

Meeting Information

Date: July 23, 2019

Location: East Lincoln Community Center

Time: 7:00 p.m. to 8:30 p.m.

Objectives:

- Collect community input on existing conditions
- Educate the public on the challenges and constraints facing potential transportation improvements
- Gather feedback on transportation considerations

Number of Participants 54 (signed in)

Activity Stations

- Information Wall
- One Word
- Considerations
- Statements
- Mapping
- Traffic Analysis

Meeting Summary

The meeting was an interactive workshop organized in a variety of stations. The workshop included an information wall with background information and several activity stations to collect input. The workshop focused on eight transportation considerations that were revised based on an initial list presented at the May 30, 2019 project kickoff meeting. Participants were asked to rank the considerations, then respond to a series of statements about each topic. A mapping station with a large-scale plot was a centerpiece of the workshop. Participants also were informed of the online survey that launched the day of the workshop.





One Word

As they signed in, participants were given a card and asked to write one word that describes eastern Lincoln County today and one word that describes their ideal vision for eastern Lincoln County in the future. The following responses were received.

Today

overgrown
growing rampant livable
 behind
crowded fragmented
quagmire
 overcrowded messy chaotic
struggling commuters
 pandemonium

Ideal Vision

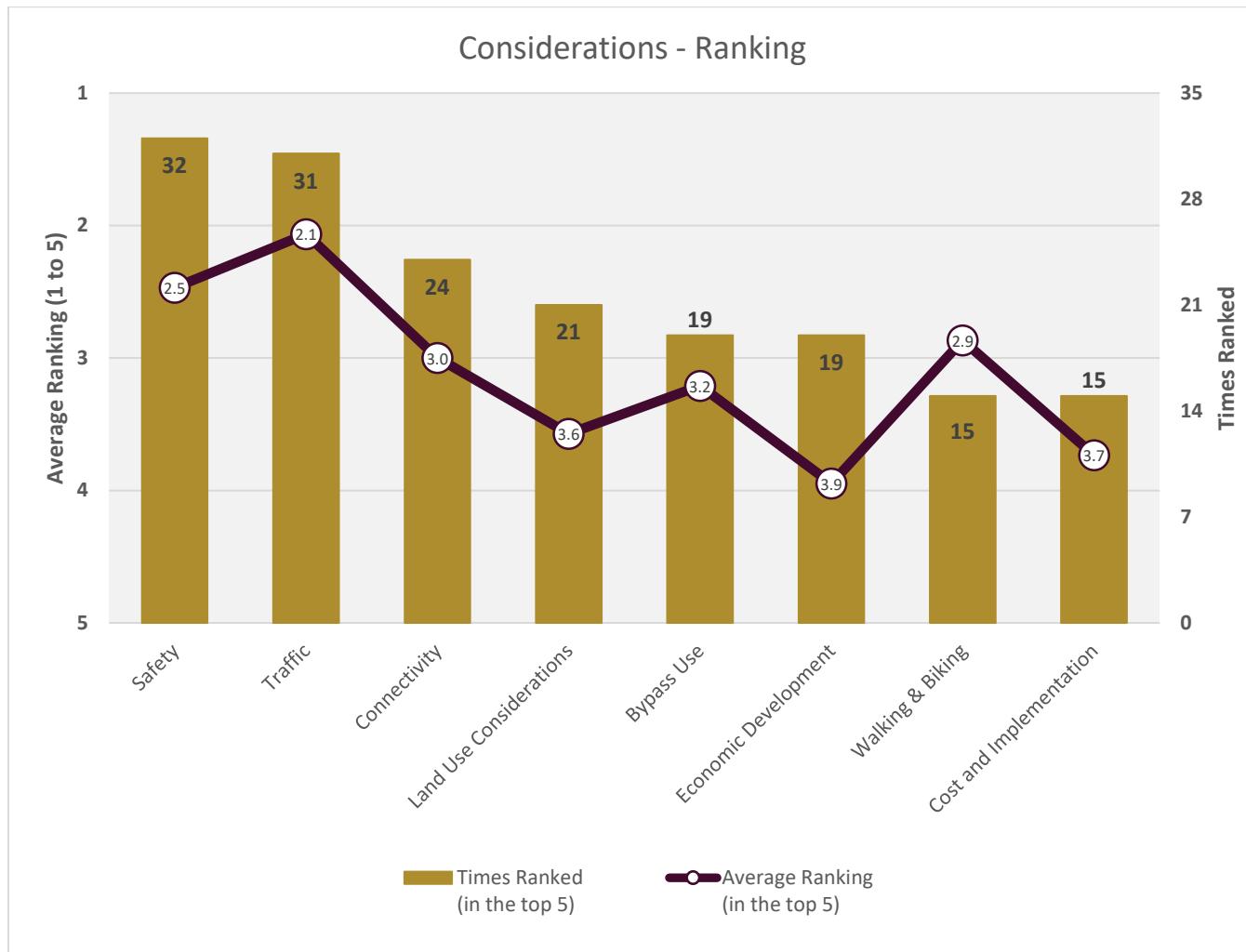
mobility ahead
synchronization
tranquil
 flowing livable controlled
pleasant
 walkable slower orderly
fixed**sustained**



Considerations

The Eastern Lincoln Mobility Study will identify potential transportation projects throughout the study area. The projects will be evaluated based on a variety of considerations. At the workshop, participants asked to rank the eight considerations in order of importance. The eight considerations are shown below in order of average ranking.

- 1 SAFETY**
 Ranking this category as a priority would put more emphasis on projects that improve safety, especially at those locations that have a history of frequent and/or severe crashes.
- 2 TRAFFIC**
 Ranking this category as a priority would put more emphasis on projects that do the most to improve travel times during the busiest times of the week, including the morning and afternoon peak periods.
- 3 CONNECTIVITY**
 Ranking this category as a priority would put more emphasis on projects that increase overall connectivity and improve route choice.
- 4 LAND USE CONSIDERATIONS**
 Ranking this category as a priority would put more emphasis on projects that balance the context surrounding land uses with transportation needs.
- 5 BYPASS USE**
 Ranking this category as a priority would put more emphasis on projects that seek to increase use of the Bypass.
- 6 ECONOMIC DEVELOPMENT**
 Ranking this category as a priority would put more emphasis on how likely the project would help sustain economic activity or enhance economic development potential.
- 7 WALKING & BIKING**
 Ranking this category as a priority would put more emphasis on projects make it safer and easier to walk or ride a bicycle, even for short distances.
- 8 COST AND IMPLEMENTATION**
 Ranking this category as a priority would put more emphasis on the cost of a project and how easily it can be constructed.



Notes:

- While **SAFETY** and **TRAFFIC** were ranked in the top five a similar number of times, the average ranking for **TRAFFIC** was higher. **SAFETY** and **TRAFFIC** were also ranked first and second on the online survey, though **TRAFFIC** was ranked in the top five more often.
- The four most frequently ranked categories were the same at the workshop and on the online survey.
- The higher average ranking for **BYPASS USE** shows that those that ranked it typically ranked it higher on average. A similar trend was observed through the online survey.
- The gap between the frequency (times ranked) and intensity (average ranking) for **WALKING & BIKING** shows that while not everyone sees it as an important consideration, those that do think it's very important.

Statements

To better understand issues and opportunities related to the Considerations, participants were presented with three statements for each topic and used dots to indicate how much they agreed with each statement. The following tables show the results of this activity. The categories are ordered based on Considerations activity.

Safety

Crashes can occur at any time and at any location. Reducing how often crashes happen and how severe crashes are when they do occur is important during planning and design.

			Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	
		Total	1	1	4	7	13	26
		Percent	3.3%	3.3%	13.3%	23.3%	43.3%	86.7%
Most of the safety concerns in the area are related to the amount of traffic on the road.	Total	0	0	0	5	26	31	
	Percent	0.0%	0.0%	0.0%	16.7%	86.7%	103.3%	
Most of the safety concerns in the area are related to the current configuration of roads and intersections.	Total	1	1	10	5	11	28	
	Percent	3.3%	3.3%	33.3%	16.7%	36.7%	93.3%	

Traffic

Traffic often serves a daily reminder of growth and changes that have occurred over a period of time. While we can't build enough roads to make traffic issues go away, we can make strategic decisions in which transportation projects we prioritize.

			Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	
		Total	0	1	4	8	16	29
		Percent	0.0%	3.3%	13.3%	26.7%	53.3%	96.7%
In general, traffic in the morning is worse than traffic in the afternoon.	Total	16	11	2	0	0	0	29
	Percent	53.3%	36.7%	6.7%	0.0%	0.0%	96.7%	
In general, weekend traffic is worse than weekday traffic.	Total	9	6	8	2	1	1	26
	Percent	30.0%	20.0%	26.7%	6.7%	3.3%	3.3%	86.7%

Connectivity

Improving connectivity of the road network helps relieve some of the pressure on the most heavily traveled routes. It does so by giving people options in the routes they choose to use.

		Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	
I wish I had more routes to get to places in the area.	Total	3	0	6	5	13	27
	Percent	10.0%	0.0%	20.0%	16.7%	43.3%	90.0%
Connectivity isn't the issue, it's the existing intersections that are the problem.	Total	2	4	9	3	12	30
	Percent	6.7%	13.3%	30.0%	10.0%	40.0%	100.0%
I would avoid NC 16 Business if I had better options.	Total	1	2	4	6	15	28
	Percent	3.3%	6.7%	13.3%	20.0%	50.0%	93.3%

Land Use Considerations

The transportation system greatly influences development patterns by dictating the most convenient routes of travel. Likewise, the context of surrounding development can affect how easy it is to travel through an area.

		Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	
The land uses near a potential transportation solution should be considered when deciding what to do.	Total	0	0	0	6	26	32
	Percent	0.0%	0.0%	0.0%	20.0%	86.7%	106.7%
Fewer driveways would be okay if it meant better traffic.	Total	0	1	7	8	9	25
	Percent	0.0%	3.3%	23.3%	26.7%	30.0%	83.3%
The impact to private property should be limited as much as possible when selecting transportation improvements.	Total	3	3	14	3	5	28
	Percent	10.0%	10.0%	46.7%	10.0%	16.7%	93.3%

Bypass Use

When it was constructed a few years ago, the NC 16 Bypass helped improve traffic and safety conditions in the area. Could more be done to increase use of the Bypass to help routes such as NC 16 Bypass?

		Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	
When I choose not to use the NC 16 Bypass, it's usually because I don't like the U-turns.	Total	1	4	0	3	22	30
	Percent	3.3%	13.3%	0.0%	10.0%	73.3%	100.0%
When I choose to use NC 16 Business, it's usually because it's not convenient to get to the Bypass.	Total	1	3	2	3	17	26
	Percent	3.3%	10.0%	6.7%	10.0%	56.7%	86.7%
Traffic on NC 16 Business would be better if it was easier to use the Bypass.	Total	2	0	3	0	19	24
	Percent	6.7%	0.0%	10.0%	0.0%	63.3%	80.0%

Economic Development

The presence of a safe and efficient transportation system is often cited as an important factor when individuals and companies decide to invest in an area. Transportation projects both big and small can make a difference.

		Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	
We should focus on projects that help local businesses.	Total	1	4	9	8	5	27
	Percent	3.3%	13.3%	30.0%	26.7%	16.7%	90.0%
Projects should have a positive and direct influence on economic development.	Total	3	1	6	12	7	29
	Percent	10.0%	3.3%	20.0%	40.0%	23.3%	96.7%
Investment in the area is going to occur regardless.	Total	2	3	3	6	16	30
	Percent	6.7%	10.0%	10.0%	20.0%	53.3%	100.0%

Walking & Biking

People walk or bike for a variety of reasons. For some, it's because they enjoy it. For others, it's because they don't have other options. Transportation projects of all sizes can improve conditions for pedestrians and bicyclists.

			Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	
I would walk more if it was safer and more enjoyable.		Total	5	2	3	0	25	35
		Percent	16.7%	6.7%	10.0%	0.0%	83.3%	116.7%
I often encounter bicyclists on local roads.		Total	6	8	7	6	6	33
		Percent	20.0%	26.7%	23.3%	20.0%	20.0%	110.0%
I wish it was safer for kids to walk and bike to schools and parks.		Total	1	1	3	6	20	31
		Percent	3.3%	3.3%	10.0%	20.0%	66.7%	103.3%

Cost and Implementation

How much a project will cost and how easily it can be implemented varies based on a lot of different factors. Some projects are lower cost but still help improve conditions, while other projects are expensive but have a more substantial impact on the transportation system.

			Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	
Affordable projects that could be implemented today are preferred over more expensive projects.		Total	3	6	10	6	1	26
		Percent	10.0%	20.0%	33.3%	20.0%	3.3%	86.7%
Smaller projects—but more of them—should be our focus.		Total	1	10	8	2	5	26
		Percent	3.3%	33.3%	26.7%	6.7%	16.7%	86.7%
An expensive project that makes a big difference should be the focus...even if it takes a while to be constructed.		Total	0	2	3	9	13	27
		Percent	0.0%	6.7%	10.0%	30.0%	43.3%	90.0%

Mapping & Traffic Analysis

At the mapping station, people gathered around a large 60- by 80-inch and used dots to identify issues and opportunities. At the Traffic Analysis station, people viewed results from the traffic model and discussed issues with the project team. At both stations, safety and congestion concerns were identified throughout the study area, as shown in the map to the right. The public also provided several general comments at the mapping station. These comments included:

- Improve connectivity so that there are more options for traveling, especially when there is a crash.
- Consider roundabouts.
- Difficult to turn left onto NC 16 Business.
- Explore whether a center turn lane can be constructed on NC 16 Business.
- Need better wayfinding signage and lane markings.
- Increase access to NC 16 Bypass.
- Need sidewalks along corridors.
- Sequence traffic lights.

