approach where vehicles can travel both EB/WB on W. Catawba Ave. Two options are provided for right-turning vehicles onto W. Catawba Ave including one from One Norman Dr and one from the roadway north of the Bank of America. The current configuration of Knox Rd benefits vehicles who are only accessing WB W. Catawba Ave. The traffic using the roundabouts warrant one circulating lane. The RTOR restriction is in place on the off-ramps due to sight distance/safety concerns at the crossover.
Jill Conrad	jconrad71@yahoo.com	I am writing on behalf of myself and my significant other in regard to the proposed Catawba Ave. & Liverpool/Torrence Chapel Study. We take the position of strongly opposing the proposal to stop left turn onto Catawba and route traffic down Knox Road. Any and all alternatives should be viewed as possible but the current proposal should be thrown out. This does nothing to attempt a solution to traffic it will only change where traffic backs up while also creating another traffic jam in a much more residential community area. We reside in the Bluestone Harbor community which will be impacted greatly by the current proposal along with the other neighboring communities and businesses this will effect. I will speak for my neighbors and assure you that we plan to fight this proposal to the end. I urge you and all involved to seriously embark on a better solution and not just shuffle traffic around.		As part of the preferred alternative, improvements are being provided on the realigned Knox Rd/One Norman Dr approach at W. Catawba Ave to accommodate the additional traffic on Knox Rd. This intersection is being reconfigured to provide an additional lane that vehicles making a SB left-turn can utilize and the turn lane will be lengthened to provide additional storage when compared to the existing condition.

<p>Gwen Van Ryen-Sink</p>	<p>gwenvrs@gmail.com</p>	<p>First of all, I would like to say "Thank you" for all you do to assist in making Cornelius a wonderful place to live and raise a family. I know that your job can sometimes be a thankless one, so again "Thank you".</p> <p>I am writing in regards to the proposed changes to the Catawba Ave/Torrence Chapel Rd Intersection(CA/TCR). I have read through the information and have some questions and concerns regarding these changes.</p> <p>1- Knowing that there is little to no further building that will occur in the area of Torrence Chapel and Knox Rd(that we are aware of), I am questioning why there is such a large shift in traffic pattern proposed? With the future not holding any significant traffic volume changes, why this proposal? My family drives in this area multiple times a day, and have not seen any need for such a drastic change. What has fueled this discussion and process?</p> <p>2- What are the statistics of accidents in the intersection of CA/TCR before and after the Divergent Diamond? I am assuming there must have been something to drive the issue of changing the intersection? Usually it is a change in traffic volume or accident rate that prompts us to look into changes.</p> <p>Having lived in Cornelius for 17 years, in the Captain's Point Neighborhood, I have concerns with the changes in regards to my access and safety out of the neighborhood. Our property values have always been good in the neighborhood, as we are tucked off the main drag and on the lake. This draws many folks to our neighborhood. This being tucked back, yet easy access to Cornelius and 77 make our neighborhood appealing to potential buyers. I am concerned that these changes will take this appeal away and could affect the values and desire to live in our neighborhood.</p> <p>I have also heard referenced the right quadrant turn at exit 25 as being a model for the changes to the CA/TCR intersection. That making a drastic alternative such as that will improve traffic flow. I would beg to differ that the right quadrant turn was a success. If you have been on Sam Furr Rd at the 21 intersection, you will note that most drivers are choosing to proceed through the intersection, turn left into the Target shopping center, proceed through the center and then exit onto north 21. Thus, the shopping center has become a city street. So much for the success of the right quadrant.</p> <p>1-The businesses at the Shops at the Fresh Market and the McDonalds/Taco Bell have taken a hit over the past five years, with the widening of Catawba Ave and then the Divergent Diamond. I am concerned that these drastic changes in traffic pattern will create more hardship for the businesses in the area. With limited and difficult access and competition in the area, I feel these businesses will suffer. If the tenants move or close, then we have open prime real estate that will sit empty. Large amounts of open office space will invite crime and lower property values.</p> <p>2- Knox Rd was never intended to be a high volume road. If you have driven this road, you will notice the large number of citizens/families that walk and ride bikes on this road. We already have to deal with many drivers going 50+ on our 35 mph road, adding a significant amount of volume will only increase the safety risk.</p>	<p>Continued...</p> <p>3- Knox Rd as an alternative to take you to One Norman Drive will create more traffic back up with no alternatives for those of us living in the area. The distance between Knox Rd and Catawba on One Norman Blvd, even with 2 left turns lanes, will not hold the volume of traffic needed to avoid significant back ups on Knox Rd. This will make getting to work and school more difficult for those in Blue Stone Harbor and Captain's Point.</p> <p>4- Using a right turn off Torrence Chapel and then u turn on Catawba to access east bound Catawba will not be an easy task. Have you seen to volume of traffic on Catawba? making a U-turn will be quite difficult and I am not comfortable with a U-turn in traffic as a safe alternative with a carpool of school children every day.</p> <p>Alternatives to think about:</p> <p>1- Widen Westmoreland Rd to allow folks on the west side of Cornelius to access the east side with greater ease and less congestion. This will make it a more desirable alternative.</p> <p>2- close the exit/entrance to Shops at the Fresh Market, and put in 2 left turn lanes onto Catawba Ave. The turn lane could start back near the car dealership. This will allow more traffic to flow off Torrence Chapel with each light change and hopefully decrease the back up in the intersections or the running of red lights.</p> <p>I also feel a police presence, regularly at the intersection of CA/TCR and the issuing of tickets for those folks blocking intersections and running red lights will also make things safer and flow better.</p> <p>Again, my family and I enjoy living in Cornelius. We are deeply concerned for many reasons with the proposed changes to the CA/TCR intersection and how it will affect the families that live in the affected area. Seems to me that there are many other projects and needs for the Town of Cornelius that would be more beneficial to all of its citizens vs this project which will be detrimental to our small portion of Cornelius.</p> <p>I would welcome speaking with any of you regarding this issue. If there is to be another public meeting, I would like the opportunity to attend and voice concerns.</p>	<p>Remarks from Andrew which addresses comment: When the DDI was constructed, it was the best solution for the existing infrastructure. While we knew that it would improve the functioning of the interchange, we also knew that the immediately adjacent intersections of Torrence Chapel and Hwy. 21 would create backups into the DDI (due to the fact that these intersections have been failing for years). This started the process several years ago of seeking funding and creating potential designs for these intersections so that the entire corridor, including West Catawba Ave., can function better. In short, the entire Town (since everybody travels West Catawba Ave.) won't see the improvements that we all want until the adjacent intersections are improved.</p> <p>A quadrant left intersection is not being proposed as part of this study. Vehicles accessing or going to businesses are not affected by the proposed alternative because left-turns are allowed from W. Catawba Ave to the side streets. In order to shift the through lanes and create SB dual left-turn lanes on Torrence Chapel Rd, properties would be impacted and additional ROW would be needed.</p>
<p>Mark Slonim</p>	<p>lakedout@bellsouth.net</p>	<p>I live in Captains Point and my only option to make a left on Catawba Ave is to use Torrence Chapel or Knox.</p> <p>Please do NOT block left turns from Torrence Chapel to Catawba Ave. This will severely impact residents who live off Torrence Chapel and Knox. It will also impact the businesses on Torrence Chapel. There are other factors impeding the flow on Catawba and the DDI that can and should be addressed.</p> <p>Traffic volume now frequently means sitting through more then one light in order to turn left from Torrence Chapel. This was compounded by making the left hand left turn lane shorter after the DDI was installed. This would be improved by making the left hand turn lane longer, showing which lane to be in on the overhead turn signs (for 77N, Catawba East, Statesville Rd, 77S), and police ticketing people who sit when the the light changes (using their phone & texting). Note turning left from Knox is even more limited now (shorter lanes, no right of way (left turn arrow), supports less volume now).</p> <p>One of the arguments listed is that the DDI is not compatible with left turns so close to the DDI. Oh well, that should have been thought of before putting the DDI in. That does not justify the town severely impacting nearby residents and businesses.</p> <p>Other options also exist to improve the DDI flow without blocking these left turns. I drive the DDI many times each day and reasons that slow it down include cars being in the wrong lane and stopping traffic in order to cross over, cars sitting when the light changes when they are using their phone or texting, and the left turn lane onto Liverpool pkwy backing up into the right of way. Public/driver education, improved signage, not allowing left turns from Catawba into Liverpool, and police issuing tickets/warnings for cars blocking traffic when changing lanes would improve flow. Another option is to close the right turn into McDonalds and the traffic exiting this road onto Catawba.</p> <p>When 77 S backs up, people turning left off 77 S into the DDI frequently clog the DDI (this could be reduced by ticketing cars that block the DDI when there is not room to turn off the ramp when the light is changing or that go into the middle DDI lane and then stop traffic to get into the right DDI lane in order to turn R on Statesville rd). This happens frequently during the morning rush hour (and given the toll road, will probably continue to be an issue after the construction is done).</p> <p>I did think of something else that will help the traffic flow on the DDI & Catawba. Eventually Catawba Ave on the east side of the DDI (from 77 to Main Street / town hall) will need to be a 4 lane road.</p>	<p>Continued...</p> <p>History (if I remember correctly) - Spending the \$ years ago on the brick sidewalks et al instead of making it a 4 lane road was a bad decision. It is the only east/west road between Griffith St at exit 30 and Sam Furr Rd at exit 25. The logic at the time was the town did not want the traffic on that road. The traffic was there, and will be there regardless of the # of lanes, given it is the only straight alternative for a good distance. It should have been changed to 4 lanes then and still needs to be done.</p> <p>I don't see any simple solution to people not planning ahead and being on the wrong lane of the DDI. I suggested some ways earlier to address this but they will only improve it, not stop it. I understand out of state cars doing this, but people who live here do it constantly.</p> <p>A big contributor to slowing DDI traffic flow is people driving excessively slow (e.g. just driving at 10-15 mph on the DDI and/or stopping before turning right on a green light at either intersection next to the DDI). Again, no simple solution to this. Beyond the obvious impact on reducing traffic flow, this also encourages people to go around them and then change lanes after them, which can also hurt traffic flow if there are other cars (the catch is that while less cars get through overall, this does let the passing car get through instead of staying in line and watching the light turn red ahead of the slow car).</p> <p>Thanks for letting me have some input. Now if there is anything you can do to reverse this I-77 toll road insanity, that would be even better! (Like why not consider just a flat toll on every car, or investigating what payoff the DOT head or McCory got to push it through despite public sentiment). Joking aside, the toll road is what is going to impact traffic on Catawba & the DDI severely going forward, after the construction, as people seek alternatives to backed up traffic on 77 free lanes or projected pricey toll lanes.</p>	<p>Remarks from Andrew which addresses comment: When the DDI was constructed, it was the best solution for the existing infrastructure. While we knew that it would improve the functioning of the interchange, we also knew that the immediately adjacent intersections of Torrence Chapel and Hwy. 21 would create backups into the DDI (due to the fact that these intersections have been failing for years). This started the process several years ago of seeking funding and creating potential designs for these intersections so that the entire corridor, including West Catawba Ave., can function better. In short, the entire Town (since everybody travels West Catawba Ave.) won't see the improvements that we all want until the adjacent intersections are improved.</p>
<p>KC Green</p>	<p>kcgreen@charter.net</p>	<p>I live a mile away from the intersection, and am OK with the two northern round-a-about. I would hope the third round-a-about wouldn't be necessary. I don't understand the opposition to them. I think some stems from our opposition to the I-77 managed lanes project and the resulting attitude toward NCDOT. I choose to keep my I-77 sentiments separate from other NCDOT projects.</p> <p>The consensus, in a resident meeting we had last week, seems to favor extending the right-turn lane, for EB/SB turns from Catawba Ave, back to Liverpool Pkwy. Once that is done we can better assess what further enhancements are needed. We also discussed a supplemental bridge - north of the existing bridge - to accommodate TC and Knox Rd traffic. It's assumed drivers would use that bridge for more efficient access to NB I-77, EB Catawba and SB Hwy 21 travel. The bridge would not have ramps and could be for EB travel only, to simplify things.</p> <p>Please note: If funding for the TC/LP/Catawba improvements are contingent on the continuation of the current I-77 project, there will be problems. Residents are vehemently opposed to the I-77 project.</p>		<p>Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative.</p>

Representative John R. Bradford, III	john.bradford@ncleg.net	<p>Dear Mayor and Commissioners,</p> <p>I am writing you about the Catawba Avenue and Torrence Chapel intersection. I have been contacted by several constituents and business owners regarding their concerns about the NCDOT's currently proposed design at this specific intersection.</p> <p>I understand that the NCDOT has final engineering design and decision authority on state maintained roads. That said, however, I believe it's incredibly important that the Town of Cornelius pursue its own third-party diligence regarding viable traffic solutions at this specific intersection. One idea, for example, is exploring software technology to optimize intersection traffic flow using a dynamic traffic signal control system.</p> <p>I respectfully recommend that the Town invest in a third-party traffic consultant to ensure that every reasonable option is considered prior to accepting the NCDOT's recommendation. I believe that the NCDOT would welcome and benefit from additional expertise outside their department.</p> <p>Thank you for your consideration in advance and I appreciate your commitment and service to the Town of Cornelius.</p>		
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