

Response Set

from the Public Survey

for the Johnston County Comprehensive Transportation Plan

To view the responses:

Answer sets are in the same order as the questions on the survey.

Each question breaks down the response set. Scroll down to view graphs and comments.

Quick Facts:

The survey was open from August 1, 2009 to October 14, 2009.

263 surveys were completed.

The purpose of this survey was to obtain public opinions and identify transportation issues that are important to the citizens, businesses, and officials of Johnston County. The results will be used in the development of the Comprehensive Transportation Plan.

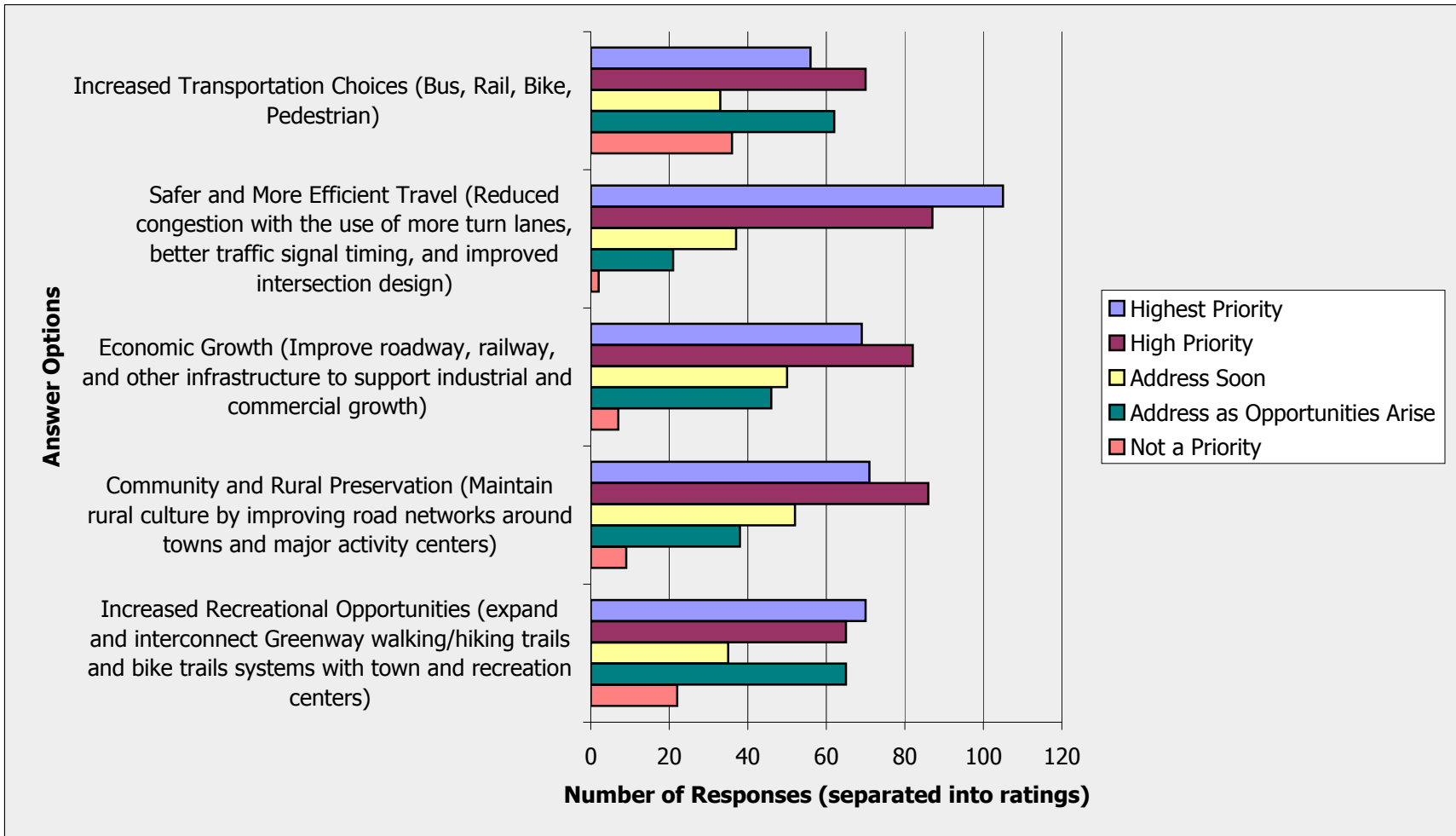
The survey was compiled by the Comprehensive Transportation Plan steering committee, with input from the following:

- NC Department of Transportation
- Upper Coastal Plain Rural Planning Organization
- Capital Area Metropolitan Planning Organization
- Johnston County Board of Commissioners
- Representatives from the towns of Johnston County

Question 1

Johnston County's population is projected to grow from 168,825 people in 2009 to 326,120 in 2035. How important are the following general transportation objectives to you? (Please check the appropriate box for each choice.)						
Answer Options	Highest Priority	High Priority	Address Soon	Address as Opportunities Arise	Not a Priority	Response Count
Increased Transportation Choices (Bus, Rail, Bike, Pedestrian)	56	70	33	62	36	257
Safer and More Efficient Travel (Reduced congestion with the use of more turn lanes, better traffic signal timing, and improved intersection design)	105	87	37	21	2	252
Economic Growth (Improve roadway, railway, and other infrastructure to support industrial and commercial growth)	69	82	50	46	7	254
Community and Rural Preservation (Maintain rural culture by improving road networks around towns and major activity centers)	71	86	52	38	9	256
Increased Recreational Opportunities (expand and interconnect Greenway walking/hiking trails and bike trails systems with town and recreation centers)	70	65	35	65	22	257
<i>answered question</i>						258
<i>skipped question</i>						5

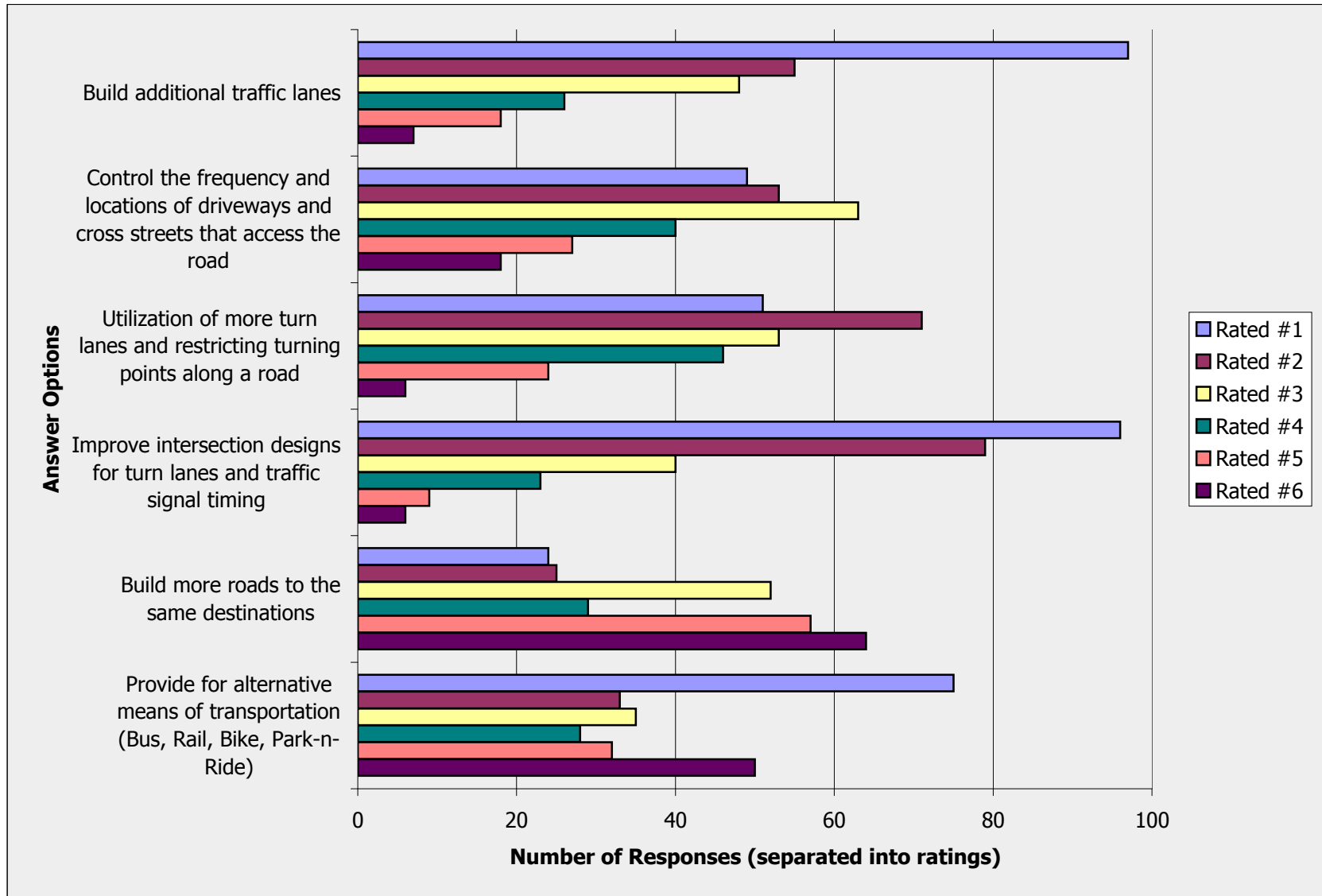
Question 1



Question 2

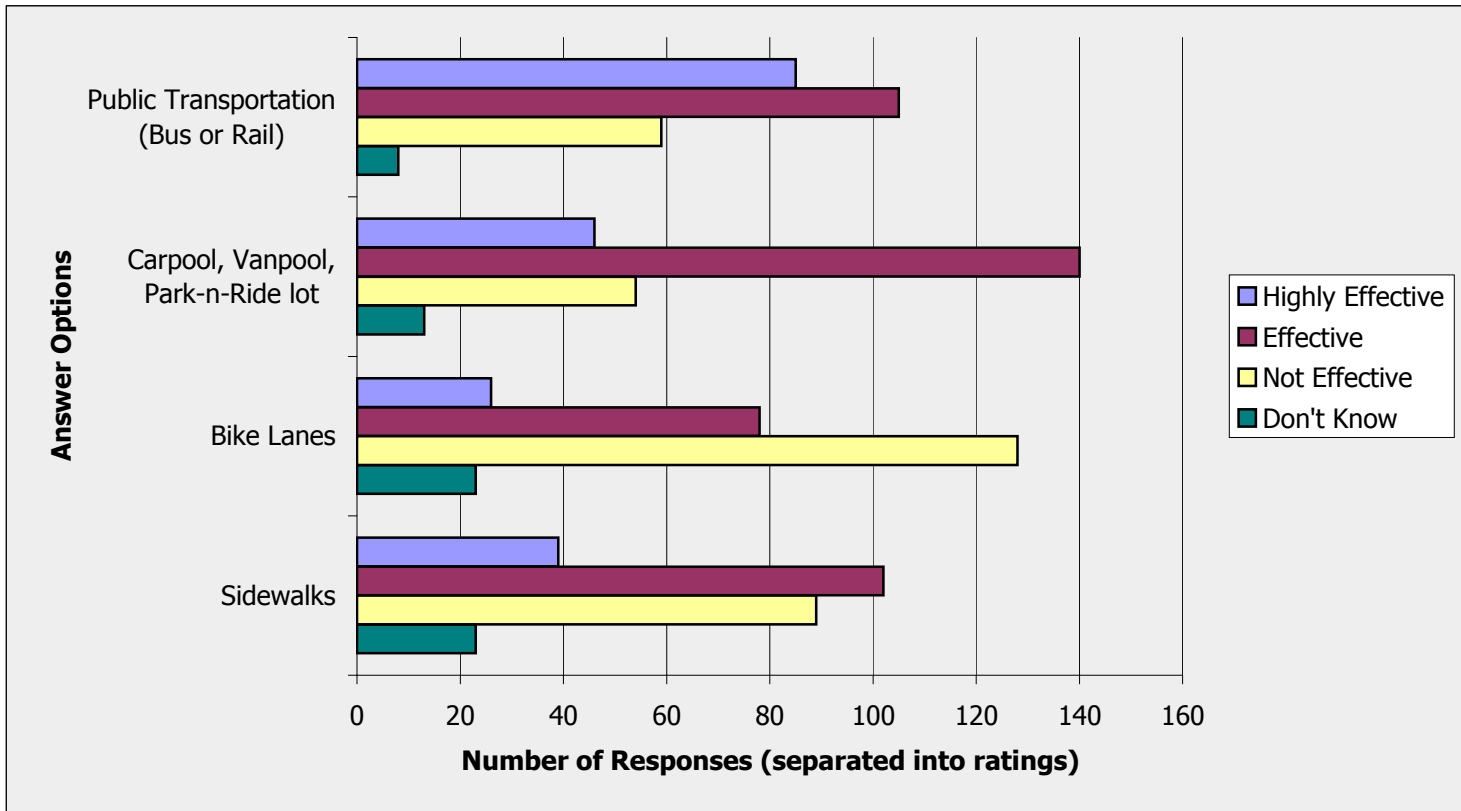
Johnston County ranks 77th in the Top 100 Fastest Growing Counties in the Nation. In order to accommodate higher traffic volumes, please rank the following improvement methods in order of importance. (1 being most important, 6 being least important, and please use each number only once.)								
Answer Options	1	2	3	4	5	6	Rating Average	Response Count
Build additional traffic lanes	97	55	48	26	18	7	2.34	251
Control the frequency and locations of driveways and cross streets that access the road	49	53	63	40	27	18	2.99	250
Utilization of more turn lanes and restricting turning points along a road	51	71	53	46	24	6	2.76	251
Improve intersection designs for turn lanes and traffic signal timing	96	79	40	23	9	6	2.16	253
Build more roads to the same destinations	24	25	52	29	57	64	4.04	251
Provide for alternative means of transportation (Bus, Rail, Bike, Park-n-Ride)	75	33	35	28	32	50	3.23	253
<i>answered question</i>								257
<i>skipped question</i>								6

Question 2



Question 3

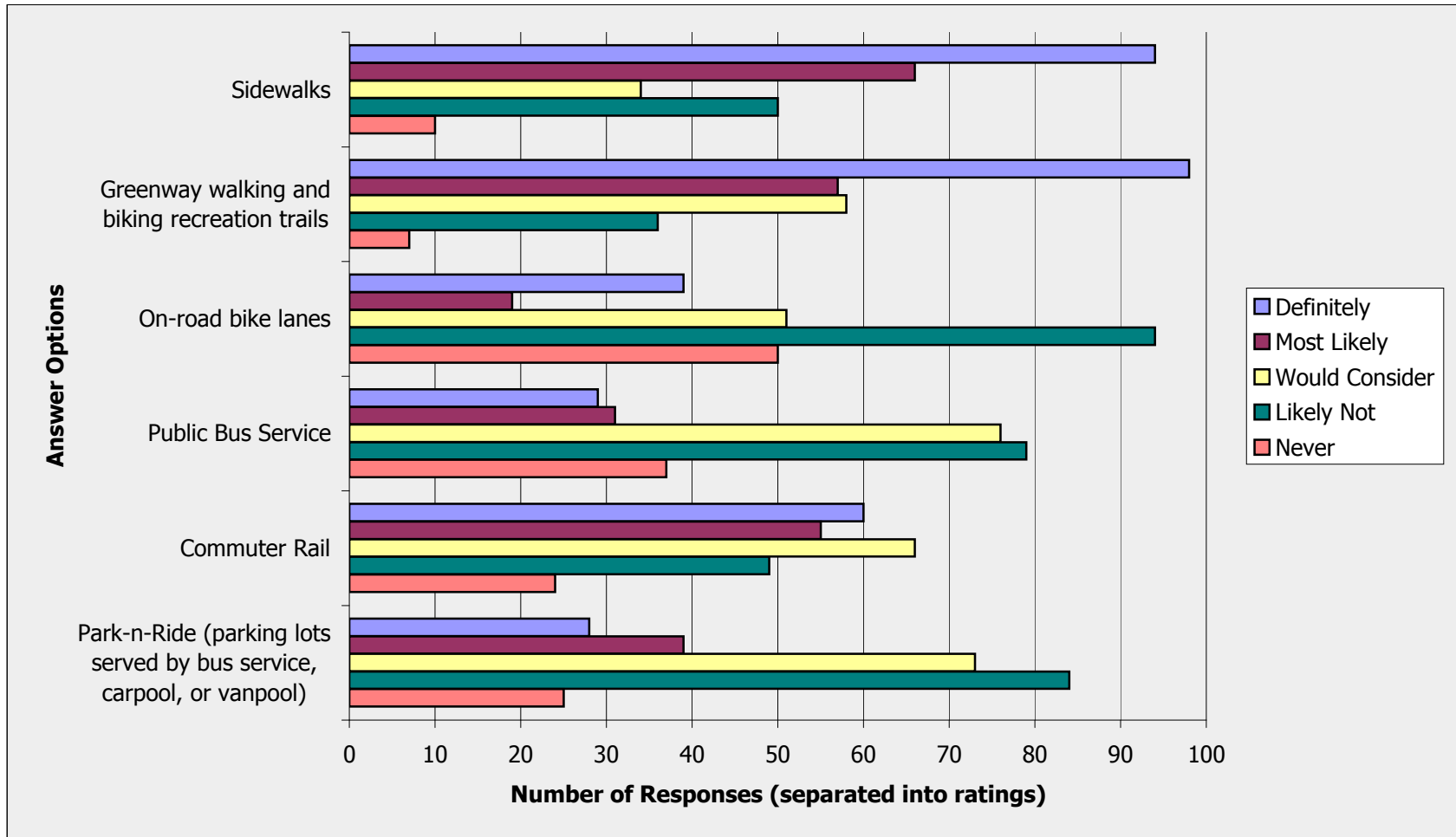
To alleviate traffic congestion by alternative means of transportation, how would you rate the following alternatives?					
Answer Options	Highly Effective	Effective	Not Effective	Don't Know	Response Count
Public Transportation (Bus or Rail)	85	105	59	8	257
Carpool, Vanpool, Park-n-Ride lot	46	140	54	13	253
Bike Lanes	26	78	128	23	255
Sidewalks	39	102	89	23	253
<i>answered question</i>					257
<i>skipped question</i>					6



Question 4

If the following alternative transportation methods are established or existing systems are improved, would you use them? (Please check the appropriate box and specify the locations at bottom of question for those you would use.)						
Answer Options	Definitely	Most Likely	Would Consider	Likely Not	Never	Response Count
Sidewalks	94	66	34	50	10	254
Greenway walking and biking recreation trails	98	57	58	36	7	256
On-road bike lanes	39	19	51	94	50	253
Public Bus Service	29	31	76	79	37	252
Commuter Rail	60	55	66	49	24	254
Park-n-Ride (parking lots served by bus service, carpool, or vanpool)	28	39	73	84	25	249
Please specify which facilities you would use and their location: <i>(see comments below)</i>						83
<i>answered question</i>						258
<i>skipped question</i>						5

Question 4



Question 4

Number	Please specify which facilities you would use and their location:
1	40/42 area to wake tech, fuquay varina area
2	Rail service from I-40/ NC 42 area to downtown Raleigh, or express bus
3	Commuter rail, Clayton to Raleigh
4	Park-n-ride
5	Rail to Raleigh and airport. <input type="checkbox"/> Nature trails.
6	I would use Greenways, walking and biking trails VERY often. I would also use a commuter rail to go to work in Raleigh. I would use sidewalks often too.
7	rail from downtown smithfield or selma to downtown raleigh and RDU
8	I would to have communter rail from Johnston County to Wake County
9	I would pick up a rail if available in Clayton to commute into RTP
10	A good location for a public bus service and park-n-ride would be at the 4042 area to the side of Lowes Home Improvement or across the street from Lowes Foods at 42 and 50
11	Commuter Rail could ease the traffic flow on major road systems from Smithfield to Raleigh or points north and south.
12	Commuter Rail, from Clayton to Raleigh, for commuting to work. <input type="checkbox"/> Public Bus would be hard to say, my area is rural, but maybe one running along major highways, 70 - 42 - 210 stuff like that.
13	We don't have commuter rail service available in the Cleveland area. And there maybe some park-n-ride available from the Lowe's Home Imp. parking lot, but right now we don't commute to Raleigh. But would certainly use a rail system to go into to the city for recreation/entertainment if available. We came here from NOVA and had all of the above available to us. And if you are interested in making the 70 bypass acutally work (instead of the major bottleneck it makes of 40) look at the beltway in VA where they have timed megering onto the road way.
14	park n ride
15	Since we are in our 60's we are more interested in neighborhood upgrades
16	Rail or bus that stops in the Cleveland area.
17	Would like to see bike paths, walking/biking trails, more parks and open space
18	None of the above
19	Park-n-Ride in Clayton, Commuter Rail in Clayton. Greenway on Neuse River near Clayton.
20	Commuter Rail from Clayton to downtown Raleigh woud be great. It would also be great if I had a safe bike route from my subdivision west of Clayton (Lee's Plantation) to Clayton. I would use bike trails for recreation wherever I could find them in the Clayton area, or even more distant locations.
21	On road bike lanes on Highway 70, Amelia Church Road, Guy Road, Highway 42, Old Garner Highway

Question 4

22	Greenway - Paths from subdivisions to commercial centers (Ex; licensed use of Colonial Pipeline easement to access 4042 area from major subdivisions) and offer conservation easements to owners of large agricultural properties. <input type="checkbox"/> <input type="checkbox"/> Commuter Rail - It is obvious that many in Johnston Co work in Wake/Durham/Chapel Hill and could easily make use of rail to these areas. This would significantly decrease traffic on I-40.
23	car pool from smithfields out at 40/42. commuter train from downtown Clayton
24	Very few since I live in the rural northeastern corner of the county and do not go toward Raleigh for work.
25	Hospital on Brightleaf Blvd. <input type="checkbox"/> Carolina Pottery on Industrial Park Drive <input type="checkbox"/> Court House on Market Street
26	Would love commuter rail from downtown Smithfield to Raleigh
27	Park n ride and rail- I work downtown Raleigh. So any of these that would be on or near old Garner road and Shotwell.
28	commuter rail if it linked to Raleigh and the airport
29	Sidewalks, Public Bus Service and Recreational Biking Trails: Towns, Parks, to/from Home
30	Bike trails on busy corridors such as Smithfield and Covered Bridge Roads near my home would provide alternate access to Clayton, Archer Lodge, etc which I would use. Currently most collector roads are without shoulders making them deadly choices for those walking or riding a bicycle. Developing bike trails along sewer easements is also an option, similar to those in Raleigh, Cary, and Wake Forest.
31	Commuter rail from I-40/Hwy 42 to downtown Raleigh, or Smithfield.
32	I do not leave the county for work, and have a short distance to travel.
33	I do not leave the county for work, and have a short distance to travel.
34	use the biking trails and lanes for recreational biking not going to and from work
35	The existing rail corridor running from Goldsboro to Clayton to Garner to Raleigh needs to be used for commuter rail, and for example, in Clayton, use of the vacant town lot downtown should be used for depot/rail platform building and parking.
36	Smithfield NC park and ride
37	As a hobby I may ride a bike on recreation trails if an were constructed in Cleveland Township.
38	commuter rail from 40/42 to RTP/airport <input type="checkbox"/> sidewalks at 40/42
39	Greenway connecting towns such as Four Oaks & Smithfield or connecting parks to neighborhoods such as Town of Four Oaks to Howell Woods. (live in Four Oaks, Smithfield area left of downtown is already biker-friendly)
40	Any biking trails along rivers or lakes, anywhere in a rural or natural and scenic setting. Park n ride lots would assist me, I already carpool into Raleigh.
41	sidewalks at Carolina Outlets area in Smithfield
42	White Oak Med Complex & shops
43	Need to build a commuter rail station with park n ride lot, that would be the most ideal.
44	downtown

Question 4

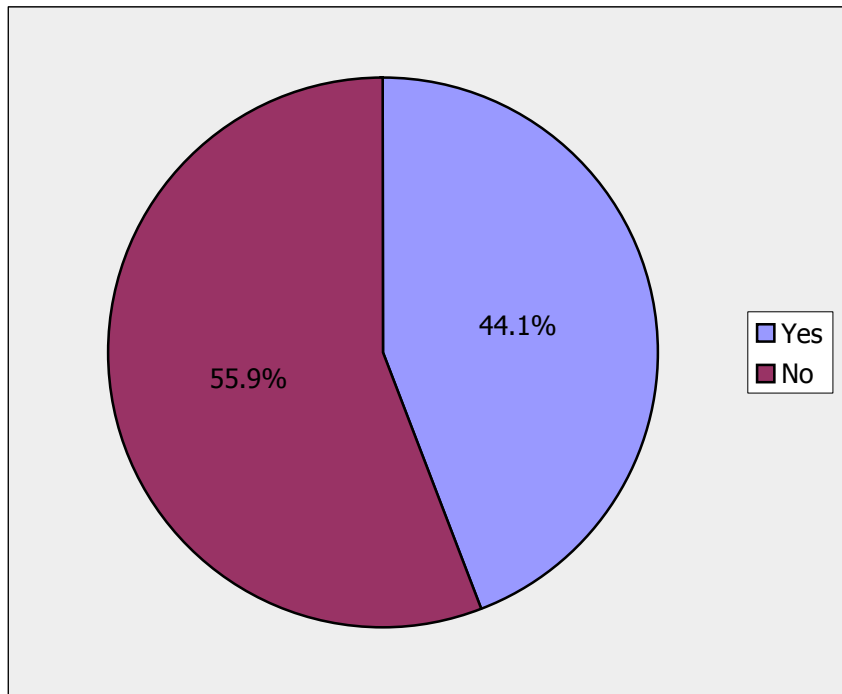
45	Princeton NC needs a sidewalk going to the new K-5 school from town. Lots of kids live walking distance away and end up riding the bus. It is more healthy to walk, saves bus route time and gas. I walked to school as a child and loved every second of it.
46	We would definitely use walking and biking trails to get around town.
47	We would definitely use walking and biking trails to get around town.
48	Having lived in the Netherlands, I realize how effective bike lanes are. I could commute most in where in Johnston County if bike lanes were safe. Commuter rail would be great (if bus service is available) when traveling to Raleigh etc. from Johnston County.
49	much needed in the Clayton area for access to Raleigh
50	I would love to see more bus service for this county. A lot of people do not have cars to get around. It would be good to go to work, or just to go shopping.
51	Sidewalks; greenway trails; park-n-ride. If a rail corridor was in place from Benson to Garner/Realeigh, I would definitely use it.
52	I would use Greenways in Cleveland or Clayton area.
53	I would use train/bus near hwy 210/40 and/or 42/40.
54	Mountain Bike Trails in Legend Park could be legendary if properly planned. Greenway routes to Legend Park would also be huge.
55	Commuter rail to downtown Raleigh, RBC Center, major shopping malls.
56	I live in Johnston Cty and work in Fayetteville, my spous works in Downtown Raleigh. We would both use commuter rail.
57	Rail or Bus service from 40/42 to Downtown Raleigh, Triangle and RDU.
58	Bus, trams, or rail <input type="checkbox"/> At major locations such as buses at areas that are semi-rural. Trams or carpool vans in major interection junctions.
59	Sidewalks - Hwy 1010 - Cleveland School Road <input type="checkbox"/> Bus Service/Van Pool - I-40 West to downtown Raleigh (the existing van pool doesn't go downtown)
60	I travel Clayton to Cary every day for work. I would utilize a Park-n-Ride or Rail or Bus service for my work commute. <input type="checkbox"/> My family would use greenways on the weekends for recreation. <input type="checkbox"/> My family would appreciate a sidewalk from Lionsgate to the Lowes parking lot so we could bike to get groceries, instead of driving. <input type="checkbox"/> My family would appreciate a sidewalk from Lionsgate to CVS/Walgreens so we could walk/run to Clayton town center.
61	Cleveland Area Conwallis, Cleveland School
62	N/A
63	Sidewalks at entrances to subdivisions
64	Greenway walking trails in and around Clayton <input type="checkbox"/> light Rail to Raleigh and Durham.
65	i would use a bus or train to travel to work (in another part of county) and back
66	Sidewalks, bike lanes and on-road bike lanes in the 40/42 area. Highly congested. Would benefit the community to have these features.

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<p>67</p>	<p>Sidewalks - in any of the nine municipal areas and surrounds activities centers. They should be destination oriented. <input type="checkbox"/></p> <p>Greenway walking and biking recreation trails - leading to existing park facilities and connecting destinations, i.e. residential areas to shopping areas, parks, social services, etc. <input type="checkbox"/></p> <p>On-road bike lanes - on the weekend there are at least 50 members of a bike club that park at the intersection of NC 42 and SR 1003/Buffalo Road (Percy Flowers Store). They are 10 miles from my residence and I see them come by my house (in NE Johnston County) every Saturday morning it is not raining. They try to stay off the "country roads", however, bike lanes may assist in their safety. <input type="checkbox"/></p> <p>Public Bus Service - I would consider if I worked in one of the nine municipalities. However, I work in Wilson at present and utilize their system. <input type="checkbox"/></p> <p>Commuter Rail - I lived in Selma when Israel loaned the US one of their commuter trains that was demonstrated. It began in Raleigh, made numerous stops along the existing railroad in Johnston County, and turned at Selma to continue to Fayetteville. This</p>
<p>68</p>	<p>Walking/Hiking trails near the 40-42 area.</p>
<p>69</p>	<p>I would use bus service from the lot at Main St and Lombard in Clayton that connects me to downtown Raleigh and RTP. More than that, though, I'm looking forward to the commuter rail station being built in the downtown Clayton area before I retire in 20 years. Love to see bike lanes that link downtown Clayton to the new Wake Med facility on 42W and out to our large employers east of downtown.</p>
<p>70</p>	<p>Commuter Rail from Garner to Raleigh</p>
<p>71</p>	<p>sidewalks and greenway walking in Smithfield-Selma area. Public transportation, bus or commuter rail, from Smithfield-Selma area to Raleigh-Durham area. Would also use a train (that is on time) to go on vacation.</p>
<p>72</p>	<p>I would definitely bike or walk into downtown Clayton if there was a shoulder or bike lane on City Rd. I'd like to be able to bike more places in general. The speed limit is too fast and the shoulders too narrow on most of the older roads.</p>
<p>73</p>	<p>Greenway walking and biking recreation trails throughout Clayton, Clemmons is a nice trail, but variety would be nice. More sidewalks outside of neighborhoods. Perhaps something leading somewhere, ie. downtown Clayton.</p>
<p>74</p>	<p>Provide sidewalks, greenway routes, and/or bike lanes to allow safe access from residential areas to grocery stores, shopping areas, schools, etc. For example, Clayton area: Amelia Ch. Rd, Cleveland Sch. Rd, Cornwallis Rd, highway 42 areas.</p>
<p>75</p>	<p>Commuter Rail to Downtown Clayton to Downtown Raleigh</p>
<p>76</p>	<p>rail system to Raleigh. I would definitely use this.</p>
<p>77</p>	<p>Rail from Selma/Smithfield to RDU and downtown Raleigh</p>
<p>78</p>	<p>a train to Downtown Raleigh</p>
<p>79</p>	<p>I would use sidewalks and greenway walking trails all over Johnston County. <input type="checkbox"/></p> <p>If there was a commuter rail station in downtown Clayton, I would definitely use it.</p>
<p>80</p>	<p>Sidewalks and greenways all the time!</p>
<p>81</p>	<p>I live in an area where bike lanes would be an option for me. There have been deadly results for bike riders in the Kenly area and on-road bike lanes would help.</p>
<p>82</p>	<p>Light rail passenger station in Clayton</p>
<p>83</p>	<p>Smithfield and Clayton</p>

Question 5

When normally traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is too congested?		
Answer Options	Response Percent	Response Count
Yes	44.1%	112
No	55.9%	142
If "Yes," please specify the congested route, your alternative route, your general starting area, and your general destination area, including road names or intersections: <i>(see comments below)</i>		100
<i>answered question</i>		254
<i>skipped question</i>		9



Question 5

Number	If "Yes," please specify the congested route, your alternative route, your general starting area, and your general destination area, including road names or intersections:
1	I-40 is always congested coming from NC 42 to Raleigh, alternative of NC 50 or Cornwallis road, both are congested as well
2	I work in N. Raleigh and often take Winston/Cornwallis Road to get to I40 - Guy Road is more direct but often delayed at US 70 intersection. The delays have decreased quite a bit since the new 70 bypass has opened but I still go the longer route because of less traffic.
3	Length of light cycles at intersections; poorly aligned intersections
4	starting area 40/42. my route is into raleigh but usually congestion happens near the new bypass (70) due to poorly thought design of exit and highway. Only 2 lanes for all that traffic is ridiculous!
5	From my work in Cary I will take 10/10 to my home off Cleveland School Road due to traffic problems at the new bypass just over the county line.
6	I travel from McGee Crossroads (Hwy 210) to Interstate 40 to Hwy 42 interchange.
7	From Hwy 70 to Interstate 40 to work in the park
8	Hwy 42 and Glenn Road is terrible. You cannot take a left onto Glenn Rd off Hwy 42. If there is a green arrow, it doesn't stay green long enough
9	Using 40E, after the 301 split becomes very congested and needs additional lanes of travel for both east and west traffic. I travel from West Clayton (27520) to downtown Raleigh and back daily.□ Highway 42 between Fuquay and Flower's Plantation should be a 4-lane road minimum.
10	70 East/42 East
11	starting from Johnston County Airport, travelling to Raleigh, all is usually good, till you hit 40 - always traffic at commuting times.
12	Route 42 in the Cleveland area generally from Amelia Church to Rt 50. We avoid this stretch of road especially during rush hours. And the powers that be keep adding more goods and services but they are not addressing the road way. Good example, Walmart the road improvements stop at the bridge; so Cornwallis/42 is gridlock. And then 40/42 to 1010 has always been a mess. And since the 70 bypass has opened getting on or off at 312, 319 is a real problem. It turned a reasonable commute into instant gridlock. The bypass benefits a few and screws the majority. Johnston County needs to push for the construction of 540 and a rail system. Apex, Cary, Knightdale Wake Forst will all have/realize the benefits of 540. At the rate it's moving Johnston County won't see it until it's too late. Kind of like 40/42 a great example of the lack of vision the JOCOB. In the words of Ms. Pope let the builders build and eventually the roads, schools, services will follow. It seems like Johnston County just keeps playing an expensive game of catch-up. And using the Cleveland area as the dumping ground for the services that Clayton, Wilson Mills and McGee's crossroads want but don't
13	rte 70, take garner rd.
14	Hwy 42. We use Cornwallis and Hwy 50 a lot
15	I-40 at the Wake/Johnston line is usually congested. I use NC50 as an alternate. I'm coming from NC50/Sanders Rd and going to Downtown Raleigh or North Raleigh.
16	Shotwell Road & 70 - from Amelia Church. TOO Crowded, new driveways will make it worse and when you did work there you did not expand the lanes!

Question 5

17	I-40 from exit 312 to 306 or 303 - I take Cornwallis/White Oak and then get on 40 or continue on Jones Sausage and get on 40 at exit 303. Ever since exit 309 for 70 opened, I-40 has been too congested for me in the mornings.
18	I frequently stop by the Food Lion at 40/42 and then leave by the Dairy Queen exit making a right turn. This is usually between 5-6pm. Traffic is very heavy on 42W at this hour. It's sometimes difficult to pull out into traffic to get into the turning lane to turn left onto Cleveland Rd. Sometimes it's easier to drive through Walgreens parking lot to get to Cleveland Rd/42 Stoplight.
19	Highway 70
20	I go 70 business to I40 since there are only two lanes on I40 from the 70 by-pass to where 70 business comes into I40. I live less than a mile from 42 and 70 by-pass.
21	I-40 daily travel from Hwy 42 area to Chapel Hill and back alternates Cornwallis road to Hwy 70 or I-40, hwy 50 to Hwy 70 and beltline,
22	I-40 South out of Raleigh when traveling from Raleigh to Clayton or vice-versa during rush hours. I use a variety of back roads to avoid, mainly in Wake County.
23	301 Bright Leaf Boulevard....will take 70 to Buffalo Road exit to get to that side of Smithfield.
24	At specific times of the day, yes. However this is not a general rule. Johnston County should make every attempt to make due with the roads they currently have. Widening, controlled access and smarter signal timing could help preserve the counties pastoral integrity while increasing the flow of traffic. More roads CAN solve the problem, but should be a last resort.
25	I work in Cary, I take the back roads from Cary, Kildaire Farm, Holly Springs to Hilltop-Needmore to Hwy 42 to the Hwy 50/210 area I live near.
26	Exit 312/Hwy 42/I40 This would be on the Cleveland Road side - Use Hwy 50 instead
27	Focus on existing dead-end roads, determine benefit of extending road to connecting road.
28	Intersection of Hwy 42 and I40 - always extremely congested - to avoid rush-hour traffic I use exit 319 and take back roads to cleveland school road - longer, but less congested
29	travel to Cary for work from exit 312 on 40 - usually 40 is too congested from 312 to the beltline, therefore i take 1010 to Cary which is not as congested but slower due to only 2 lanes - definitely needs widening.
30	Since 70 Bypass, traffic on 40 has gotten worse.
31	US70 business too crowded; I take old US70 to Raleigh for work
32	70 Business in Clayton
33	crossing hwy 70 on a Friday night 5pm on (shotwell & 70)- It can take up to 10-15 minutes to cross. I will use old garner road as we're usually traveling toward Raleigh. I'm usually starting on or near covered bridge road. Our other route is smithfield road to 64 to 540- however- there are no gas stations along that route.
34	I-40
35	NC42 at/near the I40 interchange. High traffic volume combined with a large amount of signaled intersections and commercial entrances make the road treacherous, particularly during rush hour.
36	Hwy 70 business in Clayton, Smithfield Road, and Covered Bridge Road have all gotten very congested during rush hour/commuting times as has Hwy 42 from 70 to 40.
37	I-40, oldstage road, mcghees to garner

Question 5

38	I-40 at the 70 bypass. Ever since the bypass opened, congestion on I-40 is awful, particularly east-bound at about 5:30pm. Also, every Friday afternoon as people are trying to go to the beach.
39	I-40 West into Raleigh, is now a mess since the Clayton by-pass was opened. The addition of a exit/merge lane heading west has been treated like a passign lane and forces 4 lanes of travel into two, causing dangerous congestion.□ Alternate into downtown Raleigh, is Hwy 50 and general starting is Hwy 50 and Hwy 42 intersection area.
40	40/42 interchange is ALWAYS congested. I use Cornwallis Road, White Oak, Winston, and other back roads (including Garner Industrial park) to get to hwy 40 and other destinations. Occassionally use 70 bypass.
41	40/42, I-40, 42, ten-ten
42	I live in Austin Pond off of Hwy 42 & Cornwallis Road, so I try to avoid 40/42 when possible. If coming from Raleigh, I use the new bypass and turn right on 42 to get home. When leaving Austin Pond, I consider which highway I can most safely turn onto depending on the time of day. I take Cornwallis Road, etc. to work (WJHS).
43	I live in Austin Pond off of Hwy 42 & Cornwallis Road, so I try to avoid 40/42 when possible. If coming from Raleigh, I use the new bypass and turn right on 42 to get home. When leaving Austin Pond, I consider which highway I can most safely turn onto depending on the time of day.
44	Staying off of Brightleaf Blvd whenever possible, driving the back roads like Buffalo to and from Downtown Smithfield.
45	Hwy 40/42 area
46	Hwy 40 and hwy 42 Intersection. Instead of going down 42 from the area to go to Clayton, I get on 40, and take the bypass down to 42.
47	Stop light at exit 312 off of I40 to turn right onto Hwy 42, that light is long I have timed it and it is 8 minutes long, I sit at that light longer that it takes me to drive 40 from Benson.
48	Trying to get over hwy 40 at 40 and 42 exit the lites r not in since and they r too long on a friday it took me 40 mins to get over the bridge to the other side. The lites r the problem too many and the timing is completely off.
49	I live in the Cleveland area and take the beltline all around b/c going thru town involves slower speed road, 2 lane roads, traffic lights, etc
50	I 40 E traveling west to Cary/RTP. Usually either take Rock Quarry Rd off old Garner Rd to downtown Raleigh and then have to go through Raleigh streets to get over to Cary.
51	Brightleaf Blvd SMithfield to Selma, Outlet Center area, West Side of Clayton on Hwy 70, Smithfield RR underpass... all are congested beyond belief... many alternates but no great ones exist
52	Highway 42 and 40. Both directions - but especially around Glen Road
53	US Hwy 301
54	NC 42W between Cornwallis & I-40. I now use the 70-Bypass to totally avoid that area and travel to Wake County instead.
55	Hwy 70 W from Clayton to I 40 in Garner, then I 40 in Garner going I 40 W to Cary, awful congestion daily.
56	US Highway 301 is congested□ Start at Holy Lake South (Hiway 301)□ Destination: Raleigh--I use Packing Plant Road, Black Creek Road, Hiway 210 to I-40
57	the entire 40/42 area is overly congested, I usually travel hwy50 because it is too difficult to reach 40 to get to raleigh.

Question 5

58	I-40 between hwy 42 and 70 business...take white oak to I-40 in Garner
59	Clayton is very congested if you're heading to Wake County or west
60	Cleveland School Road 5 miles west of smithfield to I-40 very congested, Alt. is Josephine Rd. to Cornwallis to Raynor in wake county. <input type="checkbox"/> I-40 congested every morning. I use several different routes to get to Wake county.
61	I40 is usually congested from Highway 42 to Highway 70 due to the new bypass that was built. That 70 bypass has created a monster problem on I40 whether you're going east or west. I usually take highway 50 to Timber Drive and go through downtown Raleigh to get to the north side of Raleigh. Or, If I cross over I40 on highway 42 and see the traffic is backed up, I'll turn left on Cornwallis Rd. and take that to highway 70, coming out by White Oak shopping center and pick up I40 at highway 70.
62	Route 40 from 42 to 70 and beyond <input type="checkbox"/> I choose route 50 or Cornwallis/White Oak
63	I-40 corridor from McGhee's Xrds; alternative route is Hwy 50 from McGhee's to Garner. <input type="checkbox"/> 40-42 area; alternative route is Cornwallis from McGhees to Clayton or Garner
64	Highway 70
65	42/Cleveland School Road <input type="checkbox"/> Cornwallis Road <input type="checkbox"/> Garner or Cary, Hwy. 40
66	I-40 towards raleigh is usually congested near the 70 bypass. When that happens 50 highway also backs up as well as cleveland Road.
67	Anything to avoid 42 around I40.
68	Main Street to O'Neal street to Covered Bridge road to Riverwood can be horrible. Sometimes I'll go down 42E, take a left right after the bridge, (forget the street name), to Covered Bridge and then backtrack to Riverwood.
69	I-40 @ intersection of US 1. Use South Saunders Street to Martin Luther King. <input type="checkbox"/> I-40 @ intersection of US 1. Use Tryon Road to get to Cary. <input type="checkbox"/> I-40 West to Outer Beltline to get to Wake Med on New Bern Avenue. Use Rock Quarry Road. <input type="checkbox"/> All of these are leaving Clayton.
70	From 1010/42: <input type="checkbox"/> To go to Food Lion, Post Office; go to Glen Rd. Take 1010 to Glen Rd. behind 42. <input type="checkbox"/> To go to Clayton; go down 1010 to Cornwallis, then to SR 42. <input type="checkbox"/> To go to Smithfield; Down 1010 to SR 210.
71	accessing Cornwallis from our Subdivision. I also plan my trips upto 40/42 because some many cars coming in off the interstate create safety issues in accessing buisness and restraunts at peak times.
72	hwy 40 east from exit 312 to beltline
73	40/42 area is getting worse and worse - I'll take Hwy 1010 to S.Shiloh Road to Cornwallis and back up to Hwy 42.

Question 5

74	To drive from Lionsgate Clayton to Cary for work, I avoid the stop light in front of WalMart: I drive Amelia Church to Guy Road to US70.
75	US-70 business from Friday afternoon thru Sunday night is a nightmare mostly because of increased volume with lights that are not timed properly.
76	I-40 from Johnston County (begin at NC210 exit) into Raleigh. Especially bad is the merge of Bypass US 70 into westbound I-40
77	42 highway at the Cleveland area. If going to the drug store or the food lion on Glen Rd. you can hardly make a left turn during the hours of 5 and 6 pm. Because traffic backs up with people turning onto Cleveland School Rd. So I will go down 50 highway and come in the back way to the Cleveland area. I am coming from Mt. Pleasant Rd. of of 50 south
78	I-40 Highway 70 Business - rush hour from I-40 through Clayton and Christmas in Garner New 70 By-Pass is GREAT
79	In rush hour traffic (morning and afternoon) I avoid the I-40/NC42 interchange at all costs. The congestion through this area from Lowe's to CVS is just a nightmare. It can take over 10 mins to get across the interchange many times. If I have an option, I try to take Cornwallis Road around the interchange, but it's a pretty good distance out of the way.
80	I do not travel to the 40/42 intersection after 4:00 pm if possible. If needed, and need to go to Food Lion for example, I will go by Medicap Pharmacy Road (Mast Drive). Will not even attempt to turn left at Light by McDonalds.
81	On weekday mornings from 42/40 i will take White Oak Rd. into Raleigh rather than taking I-40 since the 70 bypass was put in place it is terribly congested (not designed well with 3 lanes going to 2 and then back to 3 after 70 business, should be 3 lanes from 42 to Raleigh) this occurs in the mornings and evenings.
82	40 at 42. Alternate = Byp 70 or Hwy 50.
83	Raleigh Rd/Sanders, so i sometime take 210
84	i still avoid the intersection of Shotwell and hwy 70 like the plague. It is less congested than it was since the 70 bypass went in, but it won't stay that way for long with the big box development that is scheduled for that area.
85	i can never pull out at the intersection of raleigh and sanders rd in the morning on school days because there is so much congestion from the buses and kids trying to get to school you can not see over the hill when traffic is stopped so i have to reroute going out of my way
86	The "intersection" where Raleigh Road and Sanders Road meet is incredibly congested in the school year mornings due to all of the kids trying to get into West Johnston by 7:15. I have found that I have to go all the way up to 210 just to avoid this traffic. A stop light at the Sanders and Raleigh Road meeting point would certainly alleviate this problem in my opinion.
87	301 and i-95
88	swift creek road and hwy 70 gets highly congested - stoplights on hwy 70 at swift creek road and wilson's mills road do not sync. (sometimes you have to stop at both) Light sometimes is too short, but has gotten better at 70 and swiftcreek. Suggest a turn lane at wilson's mills baptist church on swiftcreek road
89	Highway 301 congested between Selma and Smithfield
90	Olive Drive to Raleigh. Do not use I-40/NC 42 intersection to I-40 because of congestion. I use Cornwallis Road to White Oak Road to Garner Road or Cleveland School road to NC 50, to get to Raleigh.

Question 5

91	I40 at 312 through 309 with I70 coming in
92	The most congested area for me would be exit 95. It is hard getting off the exit when the traffic coming over the ramp to the stop light (70 business). The intersection is just wrong all-together. You can tell when a visitor is trying to get to the "Pottery" and at the same time you have JCC students and other locals maybe trying to get a bite to eat. I just wish there was a better way for that intersection to be improved. The other end of this is that traffic seems to be so busy in and out of Industrial Park Drive. It is only two lanes and sometimes that is not enough. The stop lights and the entrance to easy access to 301 was a great idea, but work needs to be done at the ends of this road.
93	From Lee Rd (off Ranch Rd.) instead of taking Ranch to Hwy 70, I take Barbermill to 42 W. to Guy Rd. To Shotwell Rd to Hwy 70 to miss all the lights and traffic between Boling St & Hwy 70 and Shotwell Rd @ Hwy 70. A round about way but easier. Unfortunately, those roads are filling up, too.
94	I avoid the light/intersection at I-95 in Smithfield around the Pottery due to traffic especially at lunch and Friday afternoons - I'll instead take Buffalo Rd. down to 70 then down to I-95 at JR's in Selma to get onto 95. This is about 10 minutes out of the way but a lot less traffic. Due to construction now on the Booker Dairy Rd. Extension, this has also become congested on some days as well.
95	Route 42 and Cornwallis Road intersection-Traffic backs up Cornwallis Road to where the Clayton bypass is. Starting area is White Oak Shopping Center with destination of a sub-division on Cornwallis Road after crossing over Route 42. Do not have an alternative route for this intersection. If there was an interchange at Cornwallis Road and the Clayton bypass, one could take the Clayton bypass to I-40 and exit at Exit 312 to avoid this backup. Also, if there was an interchange there, one could go in the opposite direction and take the Clayton bypass to Route 42 and then take Government Road to avoid this backup
96	Hwy 42 between Hwy 50 and Hwy 70 Bypass
97	Usually travel NC 210 to I-40 W Bound which is usually congested in the morning between NC 42 & I-440. Usually use NC 50 or other routes to get around I-40 when congested depending on the location.
98	70 through Smithfield, 70 through Clayton, I-40 between Raleigh and 40/42
99	Rt 70 and Rt 42 East intersection
100	70 Bus East from Clayton to Smithfield

Question 6

What are the three most congested routes in Johnston County? Please include road names and/or landmarks.	
Answer Options	Response Count
<i>(see comments below)</i>	217
<i>answered question</i>	217
<i>skipped question</i>	46

Question 6

Number	Response Text
1	I-40 at 70 bypass, 40/42 junction, 70 through Clayton
2	I-40 <input type="checkbox"/> NC 42 <input type="checkbox"/> SR 1010
3	BUS 70 from I40 through Clayton
4	I-40 AT EXITS 309 AND 312
5	70-Business; Shotwell Road; Amelia Church Rd.
6	The intersection of Highway 42 and Interstate 40 <input type="checkbox"/> Highway 40 from mile marker 312 west thru exit 306 <input type="checkbox"/> Two lane Highway 42 from Ten-Ten to 70.
7	NC 42 W around I-40 <input type="checkbox"/> NC 42 E in the area of Flowers Plantation/Glen Laurel <input type="checkbox"/> 1010/Cleveland Rd.
8	US 70, Business 70 in Clayton. Beach traffic in Smithfield. 40/42 area at 40 exit.
9	40/42 <input type="checkbox"/> Hwy 70 <input type="checkbox"/> I95
10	40 West, Hwy 42 (from Cleveland to Cornwallis), Hwy 50 (Benson Rd) going into Raleigh
11	US 70 Business & Industrial Park Drive at the Outlet stores
12	I-40 from Wake county to exit 319 <input type="checkbox"/> I-95 from Harnett county line to Wilson County line <input type="checkbox"/> I-70 from Wake county to East of Clayton
13	NC 42 West between Government Road and I-40 <input type="checkbox"/> US 70 East near the Prison Camp <input type="checkbox"/> NC 42 East between 70 Business and Percy Flowers Store
14	1) Hwy 42 at Interstate 40 Exit 312 <input type="checkbox"/> 2) Clayton Bypass at Interstate 40 <input type="checkbox"/> 3) Hwy 50 toward Garner
15	Hwy 42 to Hwy 70. Hwy 70 to Interstate 40. Hwy 42 west to Interstate 40
16	I-95 <input type="checkbox"/> 70 Bus (Smithfield) <input type="checkbox"/> US 301
17	Hwy 42 at Cleveland School Road and Glenn Road, it is awful!
18	Interstate 40 East and West depending upon time of day. <input type="checkbox"/> Highway 42 between Fuquay Varina and Clayton and Clayton and Flower's Plantation.

Question 6

19	NC 42/I-40 <input type="checkbox"/> US 70 Bypass/I-40 during the morning and evening. Need additional lane from the on ramp to old US 70 <input type="checkbox"/> intersection of US 70 Bus/Market Street and Industrial Park Drive. Need additional road leaving movie theater going out to Venture Drive.
20	70/42 East to Glen Laurel
21	route 70 - all of them, business and bypass, and 70 going through Clayton center.
22	Cornwallis/42; 1010/42; White Oak/ 70
23	rte 70 from wake county in , rte 42/40
24	Hwy 42, Hwy 50, Hwy 70
25	I-40 at the Wake/Johnston line. <input type="checkbox"/> NC42 at I-40.
26	40 East/West near exit 306 where it goes down to 2 lanes - needs widened <input type="checkbox"/> 70 East/West in Clayton near Lowe's foods <input type="checkbox"/> 42 between Clayton and Cleveland - widen sooner <input type="checkbox"/> Amelia Church near Guy Rd - TOO MUCH big truck traffic
27	Industrial Park Drive <input type="checkbox"/> Bright Leaf Blvd (301) <input type="checkbox"/> I-95
28	Hwy 70 through Clayton <input type="checkbox"/> Hwy 42 between 1010, across I-40, through Clayton to the Neuse River <input type="checkbox"/> I-95 through Johnston Co.
29	rt42 ;I-40; 70
30	I-40, its not a route, but 40/42 (at exit 312 where highway 42 crosses I-40)
31	Hwy 42 and Cleveland Rd by the CVS and Walgreens.
32	Hwy 70 <input type="checkbox"/> I-40 West <input type="checkbox"/> I-95
33	US 70 through Clayton, Hwy 301 between Selma and Smithfield, I-95 between Kenly and Smithfield
34	Hwy 42 East and West out of Clayton. 40/42 commercial zone and Hwy 1010.
35	40/42 area to Clayton on 42. With the hosiptal and the new Walmart shopping area this needs to be 5 or more lanes all the way into Clayton.
36	I-40 <input type="checkbox"/> Hwy 70 <input type="checkbox"/> Hwy 210
37	NC42 East and West of Clayton. NC42 at I40/NC42 Interchange
38	I-40 from Hwy 42 to Hwy 70 business

Question 6

39	42/40, Mcgees Crossroads
40	Don't know. Above mentioned is the main one I run into.
41	Anywhere between the intersection of 301 & 70 and downtown Smithfield.
42	Highway 70/Guy Road <input type="checkbox"/> Highway 40/42-in both Johnston and Wake sides <input type="checkbox"/> Highway 70/ Shotwell
43	Hwy 70-A/Brightleaf Blvd. <input type="checkbox"/> Market St at I-95 Carolina Pottery <input type="checkbox"/> Market St /at 1st street
44	I-40 at the merging lanes of US-70 in both directions during rush hour; Cleveland Road coming from and going to 40/42 (only two lanes and hundreds of residential communities along the road)
45	Brightleaf Blvd, Smithfield <input type="checkbox"/> 40/42 area, Clayton <input type="checkbox"/> 42 East, Clayton
46	I 40 / Hwy 42 area - This area is an urban / rural planners nightmare. It may be beyond repair, but a new I-40 exit at either Cleveland School or Cornwallis Rd may help. <input type="checkbox"/> <input type="checkbox"/> I-40 at US 70 Bypass - The failure to add a third lane from the bypass to US 70 in Garner and widen the bridge was short sighted at best. <input type="checkbox"/> <input type="checkbox"/> Hwy 42 (between Clayton and I-40) - The addition of the super Walmart will significantly affect traffic. Hwy 42 needs to be widened from I-40 to the US 70 bypass and maybe all the way to Clayton. Greenways leading from major subdivisions to the 4042 area could also alleviate this problem while providing amenities to citizens.
47	1) 70 bypass at Hwy 40 <input type="checkbox"/> 2) Hwy 40 immediately south of the Beltline <input type="checkbox"/> 3) 40/42 area
48	route 42 between cornwallis road and 1010 (cleveland school road)
49	I-40/440 East going towards Wilmington.
50	HWY 70, 40, 42
51	US 70 Business in/near Clayton; NC 42 between NC 50 and SR 1003 (Buffalo Road); NC 210 between NC 50 and SR 1330 (Raleigh Road)
52	Exit 312/Hwy 42/I40 (cleveland road side)
53	Market Street & 301 in Smithfield <input type="checkbox"/> Brightleaf Blvd. <input type="checkbox"/> Clayton
54	Highway 42, Highway 70, Cleveland School Road

Question 6

55	Hwy 70 Bypass and I 40
56	hwy 42 and I40 - already congested and now that Walmart will be opening, it will be worse
57	US70 Business in Clayton/US70 Bus and Industrial Park Dr in Smithfield/US301 N by Walmart in Smithfield
58	US301 coming into Smithfield <input type="checkbox"/> 40/42 <input type="checkbox"/> intersection of US70Business and Industrial Park Drive
59	I 40 between 7 and 8 am and 4 and 6 pm
60	NORTH BRIGHTLEAF BLVD FROM THE HOSPITAL TO WAL-MART
61	Brightleaf Blvd. in Smithfield <input type="checkbox"/> I-95 through the construction zones <input type="checkbox"/> 40/42 area on Hwy 42
62	1. 4042 (rt 42 from the 312 exit) <input type="checkbox"/> 2. Cornwallis Rd at intersection w/North Shiloh <input type="checkbox"/> 3. Shotwell Rd between Amelia Church Rd & Rt 70 in Clayton
63	Intersection of 42/40, I-40 during rush hours, 42/cornwallis, amelia church.
64	US 70 business from Clayton to Garner <input type="checkbox"/> NC 42 from Clayton to I-40 <input type="checkbox"/> NC 42 from Clayton to Buffalo Rd.
65	The seventy and the 42 at rush hour. This could use more lanes in each direction
66	70 <input type="checkbox"/> 42
67	crossing hwy 70 when you're on shotwell rd- there should be 3 lanes- one to turn left, turn right and straight in both directions. Glen laurel rd and hwy 42- making a lefthand turn onto 42/Amelia church road and shotwell road- a lot of people turning left or right as the roads ends- it can be very dangerous.
68	NC 42 between NC 50 and Cornwallis Rd <input type="checkbox"/> Cleveland Road between NC 42 and Barber Mill Rd
69	70 Business through Clayton <input type="checkbox"/> Entrance ramp to I-40 from Hwy 70-Bypass (during rush hour, during off-peak times, it is a breeze)
70	I-40, NC 42, and US 70 Business
71	1) NC-42, between US-70 and the Caterpillar plant. <input type="checkbox"/> 2) Shotwell Rd. in front of Bojangles. <input type="checkbox"/> 3) US-70 westbound to I-40
72	Us 70: Wayne Cty.to Wake Cty. NC 42: From NC39 intersection to I 40.
73	42 east from 70 thru buffalo road seems pretty busy; actually, 42 west is pretty busy too. 40/42 is a great example of too many driveways, inefficient stoplights and runaway growth.
74	HWY 70 CLAYTON

Question 6

75	NC 42 from Old Drug Store through the interchange with US70 (Clayton Bypass)☐ US 70 Bus from the county line through its concurrency with NC42 in Clayton☐ I40 just before Exit 312 (NC42) past the county line/US70
76	42 from 70 to 40, Smithfield Road from Covered Bridge to Pritchard Road, Amelia Church Road from 70 to 42
77	I-40, I-95, and Hwy 42
78	I-40 East at the 70 Bypass; 42 Hwy at 1-40 (TERRIBLE traffic signals because there are too many signals in close proximity, and the new Wal-Mart is a HUGE MISTAKE - 42 highway will have a lot of trouble accommodating all the added cars;
79	I-40 west from Hwy 42 to the county line.☐ Hwy 42 from Hwy 50 to Hwy 70 in Clayton.☐ Cleveland School Road to 42 interchange is impassible in a Friday afternoon.
80	NC-42, Cleveland Road, Cornwallis Road
81	I-95, HWY-701 South, US 70 BYP
82	1. 40/42 Interchange all the way to Cornwallis Road heading East past new Walmart to Cornwallis. One fender-bender on that stretch of road, and it becomes a complete traffic jam. ☐ 2. 42/Cornwallis intersection.☐ 3. Glen Road, near Food Lion. Often must drive down Glen Road in opposite direction, turn around and come back to get in a long line to turn left. Or... take Glen Road all the way to 210/Cleveland Road and use traffic signals to turn left on 42 East. :(
83	Where the new 70 bypass merges with I40....absolutely poor planning.
84	40/42, US 70
85	I-40 (West in a.m., East in p.m.); I-70 much improved with the Bypass, but now all the traffic seems to be on I-40☐ NC-42 (where it intersects with I-40; too much development in a small area)
86	40/42 at rush hour, all ramps.☐ 42 East and Business 70 - Clayton.☐ Hwy 42 & 1010 (Old Drug Store Road)
87	40/42 at rush hour, all ramps.☐ 42 East and Business 70 - Clayton.☐ Hwy 42 & 1010 (Old Drug Store Road)
88	I-40, Exit 312☐ I-95, Exit 95 at Carolina Premium Outlets☐ US Hwy 70 through Clayton
89	Hwy 40/42☐ Hwy 70(B) in Clayton☐ Cleveland Rd/Hwy 42
90	1, Hwy 42 around hwy 40.☐ 2, Smithfield, in front of Walmart.☐ 3, Clayton, Around Mcalls.

Question 6

91	Hwy 42 & Glen Road. To turn right onto to Glenn Road (beside McDonalds) there should be a turning green arrow (not to turn left on to Commerical Drive. Also the Exit off of I40 from Raleigh, those two turning lane to turn right onto Hwy 42 should be a no turn on Red. People comes off of that Exit and never slow down.
92	40 and 42, 401 thru fuquay varina, old drug store both ends anf the bad turns that were made to satisfy the stoplites are horrible. The road was straight asnd then DOT puts in two bad curves. - feel that wa a horrible decision.
93	intersection at 40/42 exit 312
94	I 40 E to US 70 Bypass, Hwy 42 at I 40, N. O'Neil St in Clayton to Covered Bridge Rd, Archer's Lodge, etc.
95	Brightleaf Blvd. in Smithfield/Selma, Booker Dairy Road in Smithfield, Industrial Blvd next to I-95 in Smithfield/Selma
96	Brightleaf Blvd SMithfield to Selma, Outlet Center area, West Side of Clayton on Hwy 70
97	Highway 42 at the Inerstate 40 intersection.□ Highway 70 at the I-95 intersection (Smithfield).□ Highway 70 near Covered Bridge Road (Clayton).
98	Highway 42/40, Highway 210 in the mornings, and West Johnston Area coming off of N Pleasant-Coats Road onto Raleigh Road (turning Left)
99	40/42
100	Garner (Cleveland). US Hwy 301 through Smithfield.
101	HWY 301, SMITHFIELD/ 1010 CLEVELAND/ BUFFALOE RD
102	42 around Exit 312 at I-40.□ Cleveland School Road in mornings and afternoons at Cleveland Elementary School□ Cornwallis Road at 42 backing up at the light(traffic coming from west/Garner)
103	40/42□ hwy 70□ business 70 and I-95
104	Raleigh Road in front of West Johnston High School, 40/42 intersection,
105	Industrial park drive-with the groth and tourism suggest a 4 lane hwy
106	40/42, smithfield near hospital
107	I-95 Dunn- Wilson, Hwy 301 in Smithfield
108	Cornwallis between Old Drug Store and Hwy 70 □ NC 42W between Cornwallis & NC 50 □ Shotwell between Amelia Church Rd and Hwy 70 □ Also Exit 312 backs up onto I40 during rush hour
109	Cleveland Area, Hwy 42/I 40; Shotwell Rd. @ Hwy 70 in Clayton; Hwy 42 merging onto Hwy 70 W in Clayton
110	40 west□ 70 west
111	US 70 In Clayton, NC42 at I40, Cleveland Road
112	I95, HWY70 bus and Carolina Pottery intersection

Question 6

113	the only one I have experienced is going west on HWY 70 and getting onto HWY 40. Needs more lanes or something. I don't travel that way very much, maybe twice monthly.
114	Highway 42 West/East @ I-40; Hwy 70; 301; I-40
115	1) Clayton - US Bus 70 between Wal-Mart and NC 42E <input type="checkbox"/> 2) Clayton / Cleveland - Area on NC 42 near I-40 JCT <input type="checkbox"/> 3) Cleveland - I-40W merge with US 70 by-pass
116	Buffalo Road, Selma, Brightleaf Blvd., Smithfield, Market Street, Smithfield
117	Clayton - Hwy 70
118	40 & 42 <input type="checkbox"/> Don't travel much more than that
119	Brightleaf Blvd (Hiway 301)--between Smithfield & Selma
120	Since I live in Kenly we don't have much congestion. Please do not encourage growth at this end of the county. Keep us as an agricultural area.
121	I-40 and NC 42 Interchange <input type="checkbox"/> <input type="checkbox"/> Clayton - Hwy 70 business and Hwy 42 <input type="checkbox"/> <input type="checkbox"/> I-40 from 42 to Wake County
122	hwy 40/42, hwy 70/42
123	hwy 42, hwy 50, and now interstate 40 due to the new ramps added this year. 40 needs to be widened to accomodate the increased traffic.
124	Hwy 42 at 40 <input type="checkbox"/> Hwy 42 at Cornwallis Rd <input type="checkbox"/> Hwy 42 at Hwy 1010 (corner of CVS and Walgreens)
125	Hwy 70 at Market Street, Hwy 70 at Johnston Community College, and Hwy 301 in Smithfield
126	301 Brightleaf Boulevard, Smithfield <input type="checkbox"/> 70 at Clayton <input type="checkbox"/> service road near I-95 at pottery
127	Castleberry Road and HWY 42 East, Amelia Church Road and Shotwell Road, Covered Bridge Road and Covered Bridge Road (where the road meets at the stop sign, O'Neil Street turns into Covered Bridge Road
128	Guy road, Barbermill road.
129	I-40 from exit 312 to wake county <input type="checkbox"/> Hwy 42 at I-40 <input type="checkbox"/> Cleveland school road from exit 312 to smithfield

Question 6

<p>130</p>	<p>In the direction I have to travel, I40 is the most congested. The new 70 bypass that crosses I40 creates a backup that can last for miles in both directions. Highway 42 is very congested around the I40 intersection. I live close to the intersection of highways 50 and 42 and sometimes it takes me 20 minutes to go the 5 miles to I40.</p>
<p>131</p>	<p>Route 40 from 42 into Raleigh and beyond <input type="checkbox"/> Route 42 from route 50 to 70 by-pass - this should have at least 4 lanes from Fuquay to Clayton <input type="checkbox"/> Cleveland School Road from Smithfield to Route 50 <input type="checkbox"/> Route 50 from McGee's to Garner</p>
<p>132</p>	<p>I-40/42 <input type="checkbox"/> I-95 <input type="checkbox"/> 301 thru Smithfield</p>
<p>133</p>	<p>Highway 70, Clayton NC <input type="checkbox"/> Highway 42 at interstate 40 <input type="checkbox"/> Highway 70 at Brightleaf Blvd</p>
<p>134</p>	<p>1) I-40 Between the 70 bypass and Exit 312 (need more than 2 lanes here). <input type="checkbox"/> 2) Highway 42 and I-40... this stretch of road from the CVS pharmacy to Lowe's Home Improvement is so poorly designed that there are frequent accidents and high congestion several times a day in this area. There are WAY to many accesses to this stretch of road from the side businesses... those business should use a common service road on each side of the highway and have limited connections back onto the main road. <input type="checkbox"/> 3) Business 70 through Clayton... has improved since 70 bypass was installed... but that area is still highly congested during various parts of the day.</p>
<p>135</p>	<p>42/Cleveland School Road</p>
<p>136</p>	<p>I-40 and 70 By-pass at rush hour <input type="checkbox"/> <input type="checkbox"/> I-40/42 at rush hour <input type="checkbox"/> <input type="checkbox"/> Rt 70 going into Clayton</p>
<p>137</p>	<p>I-40, near the 70 bypass exit. <input type="checkbox"/> Highway 50 going towards Raleigh <input type="checkbox"/> 42 highway both east and west (more commercial and residential , but no more lanes added!!!!)</p>
<p>138</p>	<p>NC42 at the I-40 interchange. This area is congested and dangerous as evident by the numerous accidents. The dual center turn lane should be eliminated. This area should be addressed immediately.</p>
<p>139</p>	<p>Hwy 42 at I40 <input type="checkbox"/> Hwy 50 from Hwy 70 to McGee's (yes, part of that is in Wake County, but still...) <input type="checkbox"/> Hwy 42 from Clayton to Fuquay</p>

Question 6

140	40/42 - Cleveland school road <input type="checkbox"/> I40 up to the beltline <input type="checkbox"/> Hwy 50
141	NC 42 @ SR 1010 <input type="checkbox"/> NC 42 @ I-40
142	HWY 42 west (mostly from 40/42 area to Amelia Church Rd) <input type="checkbox"/> Shotwell Rd <input type="checkbox"/> HWY 42 east
143	70 & Shotwell <input type="checkbox"/> 70 Bypass and 40 <input type="checkbox"/> 42 & Cornwallis
144	70W to I40 to the beltline during rush hour. Hwy 70 @ intersection w/Bojangles & RBC across 70W
145	1) West bound US 70 By- pass at I-40 Intersection in early morning rush hour. <input type="checkbox"/> 2) NC 42 west of US 70 up to Buffalo Road. Both east and west bound. <input type="checkbox"/> 3) NC 42 east of US 70 up to Hwy 50. Both east and west bound.
146	Hwy 42 ... near the 40/42 intersection
147	HWY 70 and HWY 42
148	70 bus to 40 <input type="checkbox"/> hwy 42
149	Rt. 42 & 40 <input type="checkbox"/> Rt. 42 & 70 (have to go through sidestreets when going 42N to 70W) <input type="checkbox"/> Rt. 210 & 40 (light timing is bad esp when school is in session)
150	40/42 intersection. <input type="checkbox"/> Smithfield; East Market and 301. <input type="checkbox"/> 1010 and SR 42
151	40/42 area at quitting time, <input type="checkbox"/> business 70 in clayton (by pass didn't really help!)
152	Hwy 42, Hwy 70, area around outlet mall
153	Cornwallis Rd and Raleigh Rd the ramp coming on the 42 highway from exit 312 or 40 East. Coming out of Food Lions and McDonalds trying to access the lane either way at anytime it is impossible. Crossing over 42 East to utilize either side of the road buisnesses.
154	hwy 40 when it gets close to hwy 70 interchange <input type="checkbox"/> hwy 50 from hwy 42 to hwy 70
155	Hwy 42 at I-40!!! <input type="checkbox"/> Hwy 42 at Cornwallis Rd <input type="checkbox"/> Hwy 70 in Clayton

Question 6

156	(1) The 42-70 intersection on the east side of Clayton takes a while to get through the intersection. Not sure it's congestion, but there are a lot of people there.□ (2) The WalMart stop light. I never shop at WalMart or at any shops in this shopping center, so this light is quite irritating to me.
157	I 40 and hwy 42
158	US-70 Business□ I-40 / NC-42 interchange□ NC-42 East in CLayton
159	40/42□ Cleveland Road/Hwy 42
160	Raleigh Road at West Johnston High School□ Business US 70 at Neuse River□ NC42 eastbound from Clayton
161	70, 42W, Brightleaf Blvd
162	Clevalad area at 40/42 before and after overpass□ 50 highway at Mt. Pleasant Rd. No left turn lanes off of 50 at stop light
163	Hwy 210 from McGees to Landfill, Hwy 42West, Hwy 42E from 70 to Buffaloe/1003
164	I only use 70 Business in Clayton and the lights will kill you. If i leave I-40 and go home via 70 Business I hit 11 lights. If I go one more exit on I-40 and take 70 by-pass, I hit 2 lights and have NO traffic.
165	42 between highway 50 and 70
166	US 70 and Shotwell. That f-ing traffic light owes me about 8 days of my life back.
167	#1 is the I-40/NC42 interchange from Bratton Drive to Cleveland School Road. #2 is I-40 from NC42 to the US70 Bypass. I work for DOT and have to admit that we absolutely botched that job!! There's no way around it. The opening of the US70 Bypass without adding a lane on I-40 to US70 Business turned I-40 into a parking lot during morning rush hour. I'm aware the bypass is in Wake County, but the congestion begins in Johnston. #3 in my travels is the NC42/Cornwallis Road intersection.
168	Rte 42 from intersection of 40 to Celvelan School Rd (1010)
169	40/42 intersection from Cleveland School Road through Cornwallis), Mast Drive.
170	Selma - Exit 97 of I-95 - since the McD's and Bojangles reconstructed their new buildings and Cook Out came to town, it is crazy. Trying to get through the intersection you are mobbed with vehicles trying to go to the pottery and the landscaping store, people trying to eat and those trying to get back onto I-95.
171	I40, NC42 Wake Co. to Clayton, Brightleaf and Market St. in Smithfield
172	1. I-40 to and from Raleigh from 42, should be 3 lanes from 42 to Raleigh. 2. 42 - 40 intersection needs to be redesigned (more lanes or I-40 overpass redesign).
173	Highway 40, Highway 42, and Cleveland School Road & Highway 50.
174	Raleigh rd/ Sanders, 210/50, 42/'Cleveland school
175	40/42

Question 6

176	95 ... the whole thing. Two lanes is not wide enough anywhere for that N-S artery. <input type="checkbox"/> I-40 from the beltline in Wake to the 40/42 exit in Johnston. <input type="checkbox"/> Intersection of Main street and O'Neil during school and evening rush hours in Clayton.
177	intersection of raleigh and sanders rd
178	I95 between exit 93 and 106; <input type="checkbox"/> Industrial Blvd near Carolina Outlets <input type="checkbox"/> Brightleaf blvd in Smithfield/Selma
179	4042, highway 70, around outlets in smithfield
180	brightleaf boulevard, i-95, 70 by pass
181	Glen road and 42, Highway 70 through Clayton, around the outlets in Smithfield
182	swift creek road and hwy 70 - brightleaf blvd (hwy 301) and downtown area in smithfield very short stoplights and you can only turn left at certian lights.
183	mcdonalds kfc intersection hwy 70 terrible
184	40-42 area, Clayton 70, access road by Factory Stores of America
185	Hwy 301 between Selma and Smithfield; Hwy 70 between Buffalo Road and Pine Level
186	NC42 @ SR1010 <input type="checkbox"/> US70Bus @ NC42 <input type="checkbox"/> Market Street @ BrightLeaf Blvd
187	market street / brightleaf boulivard
188	HWy 70/East Market in Smithfield, near Neuse River
189	us 70 <input type="checkbox"/> i 40 <input type="checkbox"/> 301
190	Anywhere around that 40/42 area. That whole area is a traffic mess and I haven't found any good routes to bypass it if I need to get to the other side of it. <input type="checkbox"/> <input type="checkbox"/> I don't travel throughout JoCo too much so I'm not sure where other problem areas are.
191	NC 42 at I-40 mornings and afternoons.
192	4042....
193	I-95 through Johnston County <input type="checkbox"/> Cornwallis Rd from Winston Rd to NC42 to Cleveland School Rd weekday evenings. <input type="checkbox"/> I-40 from I-440 to NC42 during weekday evening hours.
194	1. Thru Hwy 70 in Clayton <input type="checkbox"/> 2. I-40 / Hwy 42 area <input type="checkbox"/> 3. Exit off Hwy 70 onto 42 in Clayton

Question 6

195	1. 70 business (either way from JCC to the Courthouse)☐ 2. Micro-Pine Level Elem. School - The drop/pick-up road (Herring St.???) maybe there should be a different way.☐ 3. Micro intersection at the stop light. It has two lanes both directions and it is a MESS every school morning and around 3:00 in the afternoon.
196	NC 42 West; Cleveland Road; US 70 Business through Smithfield
197	NC 42 East around Flowers Plantation☐ NC 42 W and I-40☐ Area around I-95 interchange in Smithfield around Pottery, stoplight at Burger King
198	1. Route 42 going west stretching from the Clayton bypass through the traffic light at Route 1010 (Cleveland School Road). ☐ 2. Route 70 going east from Walmart shopping Center through the traffic light where Route 42 east turns off going toward Flowers Plantation.☐ 3. Exit 312-need another interchange further south on I-40 where I-40 and Cornwallis Road intersect.
199	40/42 Interchange☐ All of I-95 through JC☐ US 42 Clayton to I-40
200	Hwy 42 from Hwy 50 to Amelia Church Rd☐ Hwy 40 at 42 & Hwy 70 Bypass Interchange
201	I-40 & NC 42 (also near the Clayton Bypass), NC 210 (McGee Crossroads) during school season, and I-95 & I-40
202	see 5 above.
203	I-95, I-40and 70
204	From Clayton---NC 42 West to I-40 out to Cleveland Community☐ From Clayton---NC 42 East out to Becky Flower's development's☐ Hwy 301 from South Johnston High School to south of Benson @ Harnett Co Line
205	Highway 42 40/42 area.
206	40/42 intersection. 42 & SR 1010 intersection. 42 & Cornwallis Road.
207	70 business in Clayton
208	Right where the 70 bypass meets up with 40 West... 4 lanes to 2 is a bad idea.
209	I-40/NC-42:Cleveland area on Hwy 42 up to the intersection of NC 50 Hwy. ☐ NC 50 north going into Wake County.☐ I-40 west going into Wake County at the Clayton 70 bypass (exit 309).
210	I-40☐ Hwy 42☐ Route 1010
211	Westbound I-40 just west of exit 312.☐ Highway 42 at exit 312.☐ I-95 between Benson and Selma.

Question 6

212	I-40 & NC 42☐ NC 50 N of 210☐ I-40 & NC 210
213	Rt 301 thru Smithfield
214	42 Hwy, Clayton
215	70 Bus.☐ 301☐ 42 West
216	Hwy 42 West☐ 1010 From 210 to 42☐ Pottery Road from 70B. to 70Hwy
217	Hwy 70 into Garner and Claytn, 70 heading into Smithfield

Question 7

Where, if any, do you feel a safety problem exists in Johnston County? Please include road names or intersections, and please consider vehicle, bicycle, and pedestrian issues.	
Answer Options	Response Count
<i>(see comments below)</i>	174
<i>answered question</i>	174
<i>skipped question</i>	89

Question 7

Number	Response Text
1	Sudden slowdowns on I-40 due to congestion pose the greatest danger from rear end collisions
2	NC 42, need median between SR 1010 and I-40 to limit left-turns, and people trying to cross lanes in busy traffic
3	Guy Road, Barber Mill Road, Shotwell Road in Clayton all are heavily traveled and lack a 'shoulder' if you run off the road, you are often on an uneven and dangerous surface. many people drive too fast along these and similar Roads - there are no sidewalks for people to walk along and there is no shoulder.
4	Change of existing traffic patterns when new shopping areas are expanded. A master plan with one initial traffic pattern would help.
5	Amelia Church/Shotwell intersection
6	Old Drugstore Road <input type="checkbox"/> The intersection of 42 and Ten-Ten at CVS <input type="checkbox"/> Interstate 40 - the bypass has made a congested area all the more congested
7	I-95, shoulders are not wide enough (as in other counties, i.e. Wilson) thus so many wrecks through Johnston County. Also CONSTANT bridge or road construction...
8	Cleveland, cars drive so fast!
9	primarily on I-95 - need an additional lane
10	Get rid of people riding bikes on the road. Let them ride on trails, etc. They cause much of the problem with people having to slow down to avoid hitting them.
11	1) Hwy 42 at Interstate Exit 312 <input type="checkbox"/> 2) Hwy 210 from McGee Crossroads towards Smithfield. People drive entirely too fast.
12	none known
13	Int. Hwy 222 & 42 <input type="checkbox"/> I-95 Exit 106 Bridge
14	Hwy 42, Cleveland Road and Glenn Road and I40. Most of these people bottleneck here because commuters are coming from Benson, Smithfield and the local area getting on I40 to go to and from work in Raleigh or Cary.
15	Industrial Park Drive and Equity Drive
16	Rural Roads
17	301 Brightleaf Blvd, too many quick turns made by shoppers, do away with turn lane, make them u-turn at light only, been cut off many times by last minute decisions of other drivers out looking for a specific store or restaurant.

Question 7

18	Josephine and Cornwallis; no one seems to understand the rules of a four-way stop. Bicycles on Josephine; not enough shoulder and most people use it a raceway. Any road with a solid line; people don't know/care that it's a NO passing zone and do it anyway. Subdivisions should be required to have sidewalks. Sidewalks need to be added along Josephine to connect neighborhoods. Many residents walk from one Subdivision to another along Josephine; with the speed limit posted at 45 and most people driving in excess of that it's just a matter of time before someone is killed. Kids also frequently skateboard on Josephine around Twisted Oaks and Island Creek. The stop signs for a state maintained road (3 years old now) should be mounted on a 4x4 post but have not been. The sign farms that keep appearing around 40/42; Cornwallis/42; Cornwallis/1010; etc, etc, there should be some hefty fines for this. It's very distracting and has obstructed our view at intersections.
19	NC42 from I-40 to Old Drug Store Rd, due to the number of business driveways in such close proximity. It's dangerous for vehicles, but I couldn't imagine a bicycle or pedestrian trying to navigate that road during most daylight hours.
20	Shotwell Road near 70 - too crowded <input type="checkbox"/> 42 near exit 312 in Cleveland - traffic is crazy there <input type="checkbox"/> Amelia Church near Guy Rd. Requested speed limit reduction to 35 but it was only reduced near Lionsgate. We have a community on both sides of Amelia Church with a pool on one side - kids cross constantly - not safe. There is too much big truck traffic cutting through. They use their air brakes at all hours to help them stop at the light.
21	Indistrail Park Drive at the Pottery
22	Intersection of Covered Bridge Rd at Pritchard Road near Archer Lodge
23	na
24	Intersection Hwy 42/ Hwy 96 NEED A TRAFFIC LIGHT
25	Hwy 70--not enough lanes
26	Bridges without shoulders or sidewalks. Many more people are walking and biking these days and it is very dangerous to suddenly come upon one of these people mid-way over a bridge.
27	Robertson St. and Hwy 70 Bus no crosswalks for CHS students crossing to drug store and MacDonalDs.
28	Downtown Smithfield- Hwy 70 , at Courthouse
29	Intersection of US Business 70 and Shotwell Rd. Intersection of Amelia Church and Shotwell. NC42 bridge over Neuse River. Speed limit on US Business 70 at Wal-Mart in Clayton.
30	I don't have a specific location, but as a bike rider, I find it to be generally dangerous to ride in Johnston county. If you leave residential roads, you find narrow roads without shoulders and cars traveling fast. Some people do bike on those roads, but it's not a good mix.
31	Intersection of 70Bypass & Peedin Road Extension. This intersection needs more time on the traffic lights for safer crossing. <input type="checkbox"/> <input type="checkbox"/> Many many bike riders on Buffalo Road and areas around Clayton.....bike lanes would greatly enhance the area.
32	Crossing Highway 70 anywhere

Question 7

33	Any rural, unlit, winding, two-lane roads with speed limits at and above 45 mph; this is where most accidents occur as far as I have read in the news. Light poles need to line any unlit and generally unsafe roads where previous accidents have occurred and have resulted in the death of a driver or pedestrian. There are also numerous tractor trailers driving up and down Polenta and Cleveland Roads, no doubt causing extreme stress and premature deterioration of the roads.
34	42 East, Clayton
35	<p>Most well traveled smaller roads (Cornwallis Rd, Cleveland School Rd., etc.) have almost no shoulder. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The County approves far too many access points to major roads. It seems that zero planning is applied to where businesses are approved in this county. Often, centralization of commercial centers can help congestion. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The same applies to residential subdivisions where the county allows road fronted lots. This causes slow downs and also detracts from what could be used as sound buffers. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>US 70 and Shotwell Rd (Clayton) - Another total mess due to the rapid and unchecked commercial development. Shotwell Rd need to be straightened out at the stoplight.</p>
36	route 42 between cornwallis road and 1010 (cleveland school road
37	The 40/42 interchange.
38	US 70 from US 70 Business near Clayton to the Wayne County Line, especially in the Pine Level and Wilsons Mills areas; NC 42 in the vicinity of I-40; I-95 throughout county; NC 96 at SR 1934 north of Selma; US 301 at Ava Gardner Avenue in Smithfield
39	<p>70 business and 70 hwy @ Collin's Boats <input type="checkbox"/></p> <p>Braswell Road and 70 Hwy</p>
40	Need to look at past traffic data, analytical/statistical approach via risk assessment or needs assessment. Tim Little with NC DOT is working on some data.
41	I would like to see left turn arrows used on traffic lights - that option is so much safer.
42	<p>US301 at South Johnston High School and Hannah Creek Road <input type="checkbox"/></p> <p>NC210 West and Black Creek Road</p>
43	42 and Cleveland School Rd
44	There is no safe way to walk anywhere around Clayton; some sidewalks exist in the older down town areas, but there are almost no safe walk ways anywhere else. The safe is true for bicycle use. It is especially dangerous to cross US70 anywhere by foot.
45	On the 42 there is no bike lane
46	near wake med building in clayton on 70- anytime you're making a left hand turn. I have seen way too many accidents in that area.
47	NC 42 between Cleveland Rd and Cornwallis Rd.
48	Interstate 40 and NC 42. The entire area needs an overhaul of the transportation network. A new interchange would be ideal (SPUI), but at a minimum a 4 lane divided facility from Cornwallis Road to NC 50 along the NC 42 corridor.
49	Travelling from US-70 eastbound, turn Left onto NC-42 E. The merge lane needs to extend further down NC-42.

Question 7

50	Intersection of River Road from Selma and SR 1003 (Buffalo Road) Angle of entrance of River Rd, frequent parking of tractor/trailer trucks, and large expanse of unpaved, unmarked area where cars can utilize in navigating the merge, compounded by fuel tankers entering and exiting the highway.
51	not sure where the biggest safety is; seems that amelia church road and shotwell intersection is asking for trouble.
52	In general, many of the roads in North Carolina, especially secondary roads, have no facilities for bicycle or pedestrian use, i.e. no sidewalks or bike lanes, or even widened shoulder, discouraging travel by any method other than a motor vehicle. <input type="checkbox"/> <input type="checkbox"/> Also, there are too few left turn lanes/center turn lanes into the entrances of older subdivisions and residential areas.
53	I think most collector rods would benefit from a widening to include a safety shoulder of 5-6' and perhaps bury of some of the deeper drainage swales. There is little room for error, passing turning vehicles at intersections, and no room for new drivers to have the smallest amount of bad judgement.
54	42 east traffic merging onto I-40 west, traffic does not have enough space to accelerate to freeway speeds going uphill.
55	The I-40, Hwy 42 interchange is a disaster. Heading west on Hwy 42, before Cleveland School Road, people travel in the left turn lane(s) the length of the road like it is a passing lane. <input type="checkbox"/> The entire I-40/Hwy 42 interchange area is impossible for bicycle or pedestrian travel.
56	NC-42
57	I-95 Exit Ramps and acceleration lanes
58	A safety problem exists in Austin Pond Subdivision. There are no sidewalks through this neighborhood. Traffic utilizes the subdivision as a short-cut/cut-through to avoid the congested traffic signal at 42/Cornwallis intersection. They speed through the residential neighborhood usually taking a right off 42 West into Austin Pond (Austin Pond Road) and turning right on cornwallis (off St. Jiles Drive). There are several blind spots in the road and children, pedestrians, have had too many "close-calls" of getting hit by a motor-vehicle.
59	40/42, US 70
60	Safety concerns at intersections at 40/42. Too much development in a small area--too many peopel trying to get in and out store quickly along with people trying to get on/off the interstate. I would like more pedestrian opportunitie, but in that area I would be afraid to walk/bike (because of congestion/cars).
61	Intersection of Cleveland School Rd & McLemore Road (from a personal viewpoint) - stoplight needed. <input type="checkbox"/> Cornwallis/White Oak. Country road - city traffic.
62	Intersection of Cleveland School Rd & McLemore Road (from a personal viewpoint) - stoplight needed. <input type="checkbox"/> Cornwallis/White Oak. Country road - city traffic.
63	I-95, Exit 95 with millions of visitors/shoppers coming off a two lane interchange onto a US Hwy Business route.
64	Biggest safety problem I can think of is the intersection of Hwy 42 and glen rd heading from CVS area trying to turn left onto Glen Rd. There is a turn lane, but no turn light. There needs to be a light installed there. I have seen a State trooper run that red light, just because he could not get through without doing it. Try turning left there anytime, but most especially around 5 oclock. I bet you cannot do it without running the red light, or easing out into the intersection and going when it turns red.

Question 7

65	Exit off of I40 from Raleigh, those two turning lane to turn right onto Hwy 42 should be a no turn on Red. People comes off of that Exit and never slow down.
66	Pulling out from businesses at 40 and 42.
67	same
68	Front St. in Clayton, Shotwell Rd. and Hwy 70 in Clayton
69	Booker Dairy Road intersection with Brightleaf Blvd. in Smithfield, US 70 Business intersection with Industrial Drive in Smithfield NC
70	North Second Street in Smithfield just waiting for the Woman's Club renting for drunken parties to have a dead child lying in the street
71	Highway 42 in the Cleveland Township in front of the new Wal-Mary reduces from 6 lanes to 2 lanes in a very short distance due to the narrow Swift Creek Bridge. This bridge should be widened to accommodate 4 lanes. Also, the 40/42 interchange should receive a study to determine whether a different configuration (e.g. single point) is feasible. A new interchange for 40 at Cornwallis Road would assist in reducing congestion at the 40/42 interchange.
72	New High School being school on Polenta Road... Very dangerous road as is - but now adding that?!?
73	40/42
74	Intersection I-95 exit 95 & Industrial Park Dr. for vehicles and bicycle.
75	On 42 in front of new Walmart at Exit 312, from multiple lanes into single at bridge going east.
76	Polenta Rd. is too narrow for the traffic that the new high school will create
77	n/a
78	old 301 intersections between Kenly and Smithfield
79	Intersection at Shotwell and Hwy 70 - it is so confusing that at times you end up in someone else's lane - whether turning or going straight. Bad design.
80	Crossover on Hwy 70 in front of Lowe's Foods shopping center, very dangerous, too much traffic to cross and everyone takes a chance to cross then they get stuck in the median.
81	None
82	I95, HWY70 bus and Carolina Pottery intersection
83	Intersection of Covered Bridge Road & O'Neil street <input type="checkbox"/> Covered Bridge Road, too narrow, no shoulder
84	Intersection of Covered Bridge Road & O'Neil street cannot turn left from Covered Bridge Road onto O'Neil or left onto Covered Bridge safely <input type="checkbox"/> Covered Bridge Road, too narrow, no shoulder <input type="checkbox"/> Shotwell & Covered Bridge Road <input type="checkbox"/> Shotwell & Amelia Church Road
85	Highway 42 West/East @I-40; Hwy 70
86	Buffalo Road as it passes the Selma Oil Termina
87	Crossing Hwy 70 in Clayton on Durham Street to walk or bike to downtown Clayton.
88	40 &42

Question 7

89	Hiway 70 W at I-95 intersection/Outlet Blvd
90	All roads are a safety problem for bicyclers. Seriously, I have a great bike but do not use it because of the danger from automobiles.
91	<p>Polenta Road - new Cleveland High School - Future Problem <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Hwy 42 at the Swift Creek Bridge near new Walmart <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Slow moving vehicles like farm tractors, mopeds, scooters and bicycles on narrow two lane roads. Often not enough room to move around these slow vehicles. Cleveland Road is a good example. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Where the Hwy 70 bypass merges with I40 and then narrows from 3 lanes to 2. This causes major congestion on I-40 and appears dangerous. Not sure if this is Wake or Johnston but affects many Johnston Commuters.</p>
92	almost any intersection on hwy 42
93	40/42 area. There have been many wrecks in this area.
94	Ten ten and Hwy 210, Crossover intersection without lights on Hwy 70,
95	<p>intersection of 701, 301, 95...exit 90 off of I95 coming south <input type="checkbox"/></p> <p>hwy. 70E at service road for Pottery access in front of Burger King</p>
96	Castleberry Road and HWY 42 East, in front of East Clayton Elem. School
97	We need more sidewalks, community center, art schools, and school for gifted children.
98	<p>I-40 at Hwy-42 there seams to be no planing with the business and roadways. <input type="checkbox"/></p> <p>Market St. in Smithfield and Industrial Park Drive.</p>
99	The strip of highway 42 at the I40 interchange. It's busy at all times of the day with people turning right and left into different shopping centers and trying to get into the center turn lane at the same place and same time because one person wants to turn left and one wants to go right. You have people turning on red lights because there's no turn light at the light that turns into the shopping center where the Food Lion is. The turn lane backs up from people waiting to turn left off of highway 42 onto Cleveland Rd. and that creates other problems. You don't dare try to walk across 42 in that area unless you have a death wish. The lights at Old Drug Store Rd. and then just past that is the light at Cleveland Rd. and those cause a backup of traffic if you're going toward I40. To sum it up, that area is a great big traffic mess and it's no wonder there are so many accidents.

Question 7

100	<p>the 40 - 42 intersection is a disaster or irresponsible zoning and planning <input type="checkbox"/></p> <p>having TWO traffic lights/intersections directly to the West of 40 is almost unworkable <input type="checkbox"/></p> <p>I commute in this area by bike - I would never dream of biking through that area <input type="checkbox"/></p> <p>I find that the center, bi-directional left-turn lanes are a disaster waiting to happen. They are dangerous to begin with, but the public is completely uneducated about them and the police do not enforce traffic rules regarding them. They are constantly used for merging into the roadway - which is illegal by NC law. When they are used in that way, unique conditions for high-speed head-on collisions are set up where the attention of the left-hand turn driver and the merging driver are to opposite sides of the roadway and they are completely unaware of one another. <input type="checkbox"/></p> <p>The commercial corridor of 42 around 40 is VERY dangerous with so many places to enter and leave 42. <input type="checkbox"/></p> <p>the corner of Cleveland Road and 42 - particularly the left turn lane entering Cleveland Road southbound from 42 westbound is very</p>
101	I-40/42 area in general.
102	Highway 42 through the township of Cleveland.
103	There are no safe places in Johnston County to ride a bicycle on the road.
104	Benson Hardee Road /Old fairground. Blind spot with many close accidents.
105	NC42 at I-40 interchange.
106	Hwy 42 and I40. I avoid it at all cost, especially at rush hour.
107	40/42 interchange, 42 from I40 to hwy 50 <input type="checkbox"/> Cleveland sch rd and Raleigh/McLemore rd
108	On Cleveland School Road, near the 40/42 area, I see a lot of people riding bikes. I worry for their safety on such a busy road.
109	Turning right off of 70E onto Durham street (where I live) there should be a right turn lane because that right is a blind turn due to the elevation change from the burned out gas station (and the large grassy berm on which it sits). I don't think most people making that right understand how congested that next 15 ft can be due to the possibility of traffic coming out of Domino's, the occasional vehicle pulling out of the burned out Citgo trash dump and the immediate left off Durham just past Dominos (forget that street name, but it runs down the hill & back up towards the church), not to mention pedestrians walking dogs or coming and going to that little store. I always take that right really slow because I've had some really close calls in the past. It sucks not being able to turn left off Durham street onto 70W now, but I feel the change in turn lanes was wise due to the number of accidents there in the past.
110	NC 42 between US 70 and Castleberry Road.
111	Cleveland School Road and McLemore Road
112	The curve on Old Drug Store Road near the "Robin's nest" day care
113	40/42 intersection. Traffic lights are not timed properly or in sequence. Traffic exiting I-40 and turning West on SR 42 are 'turning right on red' for 30~35 seconds while traffic is stopped on 42 West. <input type="checkbox"/> "Solicitors" are wandering in and out of stopped traffic.
114	Need a turn lane into all subdivisions off Cleveland RD. including "Glad Acres". <input type="checkbox"/> Blinking light at Cleveland and Swift Creek Road needs a traffic light. <input type="checkbox"/> Red on /off Caution light at Cleveland Rd. and 210 should be a stop light also.
115	on all county roads the shoulders are nonexistent; cannot bike or walk safely

Question 7

116	Raleigh Road and Highway 1010 That is a H.S major access branch. It is a challenge at any hour of the day to cross over or get out with so many teen accidents in our area that is a major branch for H.S students now and with a new High School opening 2010 this road will be so dangerous that it will make our highways here one of the most dangerous roads to travel in such a growing county.
117	Hwy 1010 - Cleveland School Road at all the school intersections. Too many cars.□ Hwy 42 at I-40 - cars traveling in the turn lanes and not enough turn lanes. Needs to be widened to handle the increased traffic.
118	(1) Leaving the Lowes Foods parking lot, and entering Shotwell. CVS and Lowes customers have a stop sign, other traffic has the right-of-way but often people waiting to enter 70 / turn onto 70 back up to the Lowes - CVS cross-street.□ (2) There are no pedestrian crosswalks across 70. I would like to be able to walk / run from Lionsgate to Clayton town center, and have done this once, but thought the lack of sidewalks between US70 and Lionsgate, and the lack of a cross-walk across 70 made it very unsafe.
119	Cornwallis 42 to Cleveland Road
120	I-40 / NC-42 Interchange□ US-70 Business in CLayton
121	The entire 40/42 area for vehicle safety.
122	Cleveland School Rd (1010) at McLemore Rd, often congested.
123	N/A
124	Intersection of 42 highway and Cleveland School Rd.
125	Sharpe curve on Polenta Rd at Indian Camp in front of the new school. Polenta Rd dipped curve near Matthews Rd. Mt Pleasant Rd at curve near entrance to Stephenson Stables.
126	making a left from 42 East (eastbound) into the FIRST entrance to the Food Lion SC in Clayton (near Southwick). You can't always see speeders coming over the hilltop.□ There is a NO-LIGHT turnaround just east of the Honda dealer on 70 business in Garner and no one stops. I've been cut-off several times (going west) by cars and bikes.
127	Any rural two-lane road that doesn't have center-line reflectors.
128	Some attention needs to be paid to Glen Road. With the current residential development along Glen Road added to with the existing commercial development, there is a lot of traffic on a road that's not built to handle it. There are no shoulders and there are potholes all along the side of the road.□ □ The bridge over Swift Creek on Cornwallis Road appears to be in dire need of replacement.
129	Rte 42 from intersection of 40 to Celvelan School Rd (1010)
130	40/42- too many turn ins for businesses, no left turn allowed for Mast Drive from 40/42.
131	Intersection of NC 39 and NC 42. The rumble strips are well worn. We cannot force people to drive better. However, we can wake them up before they create an accident.
132	NC 42 and I-40 is a free for all
133	42/40 area.

Question 7

134	Highway 42, between Highway 40 and Cleaveland Road, That area is pretty scary.
135	Raleigh rd/ Sanders
136	Sanders Rd. / Raleigh Rd. - turn lanes needed on Raleigh Rd. <input type="checkbox"/> <input type="checkbox"/> @ 4042 - heading west on 42 and turning left @ light onto road where McDonalds and Food Lion are - left turn arrow needed
137	Clayton is split by hwy 70. Bicycle and pedestrian crossing of that highway is a fool's task. That needs to be fixed so kids who live in the downtown area can bike to Clayton Middle and kids who live south of the highway can bike or walk to Clayton High School. I would love to see a bike/ped bridge over 70 at the highschool that connects Clayton north of 70 to the new community rec center.
138	sab
139	I95 - too narrow
140	4042 and glen road
141	i-95
142	Glen road and 42 intersection, very congested at times
143	Swift creek road between the two 70's speed is becoming a factor with the subdivisions and people pulling out. A turn lane is needed to turn left into the subdivisions such as Tralee.
144	hwy 70 and 301
145	bicycle and motorized bikes all over - there are not enough bicycle lanes and the people (kids) riding just ride in and out of traffic not signaling their intention to move across traffic
146	Smithfield-Selma High School Students speed on Booker Dairy Road
147	Crossing 70 seems dangerous to anything besides a vehicle.
148	Most rural roads in the Cleveland School area need to be wider. Vehicle numbers are increasing and there is no end to the new subdivisions being built in the area.
149	City Road seems to be quite the pedestrian path to get from anywhere off of Covered Bridge Rd to or from downtown Clayton. There are many students and/or residents walking that path and there are NO sidewalks. There are also many bicyclists that ride to and from Legend Park that have NO bike lanes. It is a danger to pedestrians, bicyclists, and drivers.
150	4042 at McDonalds
151	I feel it is very unsafe to use a bicycle on most roads in Johnston County. However, I have seen cyclists on rural roads Winston Rd and Cornwallis Rd. I would bike these routes myself except I am scared to. I-95 corridor has a high frequency of accidents.
152	Exit off Hwy 70 onto 42 East in Clayton
153	Anywhere in or around the Pottery. Traffic is TIGHT and Close together!!!

Question 7

154	Lee Road between Barbermill and Cleveland School Rd. There are no speed limit signs the entire length which makes it the county-wide 55 mph because it's not otherwise posted. Traffic is often going much faster. 45 is a safe limit for that road; it's narrow, curvy, and has no shoulders to speak of. There are no sidewalks so any kids riding bicycles from one neighborhood to another have to use the road - often at the same hours the commuters are using the road. There have been at least 10 accidents that I am aware of at a certain point ~ 600 yds. west of the corner of Seth's Way and Lee Rd. The water stands there when it rains. The culvert under the road appears to be plugged and the road doesn't bank properly to assist in drainage. There is a very large patch in front of one of the driveways that is sinking. You can hear it when cars hit it because it is getting deeper as the patch settles. This road is carrying much more traffic than it was designed for.
155	Intersection of 70 A and 70 in Princeton, NC 42 West at I40
156	The intersection of Shotwell Road and Route 70 coming from Amelia Church Road. The road is too narrow and the traffic backs up toward Amelia Church Road.
157	FUTRELL RD SELMA NC 27576
158	40/42 Interchange
159	Hwy 42 <input type="checkbox"/> Hwy 42 & Hwy 50 <input type="checkbox"/> Hwy 42 & 1010
160	70 through Clayton
161	Cleveland Road
162	Intersection of Creech's Mill Road and US Hwy 70 outside of Pine Level at the <input type="checkbox"/> BP Station/White Swain
163	McLemore and 1010 <input type="checkbox"/> Hwy 42 and Technology Drive
164	(Cleveland Road {NCSR 1010}) Bicyclists and walkers on the road. They need a specific lane to be safer for everyone.
165	I cant think of any.
166	People walking along and crossing 70 business in Clayton. It would be much safer to have sidewalks and/or a parallel greenway and a pedestrian crossing bridge, so that students and people who work and use the businesses on business 70 wouldn't dart across the highway.
167	3 Safety issues: <input type="checkbox"/> <input type="checkbox"/> 1: The "DUI Scooters" on Rt 70. If the speed limit is 30 mph faster than these scooters can travel, you need to ban them from the road. <input type="checkbox"/> <input type="checkbox"/> 2: State Roads with high speed limits. 2-lane roads that are double-yellow-line, curvy, and have 55mph speed limits might seem like a good idea... <input type="checkbox"/> <input type="checkbox"/> 3: Pedestrian access on Rt 70 Business in Clayton - sidewalks and well marked crosswalks.

Question 7

168	The intersection of NC 50 and NC 42 more so ever since the new traffic pattern was developed. The left turn lane from NC 42 west going onto NC 50 South is impossible to see around the traffic coming from NC 42 east. It also appears that traffic on NC 42 east has a visibility problem trying to turn left onto NC 50 north. There is a green arrow but rarely see it.
169	Pedestrian issues caused by limited sidewalks at the intersection of Hwy 42 and I-40 (Cleveland).
170	Hwy 50 near Benson School. <input type="checkbox"/> Lincoln St entering Hwy 50.
171	I-40 & NC 42
172	Rt 301 / Rt 70 intersection <input type="checkbox"/> I40 / Rt 40 exit at Clayton
173	Swift Creek and 70 Bypass <input type="checkbox"/> 210 and Cleveland Road
174	Interstate 95 through Johnston County (too narrow)

Question 8

<p>Please provide examples of areas in need of improvements. For example, intersection problems, road widening, road maintenance, etc. Please include road names or intersections and the description of the needed improvement.</p>	
Answer Options	Response Count
<i>(see comments below)</i>	163
<i>answered question</i>	163
<i>skipped question</i>	100

Question 8

Number	Response Text
1	I-40 needs more lanes from 210 jct to the beltway junction
2	NC 42 corridor between NC 50 and Clayton Bypass, tremendous growth in this area, needs to be widened, and some access control placed on driveways in this area
3	Guy Road, Barber Mill Road and Shotwell Roads in Clayton all could benefit from sidewalks and shoulders. There are lots of pedestrians along Barber Mill road near Dairy Road and 42 in Clayton but there is no shoulder or sidewalk for them. The roadsides are not kept clean and clear so they often walk in the road. Dairy Road in Clayton has a lot of traffic, crumbling roadsides, no sidewalk and no shoulder. Traffic often races down this short road - there are 3 retirement centers located there.
4	I-40 SHOULD BE 6 LANES FROM I-95 TO THE I-440 BELTLINE <input type="checkbox"/> I-95 SHOULD BE 6 LANES FROM SC TO VA <input type="checkbox"/> US 70 SHOULD BE RESTRICTED ACCESS THROUGH JC <input type="checkbox"/> NC 42 SHOULD BE 4 LANED FROM NC 55 TO WILSON <input type="checkbox"/> US 301 SHOULD BE THREE LANED IN RURAL AREAS OF JC
5	42 needs to be widened ANYWHERE b/w Lowe's Foods and 70. <input type="checkbox"/> The intersection of 42 and Ten-Ten/Cleveland School at CVS creates a jam for folks not even turning left onto Ten-Ten backing up clear to the Interstate off ramp.
6	NC 42 E. and Glen Laurel Rd. needs turning lane from Flowers Plantation side. <input type="checkbox"/> NC 42 E. at Castleberry Rd. needs a turning lane from both directions
7	Main Street Smithfield, lanes are too narrow. Poor condition and widening of I-95.
8	Hwy 210 Wideing needed, middle turn lanes
9	Hwy 40 West needs more lanes!!!!!!
10	I-42 across the entire county needs to be widened
11	See #7.
12	1) Monroe Road is a eyesore with litter and trash. Please do something to control this mess. <input type="checkbox"/> 2) Hwy 42 at Interstate 40 Exit 312 where the new Walmart is fixing to open up in Aug-09 <input type="checkbox"/> 3
13	Hwy 70 to Hwy 42 east
14	(1)Int. 22 & 42 - Approach skewed, to many convergences, view occasionally blocked by business problematic when considering speeders. <input type="checkbox"/> (2)I-95 Exit 106 Bridge - Constructed as overpass, now a major travel exit, traffic too heavy, vision and Stop time issues, extremely narrow (2 major truck stops opposite each other).
15	Widen or make a turn land and put up a traffic light on Cleveland Road about 1/2 mile up from D.R. Wells, can't remember the name of that road but it takes you by West Johnston.
16	Highway 42 should be widened to 4 lanes minimum to accommodate growth along the Johnson Co/Wake Co line.
17	See question # 6 for information

Question 8

18	Maintenance needed during severe weather conditions, SNOW and ICE.
19	sidwalk and bike systems should be placed alongside all major and intermediate collectors. This is one thing missing throughout our state that the DOT just doesn't seem to understand!
20	Route 42 from 50 to Amelia Church needs to be reconfigured at the interchange; widened to handle all of the commercial/residential additions; turn lanes added; bicycle lanes to connect to the Greenway in Clayton.
21	Road widening would be priority #1, most country roads have 6 inches of shoulders and then drops off to a ditch, these roads at night with no lights are very dangerous and when there are curves you can see the shoulders worn or watch people make these turns over the yellow lines, an accident waiting to happen. widening the road or offering more shoulder room to allow for more chances to correct any minor errors.
22	Johnston County is one BIG trash dump. The road sides are a disgrace. I am embarrassed for people to visit. Our neighborhood has discussed this situation with local officials and they say there is little they can do. I think the least would be to put up signs saying there is a fine for littering.
23	70 & Shotwell - Big hump in road and the lanes coming from Amelia Church need redesigned. Need a left turn, straight AND right turn lane <input type="checkbox"/> <input type="checkbox"/> 42 - WIDEN sooner than planned - WAY TOO CROWDED
24	Intersection of Covered Bridge at Loop Rd near Clayton will soon need traffic signal. <input type="checkbox"/> <input type="checkbox"/> Connection from Covered Bridge Rd to Glen Laurel Rd needs to be on the list of future construction <input type="checkbox"/> <input type="checkbox"/> 40/42 is just a mess
25	na
26	Josephine Rd needs something to deter more people from dumping their trash en route to the dump off Barber Mill Rd.
27	Need lanes, lanes, lanes
28	Maintenance of road signs and painted arrows on the roads.
29	42/40 area intersection in front of McDonalds and 42/40 interchange. this entire area needs to be re-designed.
30	I-40 from Hwy 42 to Garner! <input type="checkbox"/> 42 at new Wall-Mart to I-40 <input type="checkbox"/> 301 from Hwy 70 to Selma
31	Many roads throughout the county do not have pavement outside the lane lines causing ruts causing dangerous conditions when vehicle drifts just outside the lane. Several deaths in the recent past have resulted from this. Pavement should extend outside the lane line by 1-2 feet.
32	Cleveland School Rd - speed limit conflicts with use of many small roads and driveways so turning traffic is unsafe, possibly need additional traffic lights

Question 8

33	For example, it would be good if there was a bike lane and/or separate trail along Winston Road, that would connect up the subdivisions Clayton. As new development is put in along Winston road, it would make sense to include bike trails, otherwise you just have this model of subdivisions consisting of 100% houses, no grocery or anything, and automobile the only way to get in and out. You would have to put your bike in the car to get it the 1 mile or whatever to where it is safe to ride it.
34	Amelia Church Rd and Guy Rd. <input type="checkbox"/> Shotwell and Amelia Church Rd.
35	All entry ways from businesses and exits around Carolina Pottery area.
36	Grill Road connecting Polenta Road and Cleveland Road has numerous potholes. Cleveland Road needs to be widened to four lanes to accommodate new residential and commercial areas popping up all the time. Also, this road is used at times for farm equipment traffic, slowing residents down even more.
37	42 and Cornwallis - The addition of the gas station (which needed two points of access) causes problems. Future commercial development may occur at this intersection which will only make it worse. Additional traffic from Walmart will also continue to make a mess <input type="checkbox"/> <input type="checkbox"/> US 70 and Shotwell Rd (Clayton) - Another total mess due to the rapid and unchecked commercial development. Shotwell Rd need to be straightened out at the stoplight.
38	Polenta at Indian camp. That road has a curve in it and needs to be straightned out. Also a traffic light should be put there cause of the upcoming High school.
39	Re-design 40/42 interchange, widen Hwy 42 to Clayton from Hwy 50.
40	COVERED BRIDGE RD - TURN LANES, WIDENING
41	US 70 from US 70 Business near Clayton to the Wayne County Line needs to have the DOT's access management plan implemented (they held a public hearing on it at JCC a year or so ago); NC 42 needs a median island from I-40 to SR 1010; I-95 needs to be widened to six lanes; actuated flasher and channelization islands needed at NC 96 and SR 1934; traffic signal needed at US 301 and Ava Gardner
42	Cleveland Road - pulling out of houses on Cleveland - cars are speeding down this road. It is too heavy travelled and needs to be wider. This is Cleveland to Hwy 50 side of Hwy 42. If there is a wreck on I40 this road is an alternative route and is too conjested. This is also a main artery from Cary to I40.
43	Majority of secondary roads in Johnston County
44	Jack Road and Barbour Mill Road intersection.
45	Need bike lanes.
46	Hwy 42 at I40 will need to be widened due to growth in the area
47	Darker markings on ALL secondary roads. <input type="checkbox"/> Several thin paved roads that are crumbling and need repair, repair, repair over and over again. <input type="checkbox"/> Vegetation on sinage that could be cleaned off signs.
48	LACK OF ROAD SHOULDER ON O'NEIL ST EXT AND COVERED BRIDGE RD CLAYTON AS WELL AS MANY OTHER NEWLY FREQUENTLY TRAVELED SECONDARY ROADS IN JOHNSTON COUNTY

Question 8

49	1010 needs widening, hopefully extra lanes <input type="checkbox"/> Rt 42 at the 40 intersection needs side roads for all the shops, etc. <input type="checkbox"/> Stoplight at the intersection of Cornwallis & N. Shiloh <input type="checkbox"/> Stoplight at intersection of Amelia Church and Shotwell Rd
50	Cleveland School Road
51	NC 42 needs to be widened from I-40 to Buffalo Rd. <input type="checkbox"/> Clayton needs to establish the Front Street extension all the way to NC42. <input type="checkbox"/> Lombard Street needs left turn lanes at US70 business and at Regency Park. <input type="checkbox"/> Adding a lane for emergency vehicles [fire, EMS, LE] to NC42 and US70 would be a great improvement.
52	42 needs to be wider <input type="checkbox"/> I think that a bike lane on the 42
53	shotwell road and hwy 70- needs 3 lanes as stated above.
54	Cleveland Road widening between NC 42 and Westview School. <input type="checkbox"/> Need to add another route to access NC 42 area from Cleveland Rd. (connector road maybe between Cleveland Rd and NC 42 near new wal-Mart center)
55	See above question.
56	Item 7 above, Inspection and repair/replacement of bridges. Traffic signal synchronization in towns.
57	GUY RD AND HWY 70 (WAKE CO.) IMPROVE TURN LANE
58	NC42 - there is a need to reduce the amount of signaled intersections at/around the I40 interchange in the near-term. Ultimately, additional travel lanes are needed from NC50 to Clayton, although this will require the widening or replacement of the bridge over Swift Creek near the entrance of the new Walmart. Secondary roads such as Cleveland Rd (SR1010) and Cornwallis Rd (SR1525) may also need to be widened in the long term.
59	See above. I think that this is a major factor in many of the MVA's that occur in the County. They clearly contribute to many which I respond to in the Clayton area.
60	I-40 needs to be widened, developers need to add left and right turn lanes into all new subdivisions, not just on NC highways.
61	The intersection of SonLan Rd and Hwy 42: how much longer do we need to put up with that huge pothole? <input type="checkbox"/> Raynor Rd: there is a small bridge there that has a bad seam as you cross the bridge (needs to be smoothed out). <input type="checkbox"/> 40/42 is much too congested, not to mention a general eye-sore (very cluttered with wires, signs, etc. Does not create a good impression about the immediate area). Bridge probably needs to be re-surfaced.
62	Highway 42 is so heavily traveled it needs to be two lanes from hwy 70 to Hwy 50 and beyond, to Hwy 55.
63	NC-42 between Cleveland Road and Cornwallis Road
64	This specific list would be length because general maintenance is needed throughout the county. Also, traffic studies need to be done on US 70, I-95, and Hwy 701 to possibly adjust the speed limits and limit access.

Question 8

<p>65</p>	<p>The stretch of road on Hwy 42 from Hwy 40 needs to have additional lanes. Lanes have been added to accommodate Wal-mart traffic, however, heading East on 42, the road bottle-necks back into a 2-lane road. The new Johnston Memorial Hospital has also widened the road, but returns to a 2-lane road as you head West towards Cornwallis. I will not be surprised if the stretch of 2-lane road does not become a hot-spot for motor vehicle accidents and fatalities, since large numbers of traffic heading east and west will have to squeeze back into 2-lane travel. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The intersection of Cornwallis and 42 W also needs improvements. Wide lanes, turn-lanes, etc. Currently at high traffic peak times, traffic will be backed up past Austin Pond subdivision and residents of the area have difficulty turning on Cornwallis.</p>
<p>66</p>	<p>40/42, Hwy 42</p>
<p>67</p>	<p>Same as above. Perhaps another exit off 40 for the "Cleveland" area to prevent everyone from having in that area from having to get off at 42.</p>
<p>68</p>	<p>Polenta Road - from Raleigh Road to new high school - road is rutted on side and dangerous. If vehicle runs off of road, no getting back on safely. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Hwy 42 & Cornwallis - vehicles are leaving and entering gas station from Cornwallis, going around the safety median.</p>
<p>69</p>	<p>Polenta Road - from Raleigh Road to new high school - road is rutted on side and dangerous. If vehicle runs off of road, no getting back on safely. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Hwy 42 & Cornwallis - vehicles are leaving and entering gas station from Cornwallis, going around the safety median.</p>
<p>70</p>	<p>I-95, Exit 95 is the most traffic heavy interchange in the county and is way overdue for replacement and redesign. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>I-40, Exit 312 is totally inadequate for the commercial/residential traffic it sees each day.</p>
<p>71</p>	<p>See number 7..... Also coming off of Glen turning left on hwy 42, needs to be turn left or right or straight, not just right, or straight. That would ease a lot of congestion there. Maybe even widening it and putting another right turn.</p>
<p>72</p>	<p>40 and 42 fix the light cycles have more turning arrows at lights</p>
<p>73</p>	<p>need more exits off of I 40 so there is less traffic at exit 312 for those that live down Cleveland Road and people who live along the wake/johnston county line area all come that way too and when I lived off of Hwy 50 in Garner there is no easy way to get to the interstate nor an easy way to get to north raleigh or caryAk</p>
<p>74</p>	<p>Any part of Hwy 42 in the Cleveland community and also a lot of Hwy 42 E from the Caterpillar plant in Clayton to Flowers Store.</p>
<p>75</p>	<p>Widen Booker Dairy Road to 4 or 5 lanes from new road across Neuse River and re-route as planned with Brighthleaf Blvd. , Add access roads to outlets and theatre area adjacent to Industrial Drive in Smithfield NC,</p>
<p>76</p>	<p>All Carolina Premium Outlet roads <input type="checkbox"/></p> <p>Smithfield RR underpass should be 4 lanes as should the continuation to I-95</p>
<p>77</p>	<p>See the response to # 7. Additionally, extending Polenta Road at its terminus with McLemore and Raleigh Roads so that Polenta would connect with Cornwallis Road near Cleveland Middle School would greatly relieve some traffic congestion on Cleveland Road, particularly at rush hour, and especially if combined with a new interchange at 40/Cornwallis Road.</p>

Question 8

78	Would like to see an additional exit off of 40 onto Cleveland School Road. <input type="checkbox"/> <input type="checkbox"/> Need turning protected Left Turn signal at Intersection of 42 and Glen Road (coming from Fuquay area turning at McD's to the left on Glen Road)
79	Glen Rd. and NC 42--traffic signals are long, no left turn arrow eastbound 42 at Glen Rd.
80	Ventura Rd. repaving
81	St. Jiles Drive needs repaving, continual potholes in front of mailbox at 115 address. (limits left turn access coming out of my neighborhood which is Austin Pond.
82	42 needs to widened <input type="checkbox"/> business 70 from Garner to Clayton needs widening
83	improve grass gutting -esp at intersections and stop signs <input type="checkbox"/> any grafitti on signs need cleaning/replacing
84	40/42 needs widening
85	I-95 paving
86	Traffic Light sequence inadequate for the NC42W stretch between Cornwallis and NC50
87	All roads in the Cleveland area at 42/40; Covered Bridge Rd. heading towards Archer's Lodge; light is poorly timed at Hwy 70 in Clayton at the Robertson St. intersection, need to go back to the cameras that used to be there to keep traffic flowing fairly, now it causes huge backups.
88	NC 42 at Flowers
89	I95, HWY70 bus and Carolina Pottery intersection
90	Covered Bridge Road - lanes narrow with no shoulder
91	Covered Bridge Road - lanes narrow with no shoulder from Pritchard to Shotwell is very dangerous. <input type="checkbox"/> Also large trees overhanging Covered Bridge Road need to be maintained/trimmed back. Large branches are dangling
92	Highway 42 West/East @I-40 Additional lanes need at Exit 312 and along 42 West
93	US Bus 70 traffic light timing improved significantly with the smart lights, but still needs optimization to help create better US 70 flow through town. <input type="checkbox"/> <input type="checkbox"/> US 70 by-pass at exit 308. Need to extend / widen merging lanes to encourage motorists to use this route more often. Congestion with I-40W merging still creates traffic problems through Clayton limits.
94	Buffalo Road at River Road - sharp rightturn (traveling north) could easily be converted into a more gradual turn using a v-shaped median which could help maintain thru traffic
95	700 block of Joyner St, Clayton <input type="checkbox"/> 500 and 600 block of John street - Clayton
96	Exit and entrance ramps located at 301/701/I-95--confusing to I-95 traffic <input type="checkbox"/> interchange is not maintained, needs upgrading and landscaped

Question 8

97	Have just returned from California, I am now a big fan of four way stop signs. People would have to adjust and accept the first come, first turn idea. Amazing how efficient that was.
98	42 should be widened from Walmart at 40/4 to 70 business <input type="checkbox"/> <input type="checkbox"/> Hwy 210 and Cleveland Road should be widened with turn lanes. <input type="checkbox"/> <input type="checkbox"/> Turn lanes should always be required for any subdivision entrance.
99	Hwy 50 intersection at Don Lee's Store. A traffic light was added last year, but no turning lanes, this has caused several problems and near accidents.
100	Not sure
101	The intersection of 701, 301, I95 coming south to exit, is an embarrassment to the state of North Carolina and looked the same as long as I can remember: cracked or non-existent curbing, trash, dead grass, dangerous to exit turning left or right...it is in need of redesigned traffic patterns and a whole aesthetic makeover!!!!
102	HWY 42 East is only a one lane in each direction. With Flower Plantation growing so fast the traffic is getting very dangerous for turning on the HWY 42 from the connecting streets. There have been several accidents in this area in the past year and when this happens traffic in all direction stop and you could be stuck for a very long time
103	Highway 42 at the I40 interchange. The whole section from Old Drug Store Rd. to the other side of I40 if you're coming from the direction of highway 50. It's a main thoroughfare and the road and the lights on it are not set up to handle that much traffic.
104	included above.
105	With the opening of the new Walmart at 40/42 there will be increased congestion east and west bound on 42 between Cornwallis Road and the I-40 interchange. Although there has been recent road improvements, the bridge crossing Little Creek needs to be widened or replaced because it narrows to one lane in both directions. This will become worse as more development takes place at the I-40 interchange.
106	Highway 42 at Cornwallis Road intersection to interstate 40
107	Highway 42 through the township of Cleveland. <input type="checkbox"/> I-40 Between the 70 bypass and Exit 312 (need more than 2 lanes here).
108	The new Clayton bypass is a joke. On my way to work in Cary every morning, traffic stops for no reason whatsoever.
109	Cornwallis Rd to White Oak has become an alternative to I-40 during rush hour. There are no turning lanes on this road. <input type="checkbox"/> <input type="checkbox"/> Another exit off I-40 near the Rt. 42 might help alleviate some traffic at I-40/42.
110	i40 needs to be widened and turn lanes need to be added to access 42 highway from i40.
111	I would like to see a landscaped median on NC42 that would restrict left turns. Specifically the area just west of the I-40 interchange.
112	Hwy 42 and I40. Hwy 42 needs to be widened all the way to the 70 Bypass, not stop after Walmart as it does now. Traffic lights at 40/42 need to be reconfigured. Hwy 50 needs to be widened from Hwy 70 to McGees (yes I know part of that is in Wake County)

Question 8

113	I think Cleveland Elementary School would benefit from having a light installed at its Cleveland School Road entrance. It's very hard to make a left from there. Sometimes I have to to make a right, then get in the turning lane and turn left into the nearest subdivision, turn around in it, then make a right out of it. □ Also, I think traffic would be a lot better if it were possible to widen HWY 42 from 40/42 all the way to Amelia Church Rd.
114	The worst problem in the Town of Clayton is not the road system. It's under the road. The sewer system is a joke. How is it the taxpayer's responsibility to dig up the right of way claimed by the city and the actual street in order to get tree roots out of their T-in to the main? I've had a plumber out twice in the last 3 months & he runs his hose way down my line before he hits the clog, it's not under my house, it's not under my yard, it's under the street and every other town or city in this entire state maintains that part of the sewer system except for the town of Clayton. What a rip! I'm supposed to get a permit from the Town of Clayton in order to dig up their street to replace their sewer lines at my expense? Wow. You guys should be ashamed. Oh, yeah they do the same thing in Charlotte, NC. Okay, that makes it right. Yeah, the main is flowing, the rest is up to the taxpayer. Great, thanks. Good ordinance, way to look out for the citizens.
115	NC 42 between US 70 and Neuse Colony subdivision.
116	The road that runs to smithfield rd in wake county needs a new design.
117	Traffic lights at 40/42 and Glen Rd. need to be timed properly to make a smoother flow of traffic.
118	Almost ALL traffic lights need better timing. □ Most roads with 55mph speed limits should be lowered.
119	see above
120	Raleigh Road and Highway 1010 we need a light and proper turn lanes for traffic control. □ Stop lights to access major subdivisions accessing Cornwallius road. We need to have the speed signs in conjunction with coming into the 42 buisness area as well as leaving the interstate and buisness area. We have a 45 going into the buisness area prior to light at Wal-mart and coming back down 42 from the inter
121	need a beltline to come from here to bypass raleigh traffic
122	Same as above.
123	Can any US70 stoplight be changed to blinking yellow / blinking red from midnight to 6am? This would reduce congestion, and save gasoline by saving people idling.
124	Raleigh Rd at West Johnston High School is often backed up for 1-2 miles on school mornings, especially southbound turning left into the school.
125	N/A
126	There needs to be an exit off of 40 highway directly to Cleveland School Rd. The traffic backs up so bad on 42 from the traffic exiting off of 40 to get to Cleveland School Rd. that it fills up all of the middle turn lanes that people wanting to make a left turn cannot get in the turn lanes and people wanting to turn on to Cleveland School Rd. will enter the turn lane in front of the Taco Bell and ride the full length of the turn lane.
127	Hwy 42E desperately needs to be moved up on the books. Hwy 50 needs road widened. Barber Mill Road in front of E Clayton Elementary needs additional lanes for carpool drivers.

Question 8

128	New blacktop on Shotwell at new strip mall next to Lowe's food SC. They just leveled it and paved it. Where's the base???? <input type="checkbox"/> Same area - Shotwell at Amelia Church and Shotwell at 70 Bus. - turning traffic tears up the inside corner. They repave but they don't FIX. <input type="checkbox"/> Flooding on 42 east just before Buffalo Road.
129	Rural roads SR1563 in particular, could use reflectors. You just paved half of 1563 - why not put the reflectors in?
130	The bridge over I-40 on NC42 needs to be widened or replaced. It's obvious lanes have been added since the bridge was constructed, and it simply is not wide enough for the traffic capacity today, much less in 30 years. If it would be possible to open the Cleveland School Road overpass and turn it into an interchange, this would alleviate an huge amount of congestion at the I-40/NC42 interchange. <input type="checkbox"/> <input type="checkbox"/> NC42 needs to be widened to 4 lanes with a turn lane from the new Wal-Mart at Bratton Drive to US70. <input type="checkbox"/> <input type="checkbox"/> It's impossible to do at this point, but the entire I-40/NC42 interchange needs to be wiped away and rebuilt and the C/A needs to be extended further down NC42 in both directions to keep all the gas station/fast food turn in's to a minimum. Having 5 signalized intersections within 3/4 mile will full lefts in all directions is a nightmare!
131	Rte 42 from intersection of 40 to Celvelan School Rd (1010), especially the timing of traffic lights along this corridor, where glenn rd comes onto 42.
132	The tractor trailer "cut thru" along Old Beulah Road beginning at the oil terminals in Selma and continuing to Jerry Road (north of NC 39). These tractor trailers are not slowing down for residential and agricultural traffic users. They should be required to take US 70 to their destination of I-95 or US 301. There are increble loud at 2 AM in the morning. Old Beulah and Jerry Roads should be designated "No Trucks Thru" areas with signage posted.
133	turn lanes needed at 42/ Cornwallis Rd intersection. Repave the overpass at 42/40, seems the pot holes come back quickly after patching.
134	More sidewalks needed, especially near the 40/42 area.
135	Light
136	Polenta Rd ... many ruts immediately next to roadway ... will be a sure safety issue when the new high school opens if driver veers slightly to the right.
137	there needs to be a stop light or a 3 way stop at this intersection i have almost got rear ended several times
138	4042 and glen road!!!!
139	road maintenance overall is very poor especially us 301
140	See above comments
141	Noble Street needs widening from Buffalo Rd. to Hwy 301. Trucks from oil terminal run off road when meeting oncoming traffic. Since there is no shoulder on this road, trucks are in danger of overturning. This could lead to an environmental problem as well as endanger drivers.
142	road mattinence puplic transit other than jcats
143	I don't have any specifics.

Question 8

144	NC 42 intersections at exit 312 area are a disaster. Lowering speed limit to 35 from 45 has helped. We must have another I-40 off-on ramp, probably at Cleveland School road where it crosses I-40 or possibly on Cornwallis Road where it goes over U-S 70 Clayton bypass. Perhaps that could take some of the traffic at exit 312 to another ramp.
145	Longer left turn lane from NC42 east onto Cornwallis Rd (widen 42). In general need to improve light cycles and intersection designs to better facilitate left turning traffic and avoid backups.
146	Hwy 42 - Road widening on Hwy 42 to 70 bypass and I-40. <input type="checkbox"/> Extend Front Street in Clayton to Hwy 42
147	1. Micro stop light (301 and Main St) <input type="checkbox"/> 2. Exit 95 (70 business and Industrial Park Dr.) <input type="checkbox"/> 3. The road area between at the Pottery.
148	NC 42 needs widening, especially the bridge over Swift Creek and the Neuse River; The US 70 Bus bridge over I95 in Smithfield needs replacing with lane improvements needed. US 70 BUs through downtown Smithfield needs improvement.
149	I-95 needs to be widened as is in Wilson Co. and separate north and south bound lanes with trees, etc. Too many accidents in Johnston Co. on I-95. <input type="checkbox"/> <input type="checkbox"/> NC 42 East needs to be widened around Flowers Plantation as is the closer you get to Wilson Co. to relieve some traffic congestion.
150	See answers to Questions 5,6 and 7. <input type="checkbox"/> Also, the traffic lights when crossing Route 70 in Clayton and when crossing Route 42 in the Cleveland area stay on too long. I have sat for 4 minutes at both locations waiting to cross those roads.
151	40 FUTRELL RD SELMA NC PAVE THE ROAD SO THE BUSES CAN DRIVE AND PICK UP OUR KIDS PLUS STREET LIGHTS
152	I-95 needs additional lanes both North and South bound
153	Left turn light at 1010 & 42 west <input type="checkbox"/> Left turn light at Cleveland Crossing Drive and 42 West
154	NC 42 at I-40 interchange (due to volume of vehicle usage)
155	More lanes for Cleveland Road
156	Designated turn signals
157	See answer to No. 6
158	*I-40 needs to be widened west of the Clayton bypass <input type="checkbox"/> *Intersection of Old Drug Store and Cornwallis Road- trying to turn onto Old Drug Store from Cornwallis is hard to see around the large embankment (on the right) filled with weeds. <input type="checkbox"/> *I-40/NC-42 area could use a good widening.
159	Limited sidewalks and the timing of the lights at the intersection of Hwy 42 and I-40 (Cleveland).
160	Bagley Road where transfer trucks are turning in and coming out of a local truck stop & entering I-95. The on ramp there is too short.
161	I 40 / Rt 40 intersection, north and south bound
162	Brogden Rd needs widening

Question 8

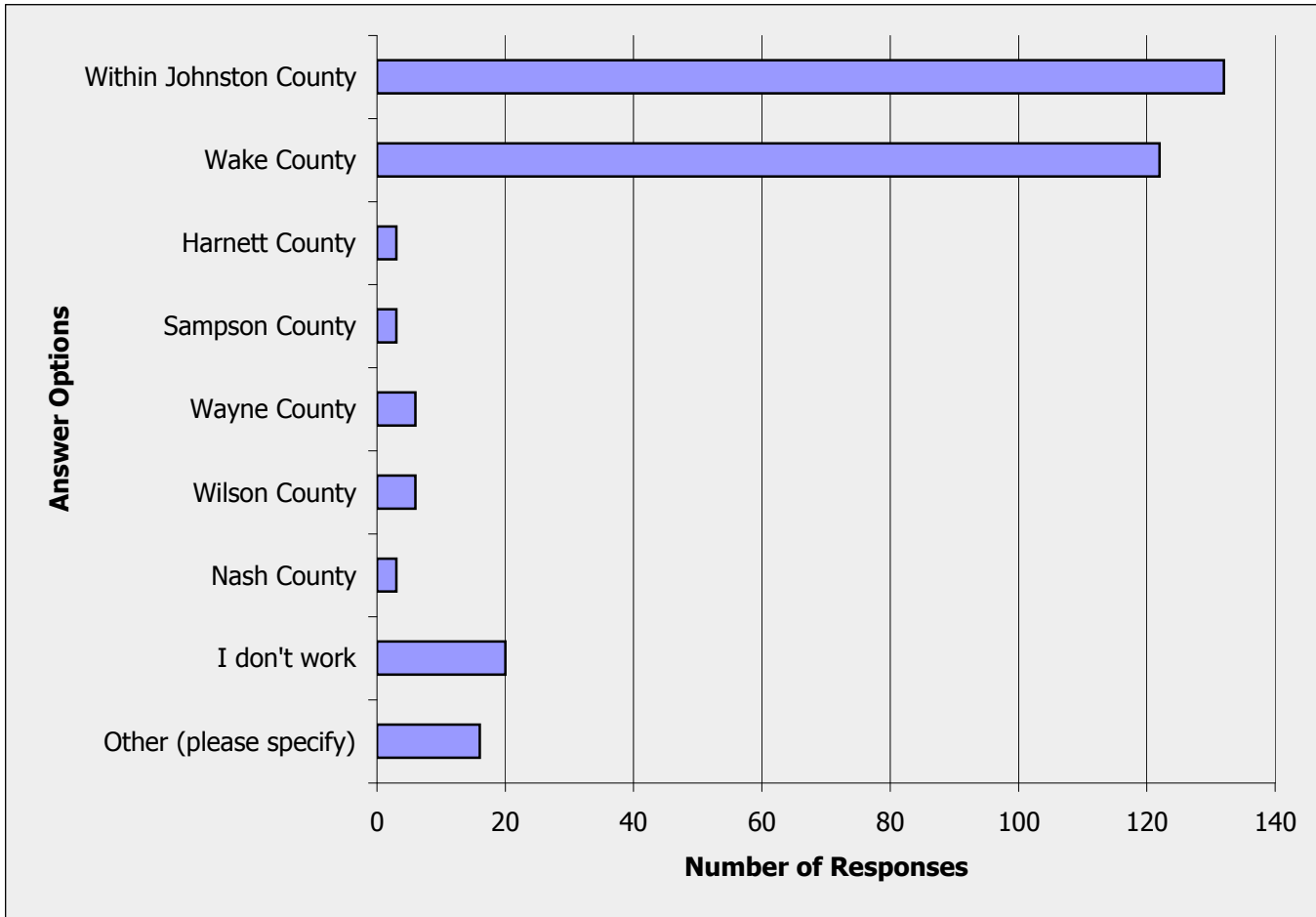
163	95 need more lanes
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Question 9

Where is your typical travel destination for work? (Please check any that apply.)		
Answer Options	Response Percent	Response Count
Within Johnston County	52.2%	132
Wake County	48.2%	122
Harnett County	1.2%	3
Sampson County	1.2%	3
Wayne County	2.4%	6
Wilson County	2.4%	6
Nash County	1.2%	3
I don't work	7.9%	20
Other (please specify)	6.3%	16
<i>answered question</i>		253
<i>skipped question</i>		10

(see comments below)

Question 9



Question 9

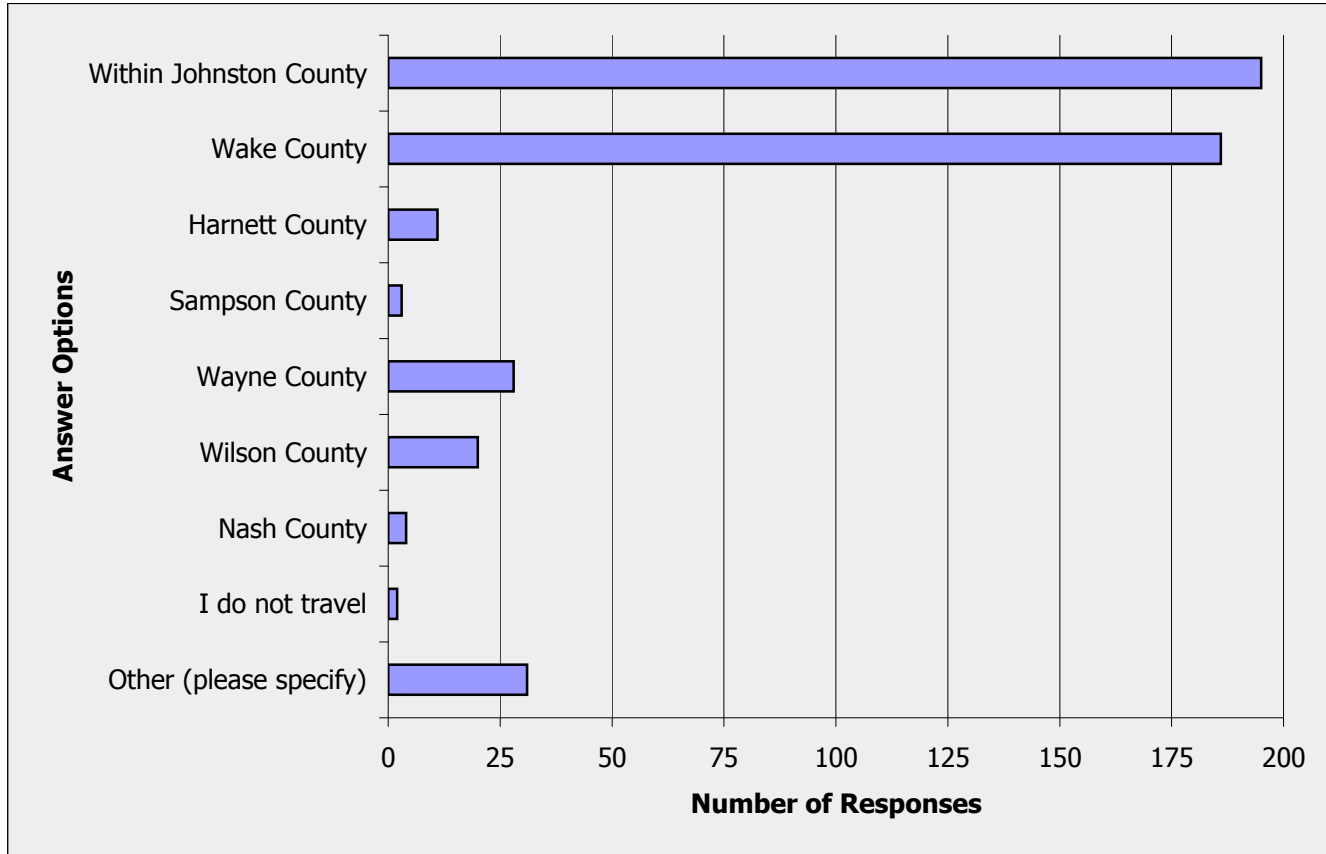
Number	Other (please specify)
1	For the most part we work from home.
2	I work from home now, but worked in RTP for 25 years.
3	RTP (Durham County)
4	Chapel Hill/Orange County
5	Eastern half of NC
6	RTP / Durham County
7	Durham
8	work from home
9	western North Carolina
10	RTP
11	Durham County
12	Cumberland cty
13	I travel surrounding counties of Johnston on a frequent basis.
14	Near RDU
15	Cumberland County
16	From Wilson County to Johnston

Question 10

Where is your typical travel destination for purposes other than work? (Please check all that apply.)		
Answer Options	Response Percent	Response Count
Within Johnston County	75.9%	195
Wake County	72.4%	186
Harnett County	4.3%	11
Sampson County	1.2%	3
Wayne County	10.9%	28
Wilson County	7.8%	20
Nash County	1.6%	4
I do not travel	0.8%	2
Other (please specify)	12.1%	31
<i>answered question</i>		257
<i>skipped question</i>		6

(see comments below)

Question 10

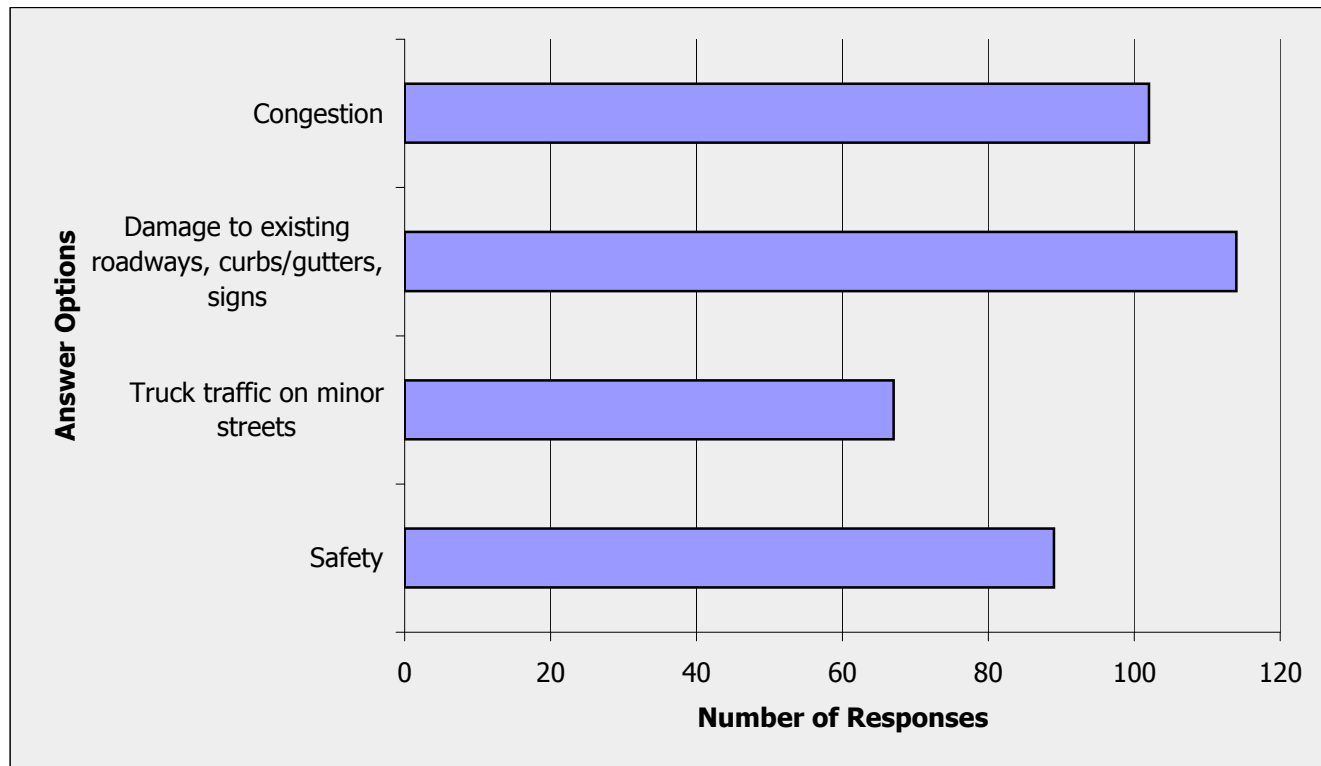


Question 10

Number	Other (please specify)
1	wrightsville beach, myrtle beach
2	BEACH
3	Durham and Chapel Hill
4	We have a home on the coast and in the mountains, so we travel their often.
5	Duplin
6	Guilford County
7	Washington County or Dare County
8	from here to Carteret Cty
9	70 Hwy East and I-40 East
10	The North Carolina coast
11	beach or mountain areas
12	Beaufort / Morehead City
13	Carteret County
14	Other Counties
15	Greenville
16	Beaufort County
17	Durham
18	FRANKLIN CO
19	Cumberland County
20	Lee County, Points East (Craven, New Hanover)
21	I-40 East
22	I travel for my business making house calls so am always on the roads in both counties
23	Brunswick County
24	WEST TO MOUNTAINS.
25	Beach
26	Wilmington, New Bern
27	mountains or beach
28	Downtown Raleigh
29	Carteret County
30	toward the beach-Carteret County
31	Beach or mountains

Question 11

What problems with truck traffic affect your area? (Please check all that apply.)		
Answer Options	Response Percent	Response Count
Congestion	50.0%	102
Damage to existing roadways, curbs/gutters, signs	55.9%	114
Truck traffic on minor streets	32.8%	67
Safety	43.6%	89
Please provide road names or locations: <i>(see comments below)</i>		112
answered question		204
skipped question		59



Question 11

Number	Please provide road names or locations:
1	40/42
2	I-40, NC 42, NC 50
3	Large Truck traffic on back, rural roads when bridge construction or road work on I-95 has detours! Very unsafe when people walk their dogs or ride bikes on these roads.
4	Truck traffic in downtown Selma. Damage and condition of I-95
5	Hwy 210 near McGee's Crossroads
6	Interstate 40 throughout Johnston County
7	I-95 Exit 106
8	I don't have any issues with truck traffic
9	rural roads are not wide enough. There are no shoulders on several rural roads in Johnston County.
10	LAKE WENDELL @ WAKE COUNTY LINE
11	Rural Roads
12	Little Creek Church Road
13	42/40
14	covered bridge road, smithfield road, lots of const trucks flying by, very little use of turn signals, brake lights out, etc. not always the road thats the issue here.
15	Hwy 40, Hwy 42
16	Amelia Church near Guy rd. Trucks cutting through from 70 & 42 to/from the Shotwell road warehouses. They use their air brakes at all hours to help stop at light at Guy rd. Noisy and unsafe - they fly through there.
17	The Truckstop Road Bridge at Exit 106 on I-95 is congested and dangerous. It needs to be improved.
18	Entire area of intersection known as 40/42 - at exit 312 where highway 42 crosses I-40.
19	NC HWY 96 North, the trucks fly from Selma into Wake county with no consideration of speed, they go as fast as they please without worrying about a ticket because there are never any sherriff deputies around clocking themk
20	70 and I40. Trucks need to be limited to the right lane only and have a speed limit 10 miles an hour slower than cars.
21	All Roads
22	Shotwell between US Business 70 and Old Garner Rd in Clayton.
23	I-40 Cleveland Shcool Rd
24	Shotwell Rd.
25	Travel thru downtown Smithfield Market St.
26	Person driving tractor trailer on Arthur Drive off of Polenta Road and parking at home on Grayson Place daily; is likely causing damage to residential roads from weight of tractor trailer and heavy construction equipment being carried on the trailer.
27	more like farm tractors. on those two lane roads its next to impossible to pass these slow moving vehicles.. Polenta, 1010, Mclemore, raleigh
28	Hwy 50 N/S.

Question 11

29	Debro Road just south of Meadow Road
30	I-40 entrance and ext ramps
31	DOWN TOWN SMITHFIELD AND CLAYTON.
32	I-95
33	US70B, NC 42 east and west of Clayton
34	42 Between 70 and the 95
35	trucks turning out of the distribution center on shotwell road.
36	NC 42 area of I-40. Lots of interstate traffic including Trucks. □ Cleveland Rd are of ST Wooten plant, needs better turning lanes.
37	Large Tractor Trailer trucks entering and leaving the Caterpillar plant onto NC-42. There needs to be a right turn lane onto Glen Laurel rd.
38	SR 1003, SR1939,
39	Hwy 42 is used sometimes by truck traffic. it's a 2-lane hwy, which can sometimes be too narrow for the big trucks; noisy.
40	heavy truck traffic on Hwy 42 at high rate of speed.
41	HWY 701 South
42	All named above.
43	40/42, I-40, Hwy 42, Us 70
44	JCC truck driving school should not be allowed on Industrial Park Drive...period. Towns of Johnston County should consider banning truck traffic in downtown areas, as there are other US HWY routes to accommodate logging and other commercial trucking. Other small towns have done it....JoCo towns can too.
45	Hwy 40/42
46	All
47	Down I 40 & I 95 Trucks will get in the passign lane and just travel and never move over.
48	Old drugstore rd , old fairground rd.
49	People need to get fines for not using turn signals and not having functioning brake lights and not using lights during rain storms
50	N. O'Neil St. in Clayton has heavy big truck traffic that is constantly speeding, non-stop all the time.
51	Brightleaf Blvd.
52	Durham St.
53	JCC Truck Driving School
54	damaging pavement due to construction on St. Jiles Drive in Austin Pond.
55	Trucks doing turnaround on glen road damage property
56	Austin Pond Road, St. Jiles, Cornwallis
57	Always huge trucks driving on small streets in downtown Clayton, this should be forbidden, they are usually heading out to subdivisions such as Riverwood, etc. They need to be coming in a back way, i.e. Smithfield Rd. from 64, etc.
58	I95, HWY70 bus
59	Buffalo Road at Selma Oil Terminal

Question 11

60	Heavy truck traffic on Durham and Joyner Street-Clayton
61	40 & 42
62	Brightleaf Blvd at Fleas market located at Nuese River (Hiway 301)
63	I have to pass either by Flying J and TA or Big Boys on my way to work. Trucks entering the road do not like to stop. Several times I have had to hit the brakes and I was not speeding. Could truckstops be required to put in stop signs? <input type="checkbox"/> Also, the bridge is too narrow for all that trucking traffic at both Exit 106 & 105. Why raise the bridges when they really need to be widened as well. Wasted money once again.
64	This is not a problem that I have noted.
65	Truck Stop Road Exit 106 in Kenly
66	all of the above...the student driver trucks are a constant in Johnston County
67	HWY 42 East
68	cleveland school road <input type="checkbox"/> Hwy 42
69	40/42, Cleveland School Road, Cornwallis
70	I-40 - receive window damage from trucks
71	42 highway <input type="checkbox"/> Old fairground Road <input type="checkbox"/> Highway 210
72	Cleveland School Rd at NC42.
73	40/42
74	Hwy 70 business
75	US 70 through Clayton to I-40 in Wake County. Trucks should be restricted to right lanes only.
76	70 Business
77	Left turn onto Mt. Pleasant from 50 N requires more than a 90 degree turn. A left turn signal would be very helpful and improve safety.
78	Matthew Rd
79	Hwy 42 at I-40, Hwy 1010 - Cleveland School Road, Cornwallis Road
80	None.
81	N/A
82	Hwy 210 going to Landfill
83	See #8
84	Glen Road
85	Ronald Pate has a mail service within the 700 Block of Creech Church Road, between Old Beulah Road and Johnson/Feed Mill Roads. They need to slow down. Also they create hazardous situations during adverse weather conditions; i.e. snow, ice and heavy rain.
86	The 40/42 area

Question 11

87	Second St in Smithfield
88	down town area
89	See comments in #8.
90	Inside the town limits of Clayton
91	market street down town smithfield
92	Just about any road in Cleveland School area. NCDOT did widen Cornwallis road and that was made a very dangerous situation much better. Folks are now finding short cuts thorough subdivisions. I live in Southgate subdivision and I have noticed <input type="checkbox"/> folks who probably us NC 50 to 42 to I-40 now using Cornwallis to South Shilo to Cleveland School Road. Or they get off NC 50 to Cornwallis road to 42 to Clayton Bypass or Cornwallis to White Oak to U-S 70 or Garner Road. Main subdivision main feeder streets to Cleveland School Road are much to narrow.
93	same as above
94	Have seen large trucks on Winston Rd & Cornwallis Rd, does not seem like these roads are designed for that type of traffic. Trucks on I-95 drive very fast and tailgate frequently.
95	Hwy 70, Hwy 42
96	Lee Rd between Barbermill and Cleveland School Rd. It is better now that the 70 Bypass is finished but there are still a lot of large trucks using this road - at 55 mph or better.
97	Dump trucks coming out of the quarries on Old Cornwallis Road in Princeton using Rains Mill Road, Old Cornwallis Road, Edwards Road and US 70.
98	On back road detours when bridges are being replaced/updated - example: Bagley Rd. bridge bring currently raised on I-95, all trucks are traveling on Lowell Mill Rd. to Micro Exit and the large trucks on small 2 lane country roads are dangerous to families who bike or walk at night before dark with small kids and animals. Similar instances when Pittman Rd. was raised on I-95 and the US 701 Bridge at Four Oaks.
99	Can't think of any location.
100	FUTRELL RD SELMA
101	40/42 Intersection & all surrounding Streets
102	I-40 and I-95
103	hwy 42 and Intstate 40
104	Large 18 wheelers coming through downtown Smithfield exceeding the speed limit and running through the red lights.
105	I-95
106	I-95
107	Bagley Rd. & I-95
108	Shotwell Rd. and Rt 70 <input type="checkbox"/> Rt 301 and Rt 70 intersection in Smithfield
109	70
110	Clayton
111	Hwy 96 South (trucks driving to fast)

Question 11

112	Hwy 301, side streets in Kenly
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Question 12

How important is it to you as a citizen to alleviate congestion at the cost of limiting access along a corridor? Please briefly identify any concerns you may have.	
Answer Options	Response Count
<i>(see comments below)</i>	110
<i>answered question</i>	110
<i>skipped question</i>	153

Question 12

Number	Response Text
1	access is necessary. We could solve much congestion simply with smart traffic lights.
2	Very important, this would be a great solution for the NC 42 area near I-40
3	IT IS VERY IMPORTANT TO MAINTAIN TRAFFIC FLOW BY PRESERVING THE DESIGN OF THE HIGHWAY BY RESTRICTING ACCESS.
4	Land planning and segregation of uses causes most of the congestion. Change the land planning before you widen roads in the county.
5	We've considered moving closer to Raleigh because the traffic is so terrible. just terrible!
6	Important. Access needs to be assured for emergency vehicles even if more <input type="checkbox"/> restricted for cars.
7	I would say as long as there is an access point to cross over, under, or through within a couple of miles, I'd have no problems.
8	It is extremely important because it causes citizens to think twice about staying in Johnston County. Most importantly it causes regular beach travel to not stop in our county. During the summer months on the weekend I will not shop the closest shops to my house because on the congestion
9	no issues
10	I believe it is crucial that thoroughfares remain flowing. Merge lanes can be a major instigator of slowdowns. I think DOT should concentrate more on good flow portal to portal and better group effort (local & State) on moving around inside the portals.
11	I'm not sure I understand this question. Safety and time is always a concern
12	As costs go up, my ability to get to work in a timely fashion will greatly impact my decision to remain a Johnson Co. resident. Additional lanes on major roads will do much to impact that.
13	This is very important. We need to make sure we plan ahead for the future when we upgrade our highway system. We need to make use of using cross access easement to several business along any corridor for instance NC 42 and I-40 area. I believe if better planning had gone in to effect earlier we could have done away with so many entrances onto NC 42 at different business. We need to make sure as the other interchanges grow around I-40 that we take into affect what the next 25 years will bring to Johnston County and these high travel areas by local traffic and travelers.
14	It will get congested to a point where moving away would be the only alternative.
15	Do not limit access on existing streets. Create new roads with limited access
16	HOV Lanes during rush hour? We have no problem with this. We had them in NOVA and they worked. We also had toll roads and they worked too. In MD they used local and express lanes quite effectively, but they do take up a lot of land.
17	Early morning and evening traffic is horrible along I-40. Nothing done so far seems to have helped.
18	Limiting access also limits choices and reduces our desire to go to a specific location - unless an alternative were created. Example: Shotwell road & 70 from Amelia Church. Perhaps there is a way to build a road to the back side of Walmart from Guy Rd? Would help.
19	That should be a high priority if there are effective alternate routes that won't hinder commerce.
20	limiting access will only help to some extent. You need more road surface to start with. We have lagged behind for the last 20 years.

Question 12

21	None
22	It is very important to reduce congestion and make safe access to businesses and homes.
23	Transportation Dept done a good job with what resources they have! Need more man- Power and the money to work with that was appreciated for hwys threw gasoline tax, etc.
24	None. The job you do today is adequate.
25	Cornwalis road is probably a good example of a road that is getting busier. It doesn't seem to be appropriate to have driveways coming on to that road, though, there certainly are some. I don't know if there is the possibility of more with further development.
26	Not as important as creating alternate paths for bikes, walkers, runners
27	Alleviating congestion is a mild concern for me. I am more concerned about safety and keeping tractor trailers off of residential roads. If higher levels of safety mean more congestion, it is worth the trade-off.
28	Very. This solves two problems: limiting congestion and ensuring our roadways stay somewhat aesthetically pleasing.
29	Very important. Exit 312 is very congested and the traffic lights are part of the problem. Seams no matter which direction I am going it seams I sit at least 5 minutes before getting to go.
30	Very important, build the Southern loop of 540 to Johnston County.
31	Extremely important. It has been done in numerous other locations throughout NC and has been proven to reduce crashes as well as improve travel times.
32	I don't see how it would be effective to limit access along a corridor, you would hurt small towns and businesses and affect homeowners along the side streets who would have to drive out of their way to get home.
33	Safety is the key.....if safety is addressed the congestion will usually take care of itself.
34	Not important.
35	THE LIMITED LEFT TURNS ON INDUSTRIAL PARK DRIVE HAVE HELPED WITH LEFT TURN ACCIDENT REDUCTION. THIS COULD ALSO HELP IN OTHER LOCATIONS.
36	I drive fire trucks for Clayton FD and congestion increases response times and decreases safety of everyone on the road.
37	Alleviating congestion should be primary
38	It is very important as I live along the 42 and my children travel along this road
39	Very important. Again I work in downtown Raleigh. The traffic off of 40 at 5pm traffic is BAD. 40 should be widened all the way to the bypass. I would also consider widening 70 further out of Clayton---adding a 3rd lane.
40	I think limiting access from certain roads might help with accidents, however the road system in my area (NC 42/I40) are so developed along it will present some hardships for access unless better service road access is created.
41	It is important to keep left turns to a minimum and reduce conflict points.
42	Very important! Due to economic considerations, future private vehicles will likely be smaller, and lighter. For the same reasons, commercial carriers will be larger. The potential of major, catastrophic accidents occurring when these types of vehicles attempt to merge or seperate mandates that such events are strictly controlled and constantly monitored and updated.

Question 12

43	Alleviating congestion should be a high priority both for the safety of citizens in the area and to encourage economic growth. Limiting access is on an existing corridor is possible on highways like US70 from the Clayton Bypass to just west of Selma, but on roads like NC42 from NC50 to Clayton, varying degrees of development may prove difficult to limit access or add new travel lanes. I feel that congestion on NC42 near I40 will only worsen with the opening of the new Walmart, and only when the highway is extended to four lanes all the way to the Clayton Bypass (and beyond, as well as widening as far west as NC50) can these issues be partly resolved.
44	This is difficult because you do not want to limit access to the point of hurting business or forcing drivers to illegally shortcut to save time. I think it has its purpose but in limited areas.
45	Very Important, using medians, left only, etc greatly smooths traffic flow and makes driving safer and less stressful.
46	Corridor access should (1) take into consideration the safety of those using the road, (2) take into consideration the surrounding neighborhoods (noise, congestion) and (3) provide the best point of access possible without significant environmental impact. Putting fewer entry points in places that can be accessed by the greatest amount of people would be OK, as long as the planning for future growth is done considering the interest of the every-day residents.
47	I believe the merge and exit lanes for the Clayton By-Pass, from I-40, should be marked "Exit Only" and "no travel" for the merge lane.
48	Very important, limiting access will help corridor flows and reduce the number of accidents
49	Limiting access is fine. I often will drive the long way around for safety than risk an accident.
50	very important
51	Alleviating congestion is important to maintaining a high quality of life Johnston County. Many people, including myself decided to move to Johnston County to get away from the congestion and over-development of the rest of the Triangle, but it seems to be making its way to Johnston County as well. I think we need to start now on finding solutions, before it gets really bad. Commuter rail may be a viable option as a lot of Johnston County residents work in Raleigh or Durham.
52	Allowing uncontrolled development results in unlimited & dangerous road access. It is very important that access should become more limited, although much of the damage has already been done.
53	Allowing uncontrolled development results in unlimited & dangerous road access. It is very important that access should become more limited, although much of the damage has already been done.
54	As long as residents/businesses have alternative routes and interchanges along US Hwy 70, then making it a true interstate will work fine. But to change the highway now after the years of unchecked development is not fair to the citizens of the county. Having a plan for development in the county is 10-15 years overdue.
55	I dont think that is important at all to limit the access.
56	I think any improvement for the safety of the citizens of Johnston County is important. The older senior citizens that have to travel to Raleigh and Durham and Chapel Hill for medical reasons needs to feel safe.
57	Just make it better it cannot get any worse.
58	I need to be able to get where I'm going without having to go down to an exit to turn around to get on the other side of the road. Turn lanes are better than road barriers
59	If it reduces congestion, I'm for limiting access at anytime.

Question 12

60	Very important, limiting access on US 70 through Johnston County via bypass of Smithfield would improve traffic flow significantly.
61	There should be access but limited to one or two entrances to service roads
62	Existing businesses should not have access to them cut off without a real and serious safety concern as the businesses have invested in land based on the assumption that they would have access. Future growth, however, should definitely be allowed only after safety concerns are addressed.
63	Higher Taxes
64	Congestion is dangerous. Limit access wherever possible.
65	I hate to have access limited!
66	In most cases, limiting access results in redirected congestion.
67	Extremely important.
68	Limiting access is ok, as long as traffic does not back up at the turning points
69	I don't support limiting access along any corridor in Johnston County particularly along the interstates. If anything, we need additional access to these roadways.
70	Very important/service roads or specific access areas could be utilized better than having so many dangerous crossovers
71	Sometimes the needs of the many outweigh my own needs.
72	I am concerned about cutting of access to major routes as it could cause some people to drive much greater distances and create difficulty for commercial interests and agriculture.
73	Limiting access is not the problem. Updating the highway system would solve most issues.
74	I don't want this to turn into Wake County where you have to sit in traffic to go somewhere, work, school etc.
75	very important...crossovers are too dangerous...
76	I think the priority should be 1. Safety; 2. Congestion; 3. Access. <input type="checkbox"/> Limit access first and as much as necessary to deal with the first two issues.
77	Very important, as long as the design of the access points alleviates congestion. For instance the single point urban interchange system seems to alleviate congestion and keep the traffic delays at a minimum.
78	limited access is fine if it does alleviate congestion without making access overly difficult
79	It's important that traffic flow be investigated prior to approval of new businesses in an area. I believe there will be more traffic at the new Walmart at 40/42 than the area can handle.
80	Safety and aesthetics are my main concern.
81	Don't understand question
82	Traffic lights are a pain for everyone, but if they could just be timed better to help the flow, it wouldn't be nearly as bad. Nobody cares about limiting access as long as it's not their road. It's impossible to please everyone on that topic.
83	US 70 through Johnston County already has too many stop lights.
84	Very important
85	when access is limited, the smaller roads around it get more congested.
86	Planners have not considered the growth in JC. Roads are not getting maintained or improved to keep up with this growth.

Question 12

87	It depends on the application. But safety and congestion alleviation should be the primary considerations in road design.
88	Traffic entering and exiting and making u-turns where there is no traffic light causes all traffic to slow. I don't like concrete barriers but we need limit access to interections with traffic lights.
89	i hate it when you close off sections to a road. it seems more of a hassle
90	As stated above, I think it would be a good idea to extend the C/A limits on NC42 to eliminate all the gas station/fast food turn ins. If it helps congestion, I have no major issues with it.
91	Alleviate, yes. restrict, no. More lanes, more exits from 40.
92	Controlling access is a positive. Consider the number of independent drives that could otherwise reduce safety. It is ridiculous the number of lots along major and minor thoroughfares that flood those roads with residential, commercial and industrial traffic on a daily basis. When we average the number of trips per day for each individual motorist the results speak for themselves. Controlling this access is our first step in improving our existing infrastructure. Policies need to be safety oriented and reduce the "customer at all costs" mode of excess we have been living with for generations. Also we need to reduce road widths for primarily residential service road (i.e. country roads). With better planning, we could actually have businesses and industry along major and minor thoroughfares that promote and support this type of use and country roads for residential and agriculatural equipment traffic.
93	none.
94	I don't know.
95	Not important. Issues along US 70 Bus in Clayton largely alleviated with opening of Clayton Bypass.
96	Please allow a bridge over 70 and Swift Creek road, but also access to 70 so the citizens of Wilson's Mills don't have to go out of their way to access hwy 70 and go through the town just to get on 70.
97	very important especially when some one is hit by a car trying to cross the road
98	I'm not sure what "limiting access" entails. The majority of congestion I see is simply an overwhelming number of cars. Trucks haven't really slowed me down too much.
99	I am not sure that would work. I had much rather have wider roads with enforced speed limits to move traffic along.
100	Have to balance convenience vs. safety and traffic flow. Limiting access points onto the roadway could be a detrement to local businesses if they are not convenient to get in and out of. However, limiting the number of access points may prevent accidents from cars turning into or off of the highway.
101	It is very important. Sometimes traffic is much more important than a structure that is there. Cross walks are important as well. We need to have more of them for those who care to walk or ride a bike.
102	Many intersections are dangerous and need removal or signaling.
103	Very
104	Limiting access is not beneficial to our merchants, please interchange at I40 & cornwallis Road - That will make above (limiting access) unnecessary!
105	lleviating cogestion is more important than all the access. We need reasonable access. Now there is too much, another example being all the driveway cuts on a road such as 1010.
106	VERY

Question 12

107	Moderately important, but not at the expense of safety. Reduced congestion has to go somewhere... hopefully not small residential neighborhoods.
108	N/A
109	It's very important.
110	If safety is not compromised and infrastructure is available provide for truck-only corridors to reduce traffic congestion.

Question 13

What other transportation issues would you like to see addressed in Johnston County?	
Answer Options	Response Count
	118
<i>answered question</i>	118
<i>skipped question</i>	145

Question 13

Number	Response Text
1	Commuter Rail, widening of I-40 to at least NC 42, safety of two lane roads
2	ROAD MAINTENANCE SHOULD BE INCREASED TO IMPROVE OUR ROAD SURFACES, WASHOUTS IN DITCHES AND SHOULDER WIDTH. RIGHT OF WAYS SHOULD BE MONITORED FOR ENCROACHMENTS
3	Grass mowing...I understand money was being saved but it's a real hazard when you can't see at rural intersections because the grass is too tall.
4	Greenways: walking/biking trails. Sidewalks.
5	This is a good list!
6	The road around the new Cleveland High School is an accident waiting to happen. It is too curvey and way to small.
7	Increases in speed limits along Hwy 42 east
8	I would like to see 2 lanes each direction reaching all corners of the county. This will improve opportunities for growth to municipalities as travel access is an important part of the decision for residential/industrial/business development.
9	Make sure the bridges are safe and check the timing of the traffic lights
10	The only other issue I see is a NCDOT has a problem with high volume of traffic merging onto I-40 from the US 70 bypass. I don't know if traffic count was under esimated or what. But I have a hard time understanding why they did not increase the number of lanes on I-40 from two to three from where US 70 Bypass merges with I-40 to old US 70.
11	Transportation for the Elderly, at reasonable costs or free depending on the individual income status.
12	see #8 above.
13	Commuter rail, 540, access to the Greenway, undo the mess the 70 bypass has created on 40; maybe with metered merging throughout the day, not just at rush hours.
14	Roadside Garbage
15	Make I-95 three lanes in each direction.
16	It's too late for many areas, but I think one of the biggest problems is the number of driveways that have been allowed onto thoroughfares. This has to stop in the future. Many subdivisions have been developed with individual driveways onto County Roads. This has to stop. <input type="checkbox"/>
17	The Hwy 42 / I-40 area seems to have been developed with wreckless abandon. That is an absolute mess. I'm not sure how to fix it, but it needs work and hopefully this won't happen again.
18	would like to see more public transportation, more parks, trails, and open space.
19	light rail to Raleigh
20	Teen accidents. Texting while driving.
21	Keep slow moving vehicles out of the left lanes on major corridors. Limit trucks to the right lane leaving the left lanes open for cars and other traffic. Make this a priority for local and state law enforcement.
22	Sycronize stop lights better to save on gas!

Question 13

22	In general, doing whatever we can to get away from this development pattern designed around the automobile with subdivisions, strip malls, and general hostility to pedestrians. Commuter rail into Raleigh from Clayton, and probably Smithfield would also be fantastic. I don't know all of the issues involved, but a rail corridor is there, and that would provide an energy efficient, pollution reducing, congestion-reducing alternative to the highway. I've been to a few public hearings and have heard many comments from people wanting more roads. I'm concerned about the cost of maintaining all of those roads. I also don't think we're adequately recognizing the reality of peak oil, and what the relentless increase in oil prices will mean for the way it makes sense for our infrastructure to be designed.
23	Alternative paths for bikes, walkers, runners
24	Repair major pot holes in roads.
25	Ensuring road shoulders and roads are properly maintained, i.e. trash pick-up, branch removal, landscaping, and enforcement of disallowing gaudy advertisements at any given intersection (mostly 'bandit/snipe' signs). There should be an ordinance in Johnston County banning the signs as they look trashy and clutter the county's roadway shoulders and intersections.
26	Public transportation
27	Would love to see an exit from I-40 onto cornwallis road and have exit 312 turned into a SPUI.
28	The County's membership in CAMPO was not a good move for the County, in my opinion. Their planning boundary stretches to far into highly rural areas where no likelihood of dense development exists, and they are far more concerned with the other member counties than they are Johnston.
29	Improved road conditions. I believe we need to fix what we have before we build more.
30	Comprehensive risk safety plan; best means to identify the problems.
31	I would really like to see bike lanes and sidewalks, please.
32	More Cost effective decisions
33	REPAIR TO THE OVER USED ROADS WE ALREADY HAVE.
34	all subdivisions need to have at least two routes of ingress and egress; the one-way in & out system is congested and dangerous
35	Would like to see a public bus running along the 42 and the 70.
36	No additional comments
37	Would like to see all new development either commerical or not be required to imporve roadways including curb abd drains plus turning lanes or service roads.
38	Please make every effort to improve existing facilities and not to add new ones, at least for highways. Johnston can be improved to to handle new population and infrastructure while not building new roads all over the place and killing the agricultural feel that exists in limited quantities today. Control of access will be your best friend if you use it correctly. You can move goods, services and people safely while utilizing this type of improvement.
39	I would like to see the speed limit raised from 35 mph to 45 mph on the Neuse river parkway, to Motorcycle road.
40	A more thorough and comprehensive procedure for qualifying persons to operate motor vehicles, including requiring doctor certification in event of advanced age, Physical limitations and impairment, and/or other physical and psychological trauma.

Question 13

41	think that transportation issues begin with zoning and property use. continually building large subdivisions miles out in the country side really adds to congestion: anyone living in one of these areas has to drive for every little errand they run. better city planning to mix residential areas with shopping and places to work would be the very best way to reduce congestion. in addition, that opens up and makes alternative transportation more feasible. what good is a sidewalk if you have to walk three miles to the grocery store??
42	Although it would only have a limited affect on alleviating congestion, a greenway system with bike/walking trails similar to the facilities available in Dublin, OH would be effective in both improving the quality of life and preserving the natural beauty that makes Johnston County a great place to live and work.
43	Certain bridges should be widened for safety and guard rails should be installed along shoulders adjacent to steep cuts. A great example would be O'Neill Street S/o Covered Bridge Road at the "S" curve. This is in my opinion a dangerous stretch of roadway with poor sight distances. Increased mowing frequency along narrow shoulders would be helpful to night drivers dodging wildlife.
44	Extend light rail from raleigh, make high speed rail accessible for the region.
45	HOV lanes on I-40 through Johnston, Wake & Durham counties; Rail system that would connect to Raleigh / RDU Airport / RTP.
46	Rapid transit would be wonderful. <input type="checkbox"/> Turn lanes need curbing because apparently folks don't understand they are not travel lanes.
47	Better preliminary planning
48	There is a known secret to truckers and locals that traveling HWY 701 from I-95 exit 90 to I-40 east saves time and miles. This stretch of highway is overcrowded and dangerous to locals. Needs to be regulated.
49	Implementing Speed control devices, such as Speed-tables (less evasive than speed humps) especially under special circumstances as the case in Austin Pond. Our neighborhood has more than subdivision traffic to contend with, we are the 42/Cornwallis bypass. :(
50	stop new development until transportation system can catch up
51	Speed should be reduced on heavily-traveled rural roads.
52	Speed should be reduced on heavily-traveled rural roads.
53	Use of the river for recreational venues for the Mountains to the Sea trail with more access for boating, fishing, events, etc. <input type="checkbox"/> <input type="checkbox"/> All bridges on I-95 are structurally failing, and raising them 18 inches doesn't correct that problem. What will be done for the road conditions on I-95? Does the county support the toll road or are you actively opposing it? Toll roads that charge \$36.00 per car through North Carolina is not good for the economic health of any town along the interstate. Johnston County is a target for multiple toll roads with I-40 near Benson.
54	I95 needs to be resurfaced and increased to 70 mph. Some of the lanes that are for merging need to be taken away. For instance, the one going out of clayton towards Raleigh, at Bojangles. in the left lane get over in the right lane just to pass the cars in the original lane they were in (aggressive driving).
55	More programs to insure teen safely, more transportation program for senior citizens. More officers checking for people driving without insurance and no license I know of people who drive from Benson to Raleigh for that last five years that have no license(because of DWI) and brags that he does it. It is not fair to the citizens of this county that does follow legal issues.

Question 13

56	Access to all interstate and four lane roads need to be by right turn only no matter the direction of travel. This is true for all of NC.
57	Please, please get us commuter rail, this is 2009 and this is long past due!!!
58	Fix I-95 without tolling
59	light rail connection to Raleigh, RTP, airport
60	maybe an exit off 40 at about milemarker 313 at Cornwallis, that would reduce the congestion at 40/42
61	I think that when a new traffic light is installed it should always include a green left turn arrow. If it is not needed at that time it could be deactivated for a time and activated later. It is always the case that the crew comes out to install new light then a few years or months later another crew is back installing a green left turn arrow light. A big waste of money and time.
62	no toll roads
63	For development-planning purposes, I would like to see you use a cumulative traffic study taking into consideration all development in the area. <input type="checkbox"/> Currently each study is done individually, which does not accurately predict the level of congestion we ultimately experience.
64	Please get us somehow onto a light rail system, this is the best thing that could ever be done. There is a perfect existing rail corridor already running through Clayton, get it up and going and connected to the proposed Wake/Durham/Orange light rail line, no time here for waiting years!!
65	mainly just the sidewalk added going to the K-5 school in Princeton
66	None at this time
67	Clayton - Need a "east side" by-pass for residents wanting to get to US Bus 70 from Covered Bridge Rd. without having to go through downtown Clayton. Covered Bridge to Shotwell is OK, but need a US 70 Bus E -bound solution.
68	When the bridge is replaced at Smithfield (Hiway 70--Market ST) I support the proposal to close the highway and complete the whole project at one time! With the new Booker Dairy Road opening the business locations on each side of the river will not be impacted for a long period of time.
69	Mass transit is a necessity. Look to the future and don't try to play politics. Seems politics always wins out though.
70	Traffic in and around schools is a major concern. Roads near school entrances should be upgraded to handle the traffic volume and this aspect should be considered in the location of schools.
71	Better signage and clearing of brush near entrances to highways.
72	Public Transportation for people with less money because they can't afford cars, gas etc.
73	limited left turns onto Brightlead Boulevard...impossible to do...people take risk anyway
74	We need more activity buses for our children, because some of the parents do not have cars to get around.
75	Better planing with Businesses and roadways. A good example is Hwy 42 at i-40.
76	would love to see bike trails and lanes <input type="checkbox"/> would love to see 42 widened and the 40/42 intersection simplified <input type="checkbox"/> would love to see 42 majorly changed to limit access to commercial properties and make all intersections safer and remove turn lane <input type="checkbox"/> would love to have the planned exit onto 40 N and Cleveland Road S (from 40S) at the intersection of 40 and Cleveland Road

Question 13

77	Utilization of the existing rail corridors for a commuter rail system.
78	speed limits need to be studied... some areas seem too slow while others seem way too fast.
79	Too many back roads are unsafe due to being too narrow and not banked for curves.
80	Access to I-40 from Cornwallis Rd.
81	Stoplights on 42 around Glen Road and 40
82	It bothers me that the Town of Clayton goes around our poorer neighborhoods & places pink "must tow" stickers on non-licensed vehicles but ignores burnt out former crack house junkyards like the Citgo on the Corner of Hwy70E & Durham Street. Several days in the past I've seen pure gasoline or oil pooring down the gutter. We were even evacuated because of it. Now it's just an eyesore with a junker house boat & busted up concrete. How about a pink "must tow" sticker for the houseboat?
83	more sidewalks, bike routes with bike lanes
84	I-40 traffic has TRIPLED in numbers since the Hwy 70 Bypass opened. No one considered the impact on westbound traffic into Raleigh! There are accidents several times a week along that stretch. In the afternoon Eastbound traffic is often bumper to bumper all the way to exit 309. What were they thinking??
85	I would like more public transport options, such as a train route for commuters. What is keeping us from having a train travel from Smithfield - Clayton - Raleigh - Cary - Durham, during morning and evening commute times? If bikes were allowed on the train, or in the case of Cary an existing bus network, would allow people to get to their final destination without stepping foot in a car.
86	I want to see sidewalks and public transportation
87	Additional public transportation options for handicapped.
88	Why is there no simple, direct way to get from 42 east to downtown Clayton?
89	potholes, potholes, potholes
90	More trails and greenways for both recreation purposed and destination opportunities for cyclist and pedestrians. <input type="checkbox"/> Parks and recreations facilities, public and private, should not located on non-major or minor thoroughfares. Locating them along country roads that have very little visibility for on-coming traffic does not aid the R&P programs, their participants, or the surround community. Cheap land prices should not override everyone's safety.
91	Widening I-40 to Raleigh from 42 is at the top of my wishlist. Also - 42 needs to be widened between Hwy 50 and 70 business in Clayton. <input type="checkbox"/> <input type="checkbox"/> I would love the 42/40 area desinged similar to what they have done in Wake Forest NC, not sure if it's possible but every time i ride through Wake Forest i am very envious and wish one day we could be like them!
92	Bus routs would be great.
93	We need sidewalks!
94	not enough protected left turns in congested areas
95	Alertness while driving needs to be a the forefront of all drivers young and old. Pay attention to the road, not to anything else.
96	Speed and wider roads for wider vehicles.
97	public transportation within and outside of Johnston County.

Question 13

98	Get rid of so many 4-way stops <input type="checkbox"/> Space traffic signals more logically/evenly and timed
99	public transit soon nest three years . i can not understand why it takes forever to bring your county into the future . more people who dont drive live here now and need more than taxi or jacats to get around jhonston county.
100	In general, I'd like to see slower speed limits on the older rural roads (in areas that are experiencing population growth). And I'd love to have ways to bike through more of this beautiful county. I moved here because it was a county that still seemed mostly unspoiled by sprawl. I'd like more ways to enjoy it besides driving around in my car. <input type="checkbox"/> <input type="checkbox"/> I understand commerce drives economic growth. I wouldn't have moved here if I didn't have access to groceries and a vet and doctors and so forth. There just isn't a way for me to get anywhere outside of my neighborhood without getting in a car, and that seems a shame. I don't feel safe walking or biking on the roads. I wouldn't even feel safe on a scooter on most roads since the speed limits are high and there's not adequate room for passing. <input type="checkbox"/> <input type="checkbox"/> A nice commuter rail option out to RDU and the Triangle would make me elated as well. There are a lot of us judging from the traffic in the morning. How great would it be to hop on a train in the morning, read a book, and skip 40 bumper-to-bumper? I have
101	Sometime in the future, it would be nice if there could be a commuter rail system that could link the county's heavy population centers.
102	Perhaps a railway between Johnston and other counties. With the convenient railway that runs through the middle of Johnston county, it would make commuting a lot easier for many people. This would then relieve traffic congestion throughout the county.
103	Consider adding a High Occupancy Vehicle traffic lane on I-95 & I-40 to encourage carpooling. <input type="checkbox"/> Would like to see access to US70 bypass from Cornwallis Rd.
104	Focus on rail system to Raleigh. <input type="checkbox"/> More bike paths along roads
105	If we are to have parking areas then why not a parking lot at or near important buildings and places that can't be torn down. A perfect example would be the courthouse parking lot. Vistors and employess have a hard enough time finding somewhere to park. Have you ever thought of a parking lot at the site of the parking lot. You can always go UP!!!!
106	A rail line between Clayton and Raleigh/RTP would relieve a lot of congestion on I-40.
107	I understand the issue with grass cutting and saving the State money but it's dangerous at rural intersections when you can't see traffic coming until you pull out into the highway due to high grass. There has to be other ways for NCDOT to save money instead of cutting back on grass cutting!
108	Please seriously consider another interchange at the intersection of I-40 and Cornwallis Road to alleviate the traffic exiting at Exit 312. It is needed now and will be needed even more in the future as more people move into Johnston County and use I-40.
109	PAVE THE ROAD AT FUTRELL RD SO THE BUS CAN COME DOWN THE ROAD SAFELY PUT SOME STREET LIGHTS UP NOW NOT LATER
110	4 lane (or 5 lane) Hwy 42 at least from I 40 thru Hwy 50 or Past Lowes Food shopping area and put interchange at Cornwallis/I-40
111	improve road surfacing

Question 13

112	RAIL
113	Widening the outer edges of the secondary roads in the county that are known to have dangerous curves leading to high schools where students use for short cuts when traveling.
114	More pedestrian access and greenways please!
115	When will I-540 begin construction and when will it be completed.
116	Develop viable light rail commuting network to Raleigh Center, North Raleigh towns/shopping, major university campuses and Research Triangle area.
117	None
118	I think we (NC) are doing our best to make sure S.T. Wooten gets rich. He must be related to someone in NC gov. or Washington

Question 14

If you wish to receive updates on the future developments of the Johnston County Comprehensive Transportation Plan, please provide your email address (your information will remain confidential):

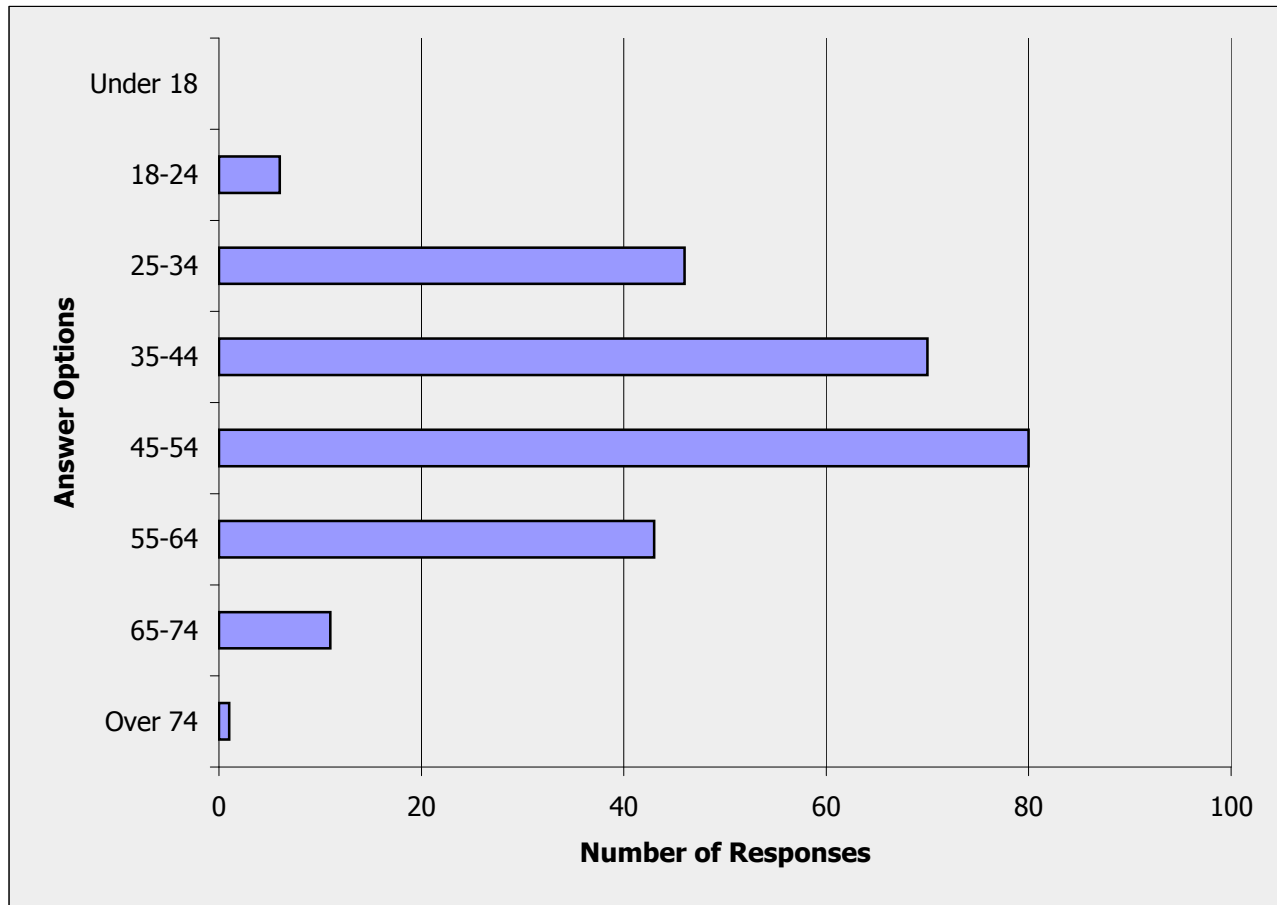
Answer Options	Response Count
	115
<i>answered question</i>	115
<i>skipped question</i>	148

Number	Response Text
	(All info removed.)

Question 15

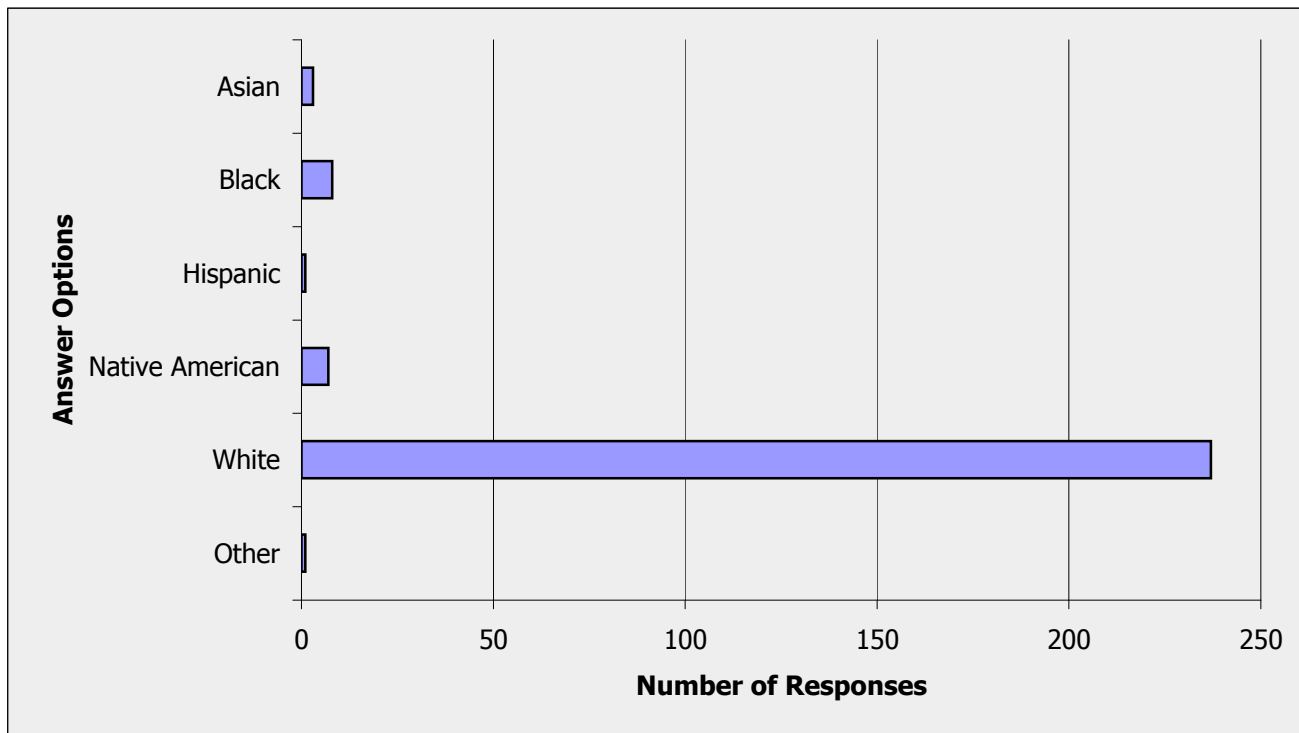
What is your age?		
Answer Options	Response Percent	Response Count
Under 18	0.0%	0
18-24	2.3%	6
25-34	17.9%	46
35-44	27.2%	70
45-54	31.1%	80
55-64	16.7%	43
65-74	4.3%	11
Over 74	0.4%	1
<i>answered question</i>		257
<i>skipped question</i>		6

Question 15



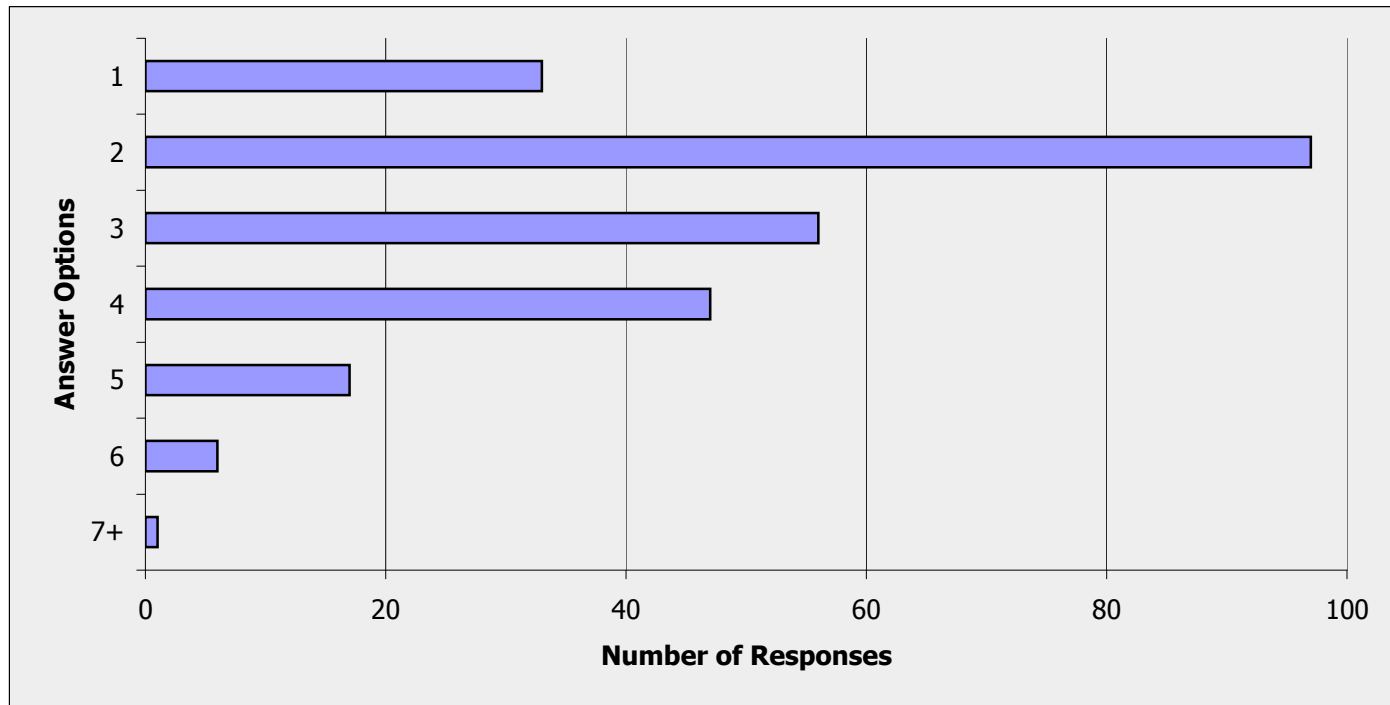
Question 16

How would you classify your race? (Please check all that apply.)		
Answer Options	Response Percent	Response Count
Asian	1.2%	3
Black	3.2%	8
Hispanic	0.4%	1
Native American	2.8%	7
White	94.0%	237
Other	0.4%	1
<i>answered question</i>		252
<i>skipped question</i>		11



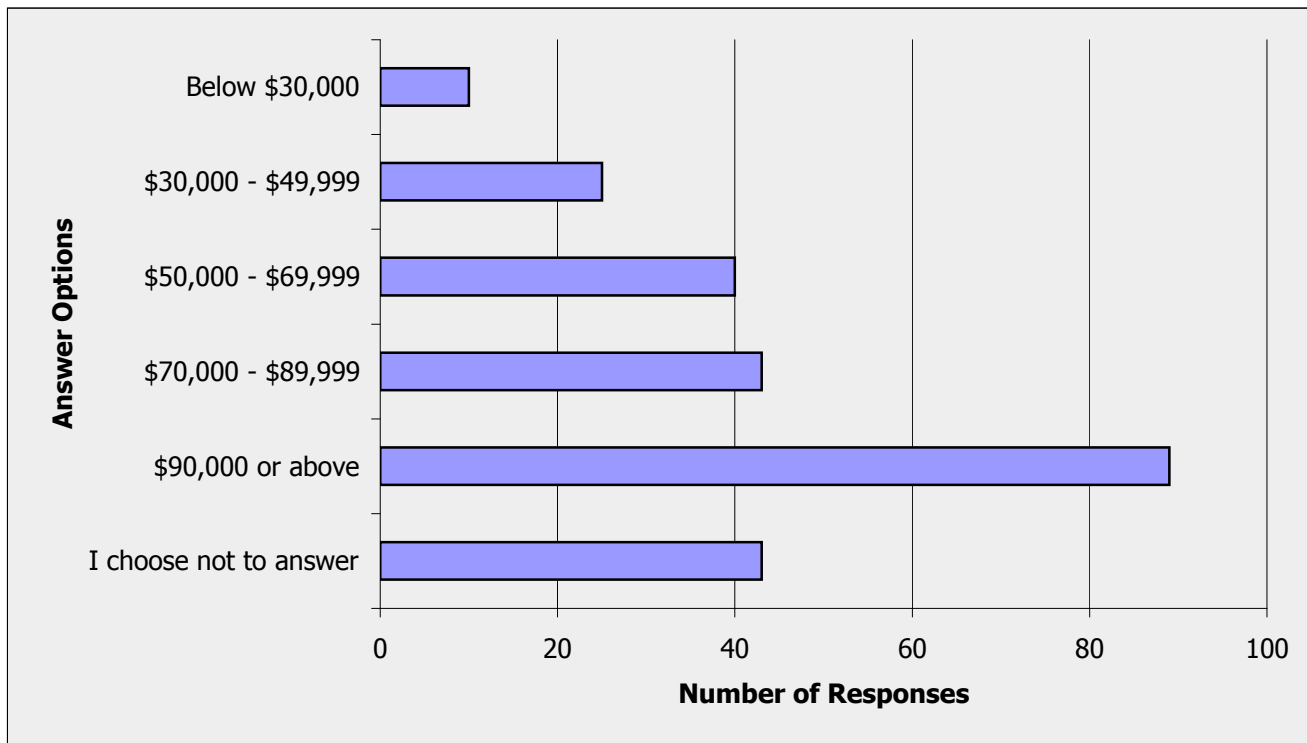
Question 17

How many people live in your household, including yourself?		
Answer Options	Response Percent	Response Count
1	12.8%	33
2	37.7%	97
3	21.8%	56
4	18.3%	47
5	6.6%	17
6	2.3%	6
7+	0.4%	1
<i>answered question</i>		257
<i>skipped question</i>		6



Question 18

What was your household income last year?		
Answer Options	Response Percent	Response Count
Below \$30,000	4.0%	10
\$30,000 - \$49,999	10.0%	25
\$50,000 - \$69,999	16.0%	40
\$70,000 - \$89,999	17.2%	43
\$90,000 or above	35.6%	89
I choose not to answer	17.2%	43
<i>answered question</i>		250
<i>skipped question</i>		13

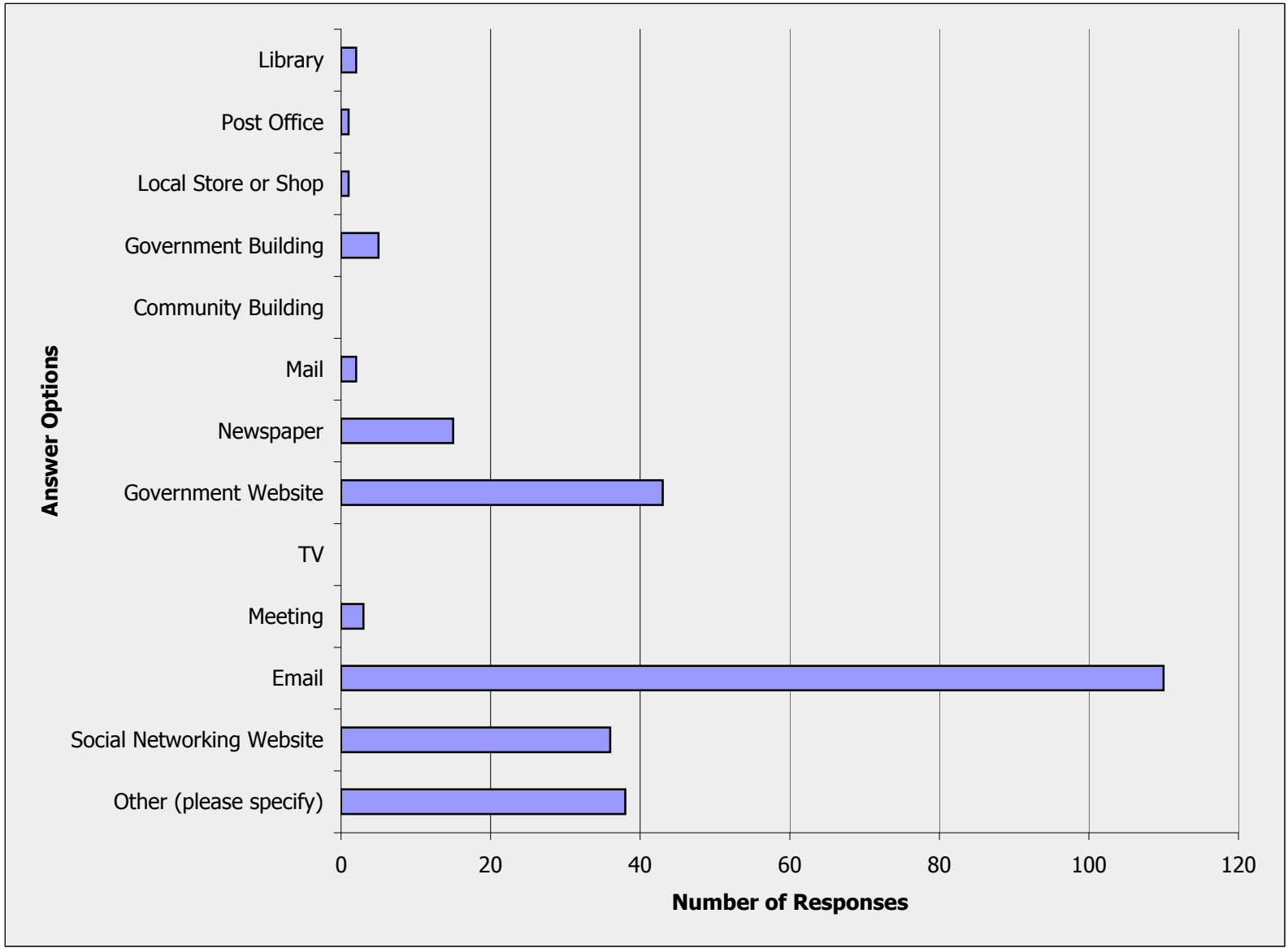


Question 19

Where did you get this survey?		
Answer Options	Response Percent	Response Count
Library	0.8%	2
Post Office	0.4%	1
Local Store or Shop	0.4%	1
Government Building	2.0%	5
Community Building	0.0%	0
Mail	0.8%	2
Newspaper	5.9%	15
Government Website	16.8%	43
TV	0.0%	0
Meeting	1.2%	3
Email	43.0%	110
Social Networking Website	14.1%	36
Other (please specify)	14.8%	38
<i>answered question</i>		256
<i>skipped question</i>		7

(see comments below)

Question 19



Question 19

Number	Other (please specify)
1	My neighbor forwarded it to me.
2	neighbor emailed the link to me
3	email from Planning Office
4	email
5	4042 website discussion board
6	Posted to Johnston Mommies website
7	From my cubicle neighbor
8	planning board
9	Someone aware of my traffic concerns alerted me to this survey, through a discussion board.
10	Cleveland Area Chamber of Commerce
11	GCCC
12	chamber
13	Chamber of Commerce
14	chamber membership
15	JCVB
16	Notification by local chamber of commerce.
17	Cleveland Chamber
18	Greater Cleveland Chamber of Commerce
19	Town of Clayton Website
20	Greater Cleveland Chamber of Commerce
21	Internet
22	Greater Cleveland Chamber of Commerce
23	Cleveland Post
24	link
25	4042.com
26	co-worker forwarded it to me
27	www.4042.com
28	Selma Tracks in my utility bill
29	Town of Selma newsletter
30	home computer
31	on line
32	http://downtownclayton.blogspot.com/2009/09/resident-input-needed-on-transportation.html
33	Johnston County Website
34	Downtown Clayton Blog

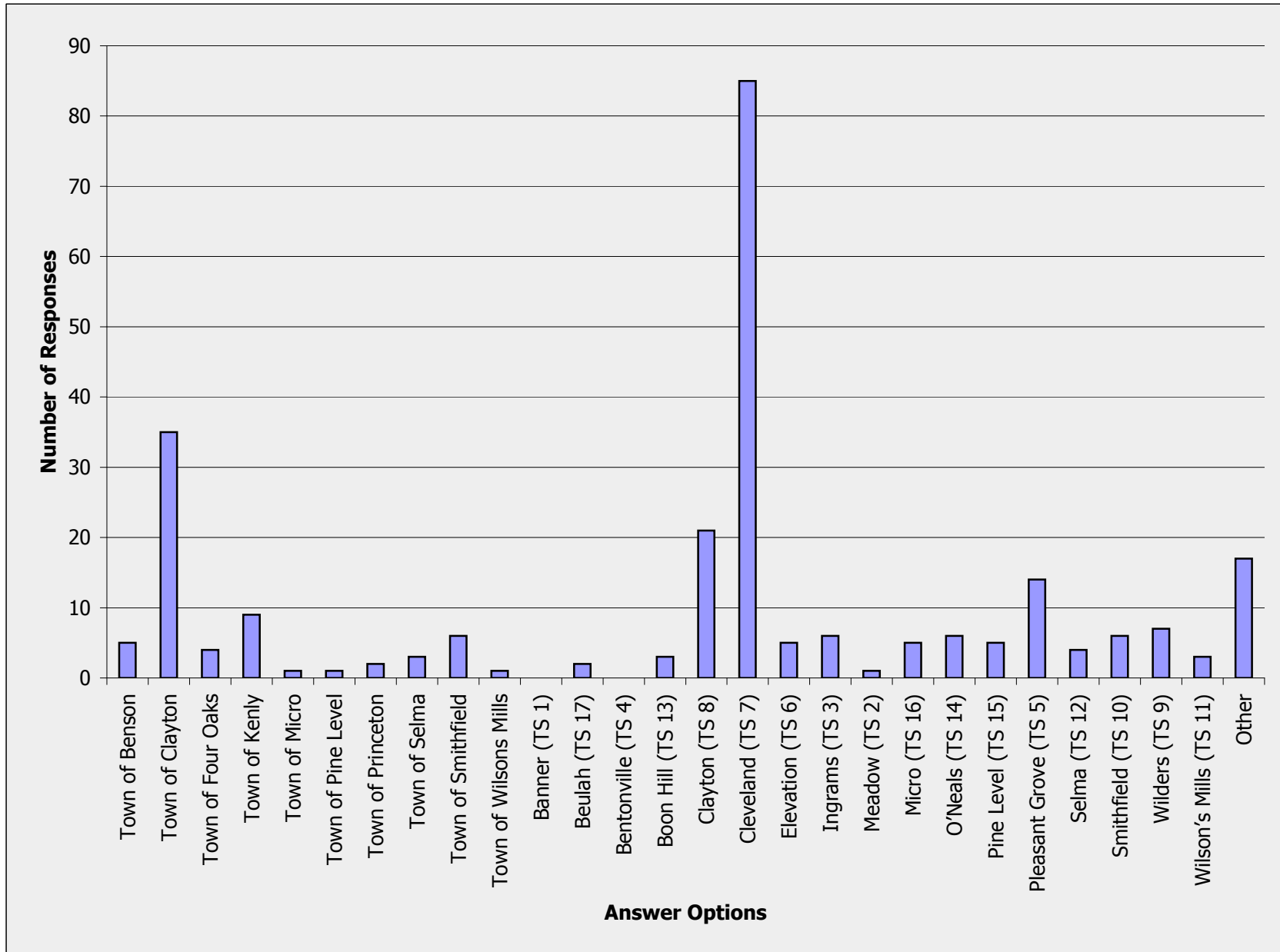
Question 19

35	Downtown Clayton Blog
36	county website
37	County Planning
38	Downtown Clayton Website

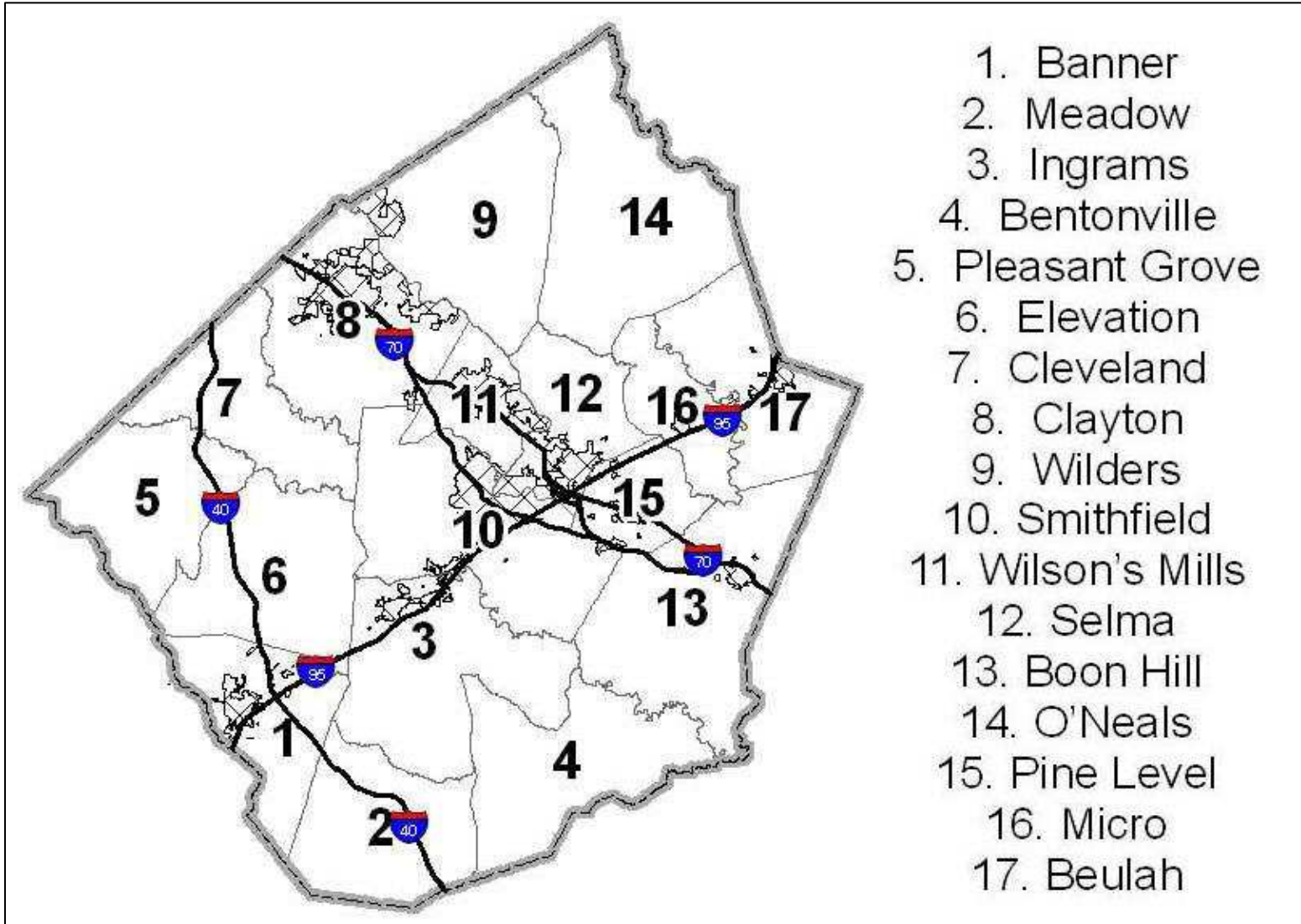
Question 20

In what community of Johnston County do you live? (If you live in an unincorporated area, please choose a township (TS #) from the map below.)		
Answer Options	Response Percent	Response Count
Town of Benson	1.9%	5
Town of Clayton	13.6%	35
Town of Four Oaks	1.6%	4
Town of Kenly	3.5%	9
Town of Micro	0.4%	1
Town of Pine Level	0.4%	1
Town of Princeton	0.8%	2
Town of Selma	1.2%	3
Town of Smithfield	2.3%	6
Town of Wilsons Mills	0.4%	1
Banner (TS 1)	0.0%	0
Beulah (TS 17)	0.8%	2
Bentonville (TS 4)	0.0%	0
Boon Hill (TS 13)	1.2%	3
Clayton (TS 8)	8.2%	21
Cleveland (TS 7)	33.1%	85
Elevation (TS 6)	1.9%	5
Ingrams (TS 3)	2.3%	6
Meadow (TS 2)	0.4%	1
Micro (TS 16)	1.9%	5
O'Neals (TS 14)	2.3%	6
Pine Level (TS 15)	1.9%	5
Pleasant Grove (TS 5)	5.4%	14
Selma (TS 12)	1.6%	4
Smithfield (TS 10)	2.3%	6
Wilders (TS 9)	2.7%	7
Wilson's Mills (TS 11)	1.2%	3
Other	6.6%	17
<i>answered question</i>		257
<i>skipped question</i>		6

Question 20



Question 20



Question 20

Number	Other (please specify your involvement or tie to the county)
1	Former Land Surveyor
2	Apex, family ties, land, care for the County, etc. Too numerous to list all.....
3	Cleveland Township TS#7
4	Have worked for / with the County.
5	7. Cleveland area
6	Chamber of Commerce
7	own businesses in Johnston county
8	own property in Johnston but live in Wake
9	business at 40 & 42
10	Holt Lake South--Four Oaks address--Smithfield phone number
11	McGees Crossroads
12	40/42 area
13	Four Oaks address/Smithfield phone/almost never go to Four Oaks
14	Willow Spring
15	mcgees crossroads
16	McGees Crossroads
17	Wake County