

# U.S. 74 – Public Survey Results

<b>Views</b> 1,524	<b>Participants</b> 638	<b>Responses</b> 8,260	<b>Comments</b> 155
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\*42 percent of those who viewed the survey ended up responding

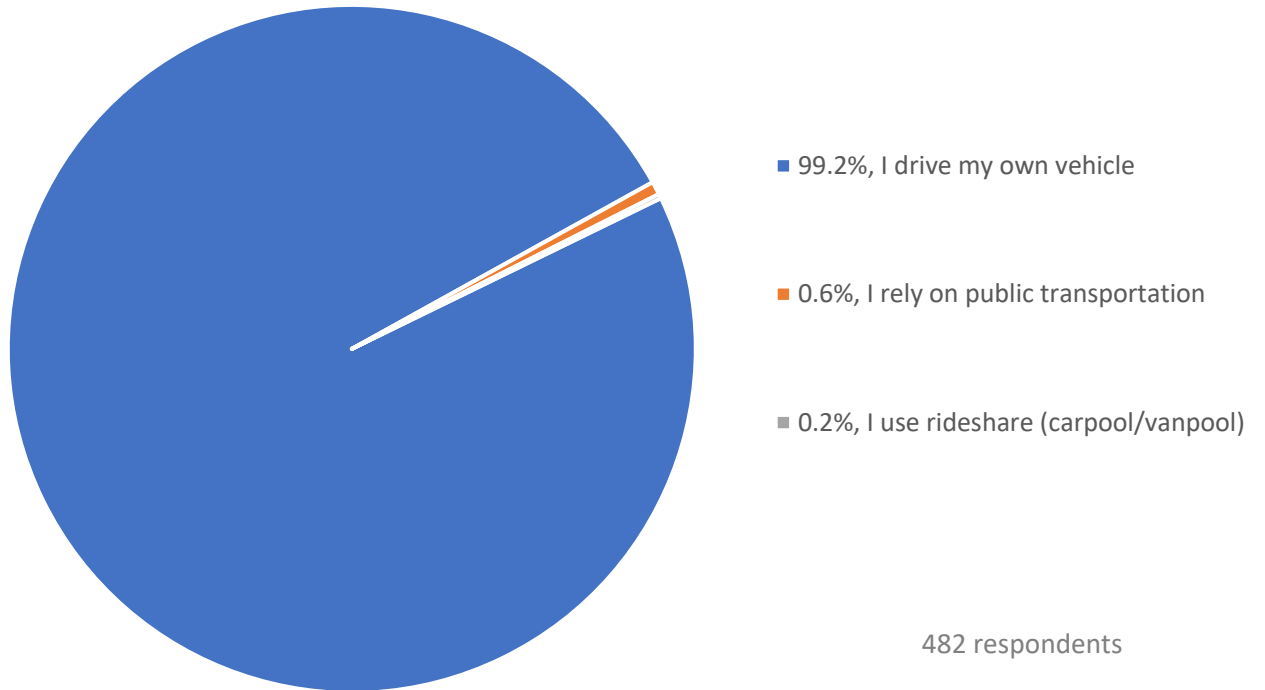
<b>41%</b> <b>Southwestern</b> <b>Section of State</b>	<b>12%</b> <b>Central Section</b> <b>of State</b>	<b>47%</b> <b>Southeastern</b> <b>Section of State</b>
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\*Percentage of respondents providing zip codes

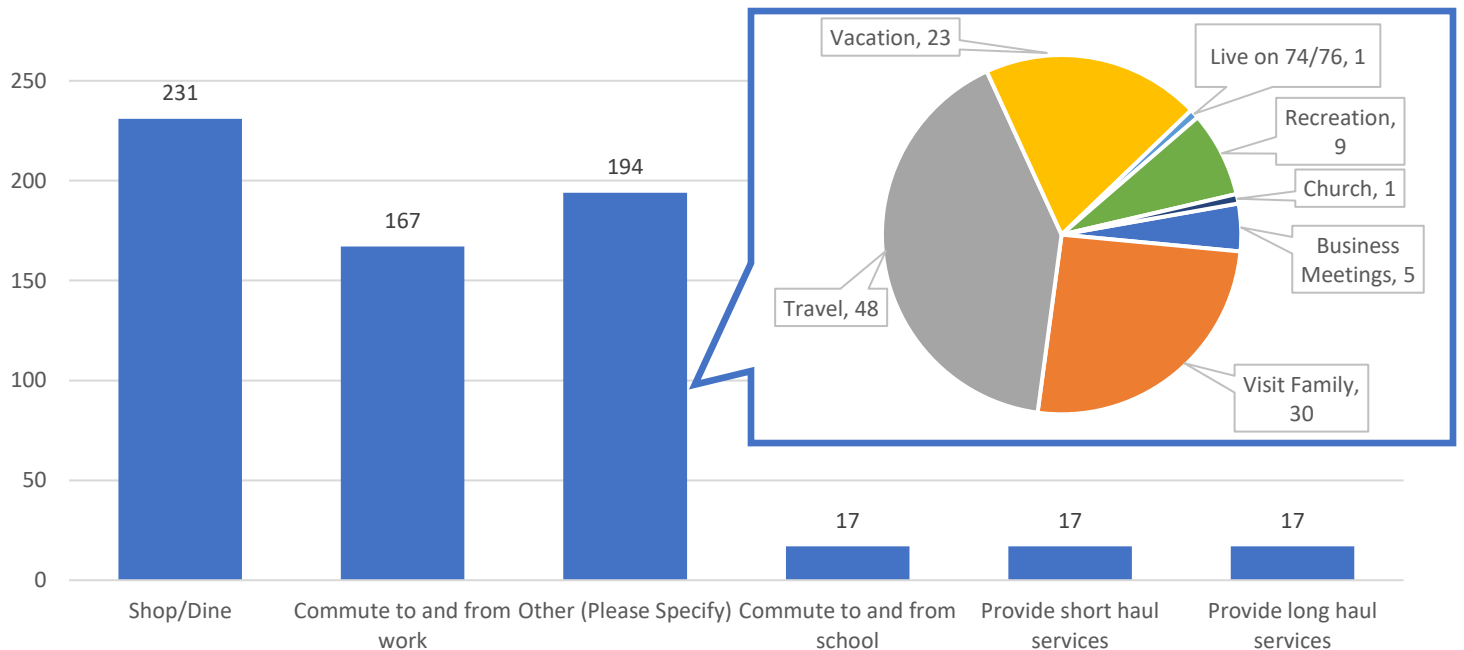
\*344 respondents provided zip codes

# U.S. 74 – Public Survey Results

What is your primary mode of transportation?

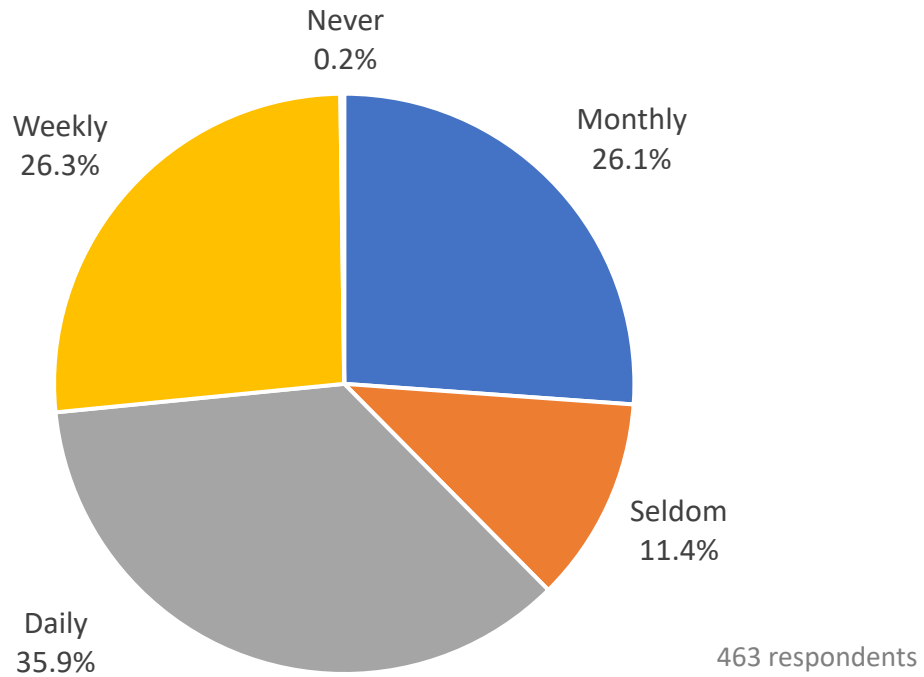


How do you typically use U.S. 74?

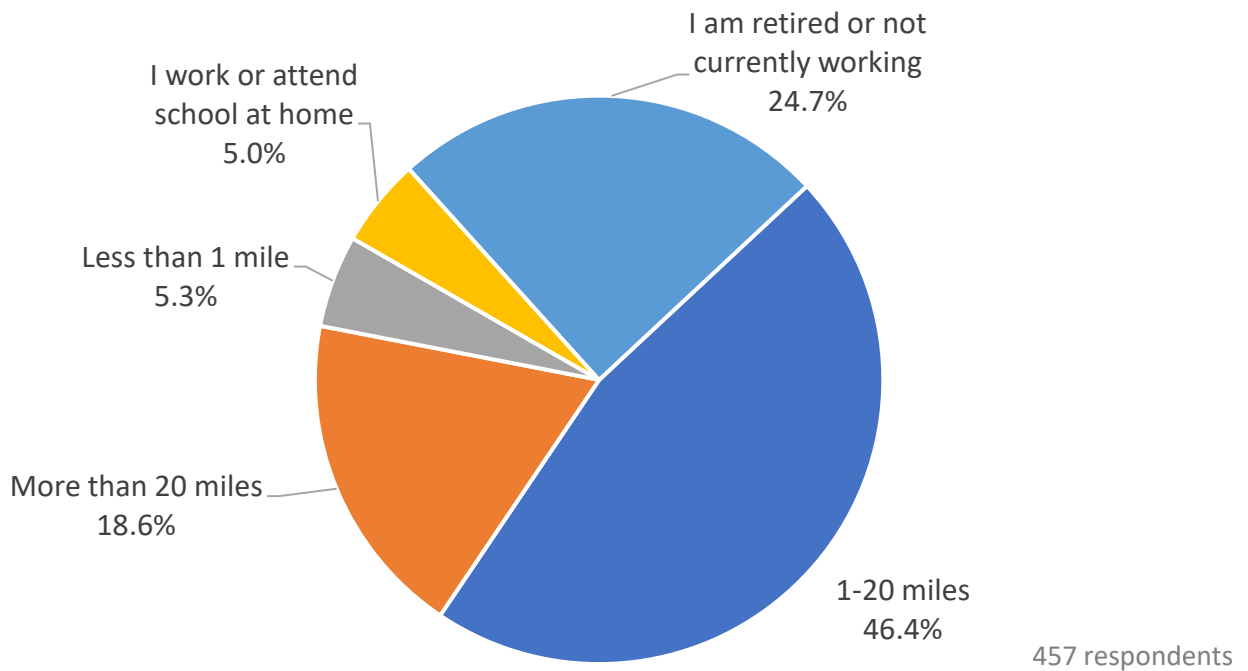


# U.S. 74 – Public Survey Results

How often do you typically use U.S. 74?

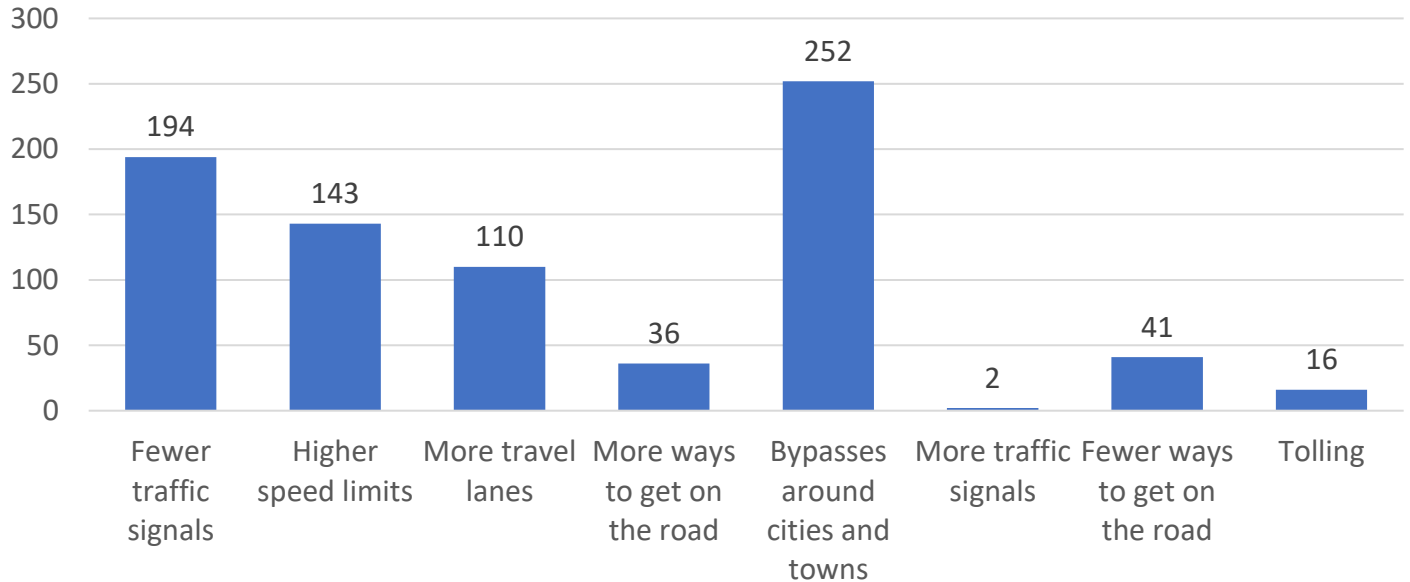


How far do you typically commute to your place of work or school?

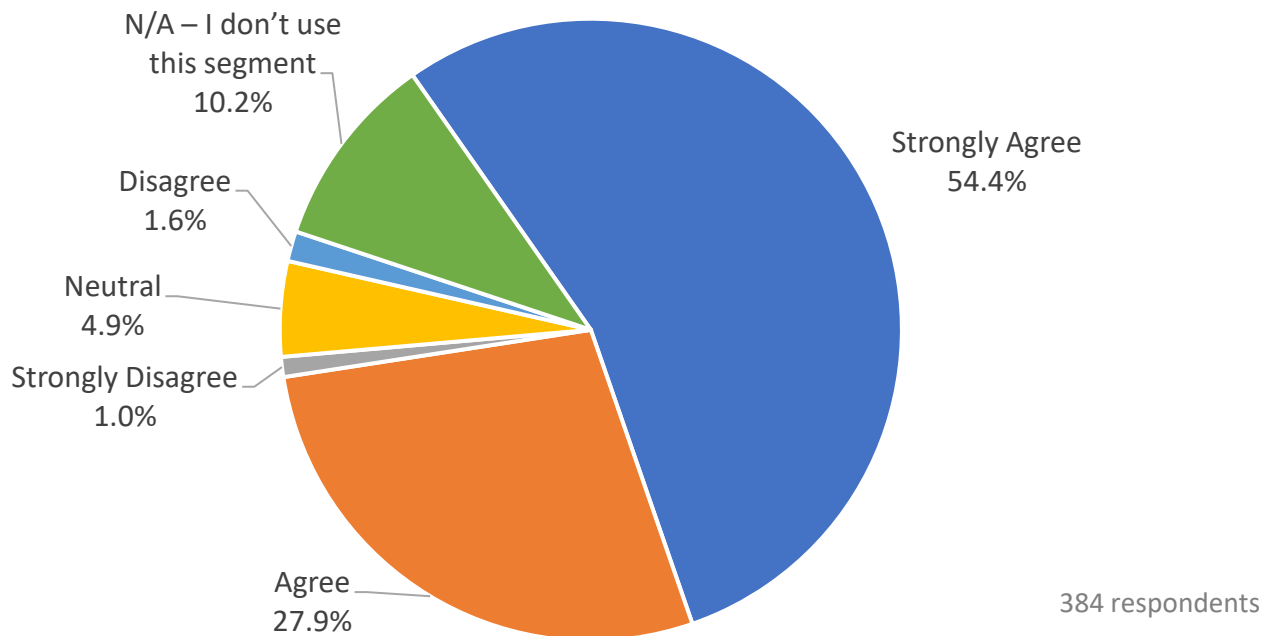


# U.S. 74 – Public Survey Results

From **I-26 to Gastonia**, what changes would you like to see on U.S. 74 (I-26 to I-85) and I-85 (U.S. 74 to U.S. 321) in the next 20 years?

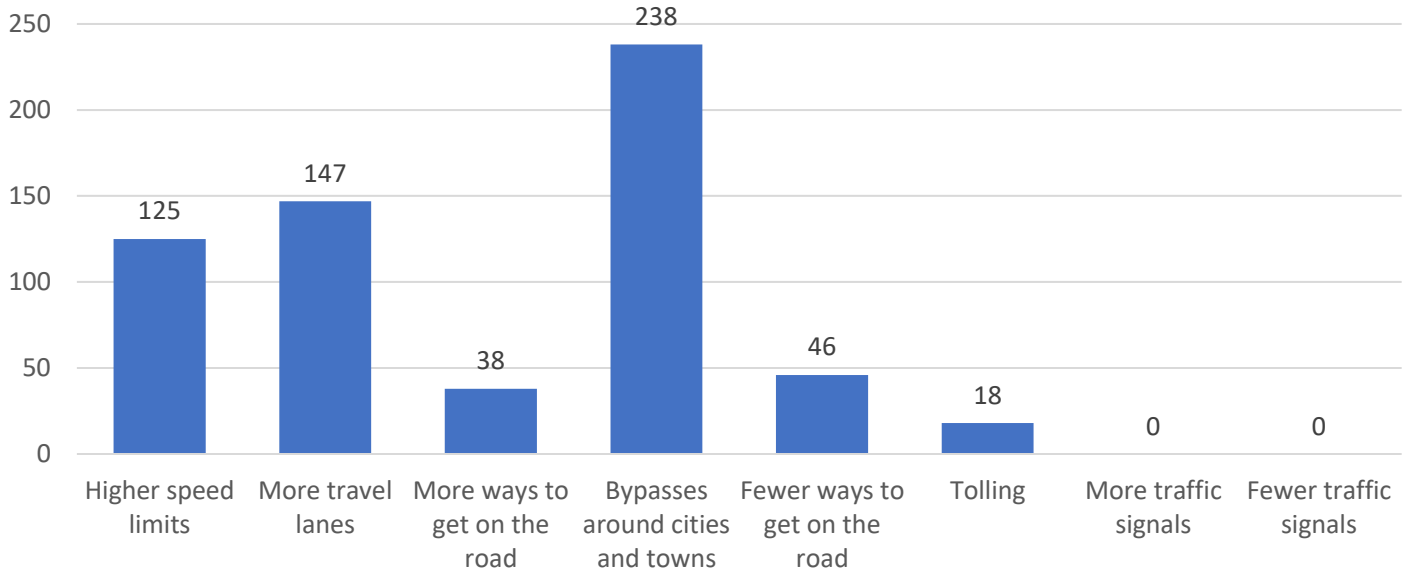


From **I-26 to Gastonia**, do you support the preliminary vision of a freeway (access only at interchanges/ramps, speed limit 55 or greater, no traffic signals) on U.S. 74 (I-26 to I-85) and I-85 (U.S. 74 to U.S. 321)?

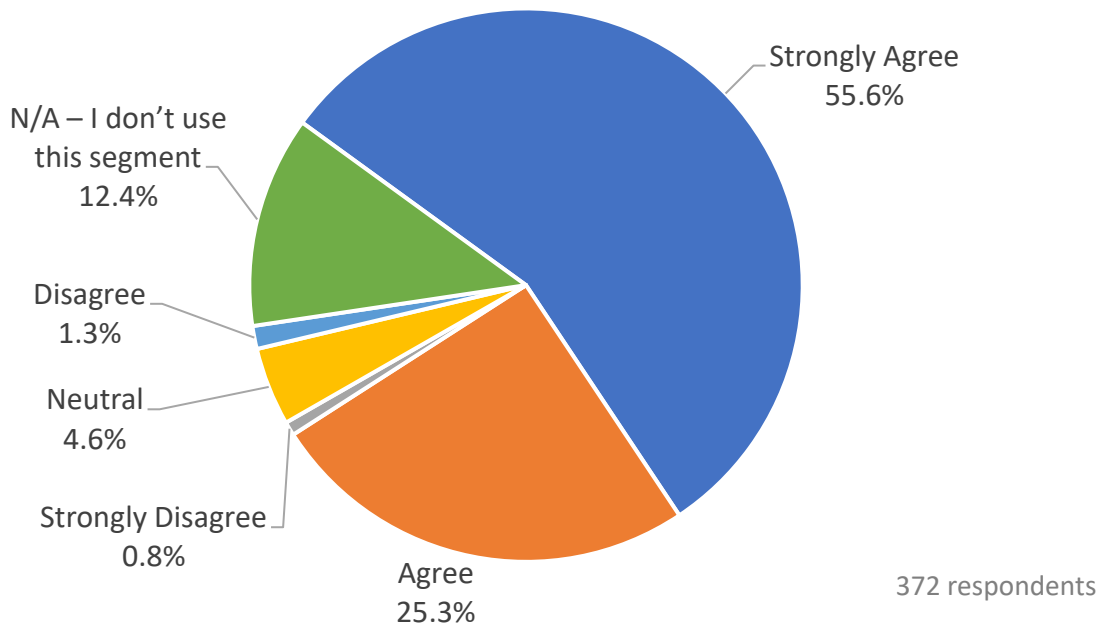


# U.S. 74 – Public Survey Results

From **Gastonia to Monroe**, what changes would you like to see on the corridor I-85 (U.S. 321 to I-485) and I-485 (I-85 to U.S. 74) in the next 20 years?

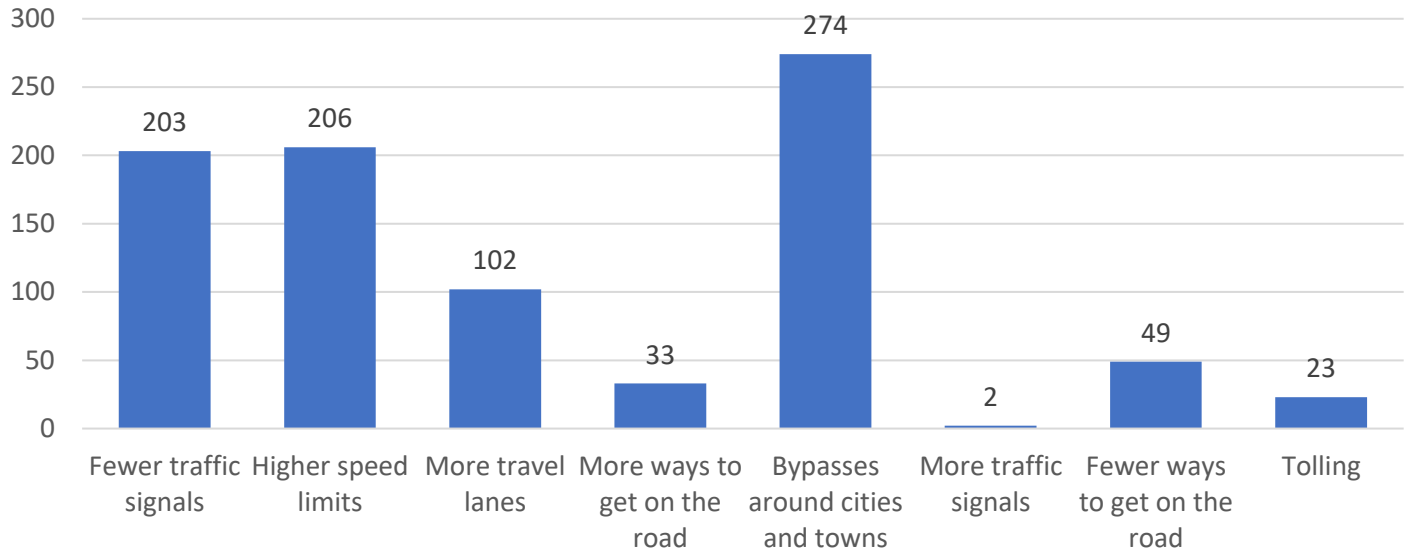


From **Gastonia to Monroe**, do you support the preliminary vision of a freeway (access only at interchanges/ramps, speed limit 55 or greater, no traffic signals) on I-85 (U.S. 321 to I-485) and I-485 (I-85 to U.S. 74)?

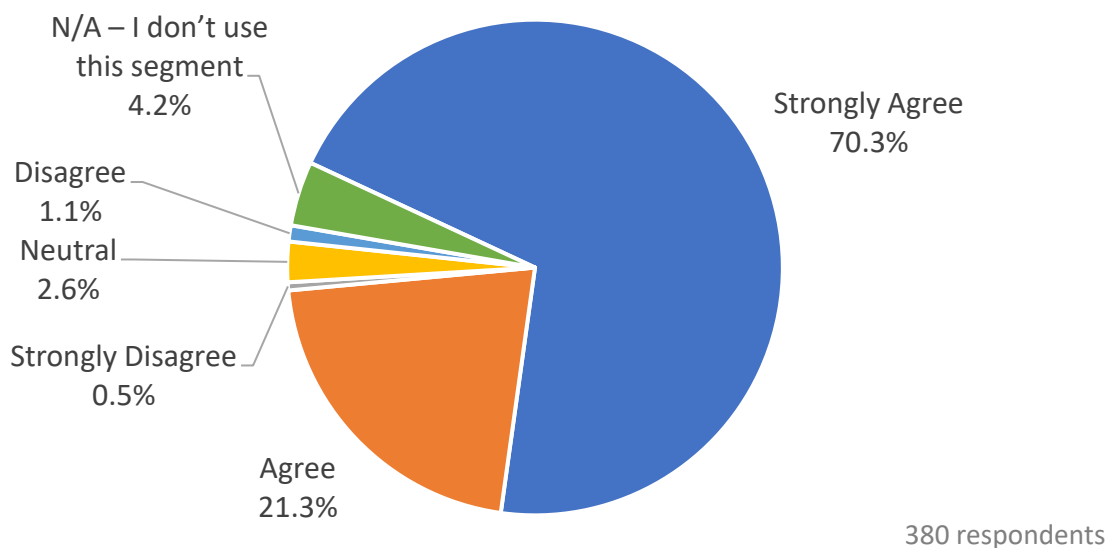


# U.S. 74 – Public Survey Results

From **Monroe to Wilmington**, what changes would you like to see on U.S. 74 in the next 20 years?

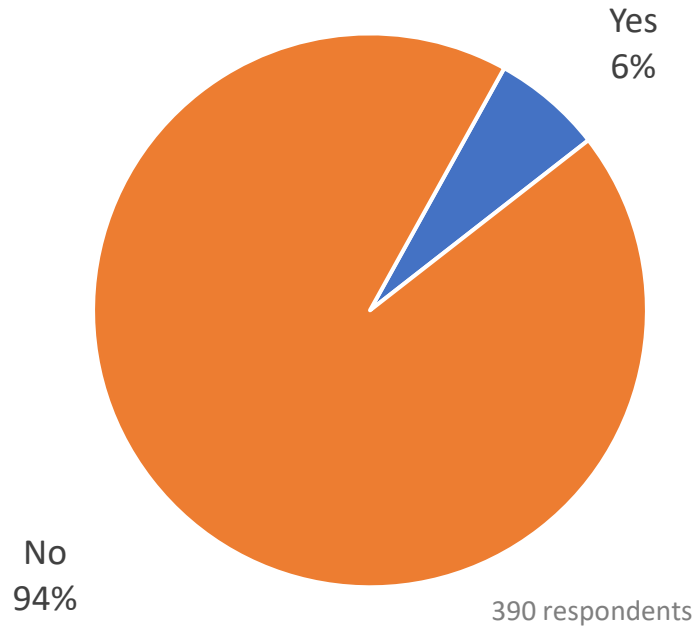


From **Monroe to Wilmington**, do you support the preliminary vision of a freeway (access only at interchanges/ramps, speed limit 55 mph or greater, no traffic signals)?

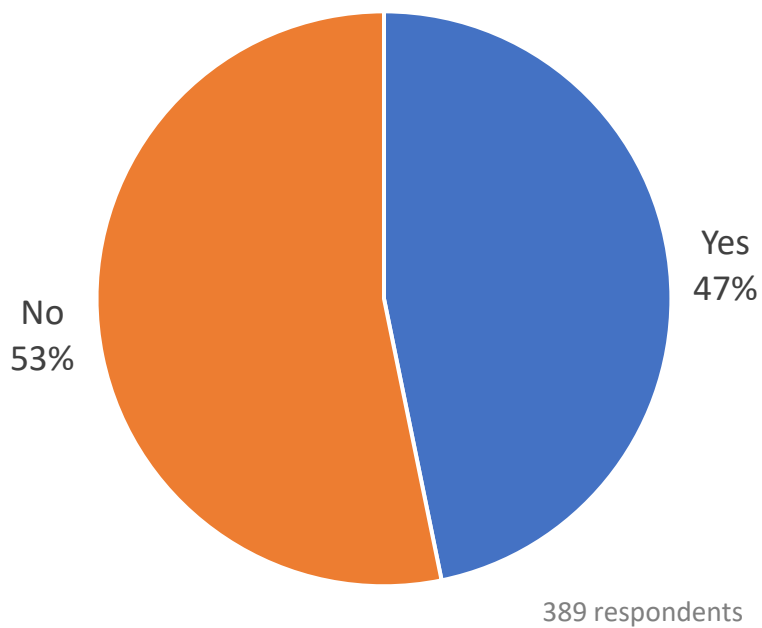


# U.S. 74 – Public Survey Results

Have you ever been impacted by rockslides/mudslides on U.S. 74?



Have you ever been impacted by flooding on U.S. 74?



# U.S. 74 – Public Survey Results

These are additional comments:

- Need to have access to bridge opening info in Wilmington!
- It is too dangerous the way it is. High speeds with cross traffic in some spots is a formula for disaster.
- US 74 is our Primary route anytime that we are traveling East/West from the Southport area.
- 70 mph. Roads over 74
- Thought I would be surveyed about the Wilmington, Leland area.
- Annual improvements [paving] to road
- Need more lanes between Reiglewood and Wilmington.
- I would like to see US 74 become I-74 from Wilmington to Charlotte with limited access and 4 lanes the entire way
- Get er done!
- Changing speed limits on 74 to CLT are frustrating.
- Lumber River frequently floods and washes out the road. Also, 74 should not go through Laurel Hill. It is ridiculous to drop the speed to 45 mph. Generally, speed limits change too much from Rockingham to Wilmington.
- I would like to see completion of interstate 74.
- I am a Casket Salesman and sometimes have to go up to Spindale, NC to our Main Office. This is on the other side of Shelby, NC. I live in Leland, NC and once you get past Laurel Hill, NC, it is slow until you get to Rockingham and the Speed Limit is 70. Once you get past Rockingham, it is slow and go until you get to Charlotte, NC. I know now they have a Toll Road that goes around Monroe, But this is no right. Years ago there should have been a plan to begin at Laurinburg and continue on with a Four Lane Highway that goes to Charlotte. I have to say that was Poor Planning. You now have an Interstate 40 that goes from Wilmington all the way to Asheville and beyond, so why couldn't this have been done in the lower part of the State. As I say Poor Planning. Maybe this will happen before I past away, like we need a New Bridge across the Cape Fear River in Wilmington to replace the 50 Year Old Bridge we have now.
- Mostly an easy ride except for through towns
- Important to focus on improving access to I-95 from southeast NC, connecting Carolina Bays Parkway (SC 31) to US 74. Please refer to STIP Number R-5876
- In the eastern portion of US 74 - Make US 74 a limited access facility and then connect to I-140 to go north and then to Myrtle Beach via SC 31 to the south.
- Increasing the speed limit would not be better because it might increase the chances for more accidents.
- Where applicable, I would like to see options available for lane reversal so that all lanes can head away from the coast during hurricane evacuations.
- Common flooding areas around the lumber river basin and east of whiteville should be addressed.



- Very difficult to get out of Compass Pointe neighborhood in Leland onto 74. We need a light here and slower speed limit as well as slower speed to enter bypass.
- Make I-26/US 74 eastbound Exit 67 (shouldn't it be 66 now?) a two-lane exit (option-lane) in Columbus.
- Make I-85 SB/US 74 westbound Exit 10B a two-lane exit (option-lane). I-85 widening is still a long ways off.
- Announce road construction delays on more than just the NCDOT website.
- Consideration should be given to having a limited access facility on new alignment that would connect from a TBD point along US 74 east of Monroe to I-77 in York Co., SC.
- I'm not sure how to answer without being more aware of the towns and their interactions with the roadways.
- Create Interstate 30 from Rockingham south of Monroe into South Carolina, south of Rock Hill re-enter North Carolina on 74 near Kings Mountain and continue to I-26. We cannot continue to funnel East/west traffic through Gastonia and Charlotte.
- The long-term, US-74 should be a freeway between I-26 and US-117. Consider eliminating the I-74 designation (as it will never leave NC), and designating the entire US-74 corridor from I-26 to US-117 as an I-30, I-32, I-34, I-36, or I-38. The other segment of I-74 that would be deleted, between I-73 and I-77, could become an I-273, I-473, I-673, I-477 or I-677. I-74 is a confusing route as it is, and each segment has its own warrants for its own designation. As mentioned above, an I-30, I-32, I-34, I-36, or I-38 along the entire US-74 corridor, the existing I-73 on the "overlap" portion, and an I-x73 or I-x77 along the I-73 to I-77 portion.
- One month ago
- Flooding of Briar Creek in the eastbound lanes; Police need to close off those lanes but most people don't know to preemptively move over to avoid it. Has been better the past two years.
- There should be definite dates assigned to upgrade the remaining segments along the US 74 corridor to interstate specifications.
- The area west of Wilmington is rapidly changing from less densely populated rural to much more densely populated suburban. Expansion of the Port of Wilmington to accommodate neo-Panamax ships is necessitating a more efficient transport of a larger volume of goods. Please consider more communication about long term transportation plans and their location which is necessary for the area communities' strategic planning.
- Re-add the travel lane that was removed from US 74 east in Columbus during project I-4729A to accommodate the new on-ramp from I-26 west. The lane reduction has reduced the capacity and level of service for that segment of US 74.