

**Lumberton CTP Steering Committee
Meeting #8
Thursday, February 5, 2014, 3:30 PM
Lumberton City Hall
500 N. Cedar Street, Lumberton, NC**

Members Present

Mickey Gregory, Pamela Hilbert, Cindy Kern, Bruce Mullis, William Tubbs, Burnis Wilkens

Staff Present

Brandon Love (City of Lumberton), ArTriel Kirchner (City of Lumberton), John (Andy) Bailey (NCDOT Transportation Planning Branch), Janet Robertson (Lumber River RPO)

Mr. Bailey and Ms. Robertson reviewed the minutes from the prior meeting. These minutes included the committee indicating where population and employment (by type) growth would occur in the future base on the Draft Lumberton Future Land Use Plan. Mr. Bailey also told the committee that he updated city council at their February 4, 2015 Council Policy Committee meeting about the status of the comprehensive transportation plan. Overall, the presentation received a good reception from city council.

Mr. Bailey then presented the 2014, 2020, 2030, and 2040 Highway Capacity Deficiency Maps. These maps showed the growth of traffic over time and indicated that some facilities may be reaching capacity more quickly (in 2020 and/or 2030) than others. These maps will serve as a guide to help develop recommendations and/or alternatives.

Mr. Bailey then showed maps and a list of proposed solutions that were a part of the 1995 Lumberton Thoroughfare Plan. Each major recommendation was compared to the highway capacity deficiencies of this plan to see if they were still feasible and/or needed. Committee members discussed that needs of some recommendations from the 1995 Thoroughfare Plan were still needed while others were not.

Below is a tentative list of recommendations from the 1995 Thoroughfare Plan that the Committee has chosen to look at potentially removing, modifying, or keeping the same:

- I-95 – Widen from 4 to 6 lanes throughout the planning area. Based on future traffic estimates, this recommendation is still valid.

The CTP Steering Committee concurred with keeping this previous recommendation.

- US 301 – Widen from 2 to 4 lanes from the northern planning area boundary to I-95. Current and future traffic estimates do not substantiate the need for this recommendation. Also, this facility is already 3 lanes from the Lumberton City Limits to I-95 and a section of this facility (Dawn Drive to I-95) will be widened to 4 lanes as a part of the US 301 bridge construction over I-95, set to be complete in summer of 2015.

The CTP Steering Committee agreed that this previous recommendation should be modified and/or not brought forward in this plan's recommendations.

- NC 41 (Martin Luther King Jr. Drive) – Widen from 2 to 4 Lanes from US 74 to Marion Road and Widen from 4 to 6 Lanes from Lovett Road to NC 72 (2nd St). Current and future traffic estimates do not substantiate the needs for these recommendations. However, future traffic estimates from US 74 to Marion Road do indicate a need for some improvement beyond its current 2 lane facility.

The CTP Steering Committee agreed that this previous recommendation should be modified and/or not brought forward in this plan's recommendations. However, there was an indication from committee members that the current 4 lane undivided section from Marion Road to NC 72 (2nd Street) needs to be improved due to left-turning traffic.

- NC 41 (Elizabethtown Rd) – Widen from 2 to 4 Lanes from NC 211 (Roberts Ave.) to the eastern area boundary. Based on future traffic estimates, this recommendation is still valid.

The CTP Steering Committee concurred with keeping this previous recommendation.

- NC 72 (West) – Widen from 4 to 6 lanes from NC 711 to Dunn Road. Current and future traffic estimates do not substantiate the needs for these recommendations. However, current and future traffic estimates along this section of NC 72/711 from NC 711 to Kenric Drive do indicate a need for some improvement beyond its current 3 lane facility.

The CTP Steering Committee agreed that this previous recommendation should be modified and that some improvement to NC 72/711 from NC 711 to Kenric Drive should be studied.

- NC 72 (Roberts Ave.) – Widen from 2 to 4 lanes from Hestertown Road to the southern area boundary. Current and future traffic estimates do not substantiate the needs for these recommendations.

The CTP Steering Committee agreed that this previous recommendation should be modified and/or not brought forward in this plan's recommendations.

- NC 211 (Roberts Ave.) – Widen from 5 to 7 lanes from Fayetteville Road to I-95. Mr. Bailey indicated that NCDOT no longer builds a 7 lane cross-section. However, future traffic estimates along the section of NC 211 from Fayetteville Road to I-95 do indicate a need for some improvement beyond its current 5 lane facility.

The CTP Steering Committee agreed that this previous recommendation should be modified and that some improvement to NC 211 from Fayetteville Road to I-95 should be studied.

- Barker Ten-Mile Road – Widen from 2 to 4 lanes from Fayetteville Road to the northern area boundary. Current and future traffic estimates do not substantiate the needs for these recommendations. Also, this facility is already 3 lanes from 0.2 miles South of Bee Gee Road to Fayetteville Road.

The CTP Steering Committee agreed that this previous recommendation should be modified and/or not brought forward in this plan's recommendations.

- Outer Loop – Construct new 2 lane loop be constructed around the entire Lumberton City Limits with most of this route being on new location.

The CTP Steering Committee found this recommendation to be outdated and unneeded due to current travel patterns in the area.

- Partial Loop – Construct a new 2 lane partial loop be constructed from Carthage Road at Velcord Drive across the Lumber River to Kenny Biggs Road at Spearman Street. It also recommended the widening of Spearman Street from 18 to 24 foot lanes.

The CTP Steering Committee found that this recommendation was deemed unnecessary as Carthage Road does not have current or future travel deficiencies. Also, the widening of Spearman Street would completely degrade its very local route nature.

- Downtown One-Way Pair (1st and 2nd Street) – Convert existing 2 (1st Street) and 3 (2nd Street) lane, two-way facilities to two, 3 lane, one-way facilities from Water Street to Carolina Ave. Also, construct a new bridge over the Lumber River to connect 1st Street back to 2nd Street west of the Lumber River. This also included widening 2nd Street from 2 to 4 lanes from Martin Luther King Jr. Drive to the 1st Street connection west of the Lumber River.

The CTP Steering Committee felt that these recommended two one-way segments would detract from business in the downtown area. However, current and future traffic estimates along the section of 2nd Street from Water Street to Carolina Ave do indicate a need for some improvement beyond its current 3 lane facility. One suggestion from committee members is to re-route NC 72 from its current alignment through Downtown Lumberton onto I-95 South and I-74/US 74 east towards Whiteville.

- One-Way to Two-Way Conversions – Convert the existing one-way segments of Chestnut Street (from Elm Street to E. 15th Street) and Elm Street (from Chestnut Street to 15th Street) to two-way traffic.

The CTP Steering Committee felt that these recommendations are still valid and may be able to attract more business to the downtown area.

- I-95 Service Roads – For Cupano Road/Kahn Drive/Lackey Street, widen the existing 2 lane facilities to 2 lane facilities with center left-turn lane and continuous right-turn lane. For Dawn Drive, widen from 2 lanes to 2 lanes with a center left-turn lane.

The CTP Steering Committee indicated that these facilities need some kind of improvement beyond their existing narrow 2 lane configurations, but also indicated that these improvements should be separate from any interstate improvements because they serve local land uses.

- Other Improvements – Listed Below:
 - Harrill Road Extension – Extend facility from E. 7th Street south to McPhail Road.

The CTP Steering Committee stated that there were now existing homes in the path of the recommended extension.

- Kenny Biggs Road Relocation – Relocate facility at least 1,000 feet east of the Lumberton Regional Airport to allow for a clear safe zone for airplanes.

The Airport Commissioner (also a committee member) indicated that this was still a desire of the Airport.

- Starlite Drive Extension – Extend facility from the Kenny Biggs Road intersection to the proposed southern loop.

Due to the fact that the CTP Steering Committee has preliminary recommended that there does not need to be an urban loop, this recommendation has become superfluous.

Mr. Bailey and Ms. Robertson then spoke about the need to schedule a public workshop in March. This would allow citizens of Lumberton to see what a Comprehensive Transportation Plan is, see what deficiencies there are in the Lumberton area by mode of transportation, and be able to offer their suggestions on possible solutions to these deficiencies. Mr. Wilkens, city council member, suggested a public workshop at a community watch meeting he conducts every month in his precinct. March 17th would be the next meeting for this group. Ms. Robertson would speak to Mr. Leon Maynor, the other city council member on the committee, to see when and where another public workshop should be scheduled, preferably on the same day. The committee also indicated their desire to have Mr. Bailey and Ms. Robertson to attend and present at the upcoming “Rumba on the Lumber,” a weekend festival and 5K held March 6-8. Mr. Bailey indicated that he would ask his manager; Dr. Wayne Davis, to ask upper Transportation Planning Branch management for permission to be able to attend this event.

In closing, the next CTP Steering Committee meeting will be scheduled in April 2015, after the public workshops have been completed. The date of this meeting will be determined by a doodle poll that Ms. Robertson will send out due to the fact that the normal first Thursday meeting date for the committee will fall on Maundy Thursday (April 2, 2015). This meeting will be held at the Lumberton City Hall.