

TRANSPORTATION by category

Traffic

- Cars/400 = # of trips
- Do anything that doesn't add cars
- Critical time- rush hour
- More police?
- Traffic impact on N. Main
- Stop building to put more people driving
- Huge concern - more traffic
- Too crowded -- traffic already to high
- Too much traffic on Hobbs St.
- Worry about additional 115 traffic
- How will developer study all variables from traffic?
- More traffic is inevitable -- we can utilize developer to help alleviate
- Parking impeding traffic
- Traffic volume and emergency response
- Traffic volume 115 from Mooresville
- Traffic on Beaty
- Gridlock on Beaty
- No way to move north
- Traffic
- Increased enforcement
- Traffic aggravated on 115/Main as a result of added retail
- Congestion
- Speed
- Don't add congestion w/ optional project
- Do traffic study prior to any approval

Pedestrian/Pedestrian Safety/Safety

- Pedestrian crossing lights
- Speed humps and/or raised crosswalks on Beaty
- Flashing pedestrian crossing @ Beaty & Armour
- Flashing pedestrian beacons @ eye level
- How will residents cross the RR tracks?
- Flashing beacons
- Unsafe for Hobbs and Watson
- Path around pond
- Flashing HAWK beacons at Armour & Beaty St.
- Safety on Watson Street
- Bike, pedestrian sidewalk
- Pedestrian and bike separate, adequate use
- Does this go against pedestrian values?

- Safety -- walking to school, riding bikes
- Not pedestrian friendly

Transportation infrastructure

- Speed humps
- Turning lanes @ intersection on Beaty
- Stoplight @ Beaty & 115
- Plan only allows egress via new Hobbs Hill connector
- Block road at townhomes to split volume of traffic
- Do all these roundabouts play to vehicular traffic?
- Left turn lanes on Beaty
- Question: I-77/widen Beaty and/or N. Main w/ lane of travel
- Signal light @ Armour and Beaty
- Repurpose light from Griffith & Beaty when roundabout is built
- Roundabout @ Main & Beaty not possible w/ RR tracks
- Dedicated stoplight @ N. Main & Beaty
- Roundabout at stoplight at Main & Beaty
- On street parking on Beaty (traffic calming)
- Crosswalk at Ingersoll Rand
- For this density, need more access sites
- Concerns over intersections
- At least 3 sections of on-site parking
- All of Beaty St. parking on street
- Improve 115 north intersection; not a roundabout due to railroad -- a light
- Roundabout at Beaty & 115
- Armour St & Beaty improvement
- Multiuse path good
- Traffic circle & roundabout at 115 and Beaty
- Intersection improvements on Armour/Beaty, Beaty/115
- Speedbumps
- Traffic calming
- Rather 20 mph than speedbumps
- Connecting affordable units to roads
- More exits
- No on-street parking
- 115 & Beaty intersection
- Traffic calming
- Multiuse path must happen
- Intersection improvement pedestrian & bike & light for cars
- Hobbs St. 22' too small for flow
- More parking
- Parking
- Bike lanes on 115 north of town
- East-west path over RR track
- Potential path through college

Transit

- Train/commuter rail
- Mass transit not coming
- Consider rail alignment that could utilize Beaty parcel

Behavior

- Better driver's education
- Jet packs v. flying cars (ha!)
- Nearness to downtown Davidson - may generate more walking, less driving

Other

- Rezoning in Mooresville
- Doesn't matter what we do – Mooresville development will impact; we need a plan
- Ingersoll Rand employees
- Density too high
- When TIA complete?
- Developer pay before selling
- No retail
- If retail, then: local bus, restaurants, walkable or parking close to, walkable to destination
- Retail does not equal quality of life; it is available elsewhere in town
- Hotel not good locale (too close to residential) but perhaps good economic location
- Commercial use alternative: theater or institution/church or community facility, recreation
- No retail or commercial development
- Is there a solution?
- Is there a better option of retail other than a hotel? Is a hotel necessary? We already have hotels, why one more?
- The zoning allows a hotel -- why? Is that a good use of the zoning? Why are these zoning laws permitted and approved by the town board & manager?
- Can we scale down the development to match the pedestrian use of the area? Afraid roads will "burst" due to traffic
- The buildings should reflect the history and culture of the town
- Preserve green spaces rather than community development; better serves present & future Davidson residents
- Something similar to Roosevelt Wilson Park
- Dedicated to family from which the town purchased it
- Conflict of interest between retail in Davidson and Mooresville
- Air quality
- Goes against town values
- Solve intersection issues prior to development
- Don't want street connections
- Loss of trees
- Consider historic character of N. Main St for any road configuration
- Principle #6 Growth outpacing infrastructure