

**Lumberton CTP Steering Committee
Meeting #9
Thursday, April 1, 2014, 3:30 PM
Lumberton City Hall
500 N. Cedar Street, Lumberton, NC**

Members Present

Larry Anderson, Everett Davis, Mickey Gregory, Pamela Hilbert, Dencie Lambdin, Cindy Kern, Leon Maynor, Bruce Mullis, William Tubbs, Susan Walker

Staff Present

Brandon Love (City of Lumberton), ArTriel Kirchner (City of Lumberton), John (Andy) Bailey (NCDOT Transportation Planning Branch), Joe Bailey (NCDOT Division 6) Janet Robertson (Lumber River RPO)

Mr. Bailey and Ms. Robertson reviewed the minutes from the prior meeting. These minutes included the review of the Highway Deficiency Maps and review of the 1995 Lumberton Thoroughfare Plan recommendations, including which recommendations were still relevant today.

Mr. Bailey and Ms. Robertson presented the survey response summaries from Rumba on the Lumber and public workshop activities that took place on March 7 and March 17, 2015, respectively. These comments tended to mirror comments received from the public involvement survey in 2014. One issue that was addressed was several responses indicated a desire to have bicycle lanes and/or accommodations on Fayetteville Road. The concern with this is the high volume on this road already and the number of conflict points along this route. The committee decided not to show this as a primary bicycle route on the CTP bicycle map (though any highway improvement could show a wider outside lane for bicycle accommodations) and to use the lesser traveled Meadow Road that parallels Fayetteville Road to the east. Another issue was a suggested pedestrian bridge over I-95 from near the Bailey Road/Kahn Road intersection at Gilbert Carrol Middle School on the east side of I-95 to Dawn Drive and the Mayfair community on the west side of I-95. The committee found that this suggestion will probably not be needed because there will be pedestrian improvements crossing I-95 at US 301 to the north of this location and a recommended sidewalk on NC 211 from the Mayfair community across I-95.

Mr. Bailey then showed a list of proposed solutions based on input from committee members at the previous meeting as well as needs based on volume being either greater than or close to capacity by 2040.

The list of proposed alternatives/solutions for roadways that will be over capacity by 2040 include (with the committee's agreement and/or other suggestions in italics):

- **I-95, from NC 72/711 to NC 211** – Widen from 4 to 6 lanes. *Mr. Joe Bailey brought up the fact that Division 6 had been told by NCDOT feasibility studies that this would be an 8 lane facility. After checking with Mr. Derrick Lewis of the feasibility studies unit, there has been no final decision on whether the final design will be 6 or 8 lanes, but that the safest recommendation is to specify this section as widening from 4 to 6 lanes on an 8 lane right of way.*
- **US 301, from I-95 to Dawn Drive** – Improvements underway (STIP Projects I-4413 and I-5509)
- **NC 41, from I-74/US 74 to Starlite Road** (South of Lumberton) – Add turn lanes at intersections and major points of activity as development occurs. *Committee agreed with this recommendation.*
- **NC 41/NC 72, from NC 41 to N Chippewa Street** (Downtown Lumberton) – Implement transportation demand management strategies along this corridor (signal timing, access management, multi-model options, etc.) as well as recommend re-routing a NC 72 bypass around Lumberton using I-95 and I-74/US 74. *Committee agreed with this recommendation as it would not adversely impact existing businesses along the route.*
- **NC 41, from NC 211 to eastern boundary** (Northeast of Lumberton) – Widen from a 2-3 lane facility to a 4 lane divided boulevard with left-turn lanes at major intersections and points of activity. *Committee agreed with this recommendation.*
- **NC 211, from Fayetteville Road to I-95** – Widen from a 5 lane facility to a 6 lane divided boulevard with left-turn lanes at major intersections and points of activity. *Committee agreed with this recommendation.*
- **NC 211, from I-95 to Kings Cross Road** – Widen from a 2 lane facility to a 4 lane divided expressway with access at major intersections (Consistent with the Robeson County CTP). *Committee agreed with this recommendation.*
- **NC 72/NC 711, from NC 711 to Kendric Drive** – Widen from a 3 lane facility to a 4 lane divided boulevard with left-turn lanes at major intersections and points of activity. *Committee agreed with this recommendation.*
- **Fayetteville Road, from NC 211 to Barker Ten-Mile Road** (The U-5797 STIP project in the Draft STIP addresses part of this as its project limits extend from E 22nd Street, north past NC 211 to Farringdom Street) – Widen from a 5 lane facility

to a 6 lane divided boulevard with left-turn lanes at major intersections and points of activity. *Committee agreed with this recommendation.*

- **Linkhaw Road, from Fayetteville Road to Meadow Road** – Widen from a 2-3 lane facility to a 4 lane divided boulevard with left-turn lanes at intersections and points of activity as development occurs. *Mr. Larry Anderson brought up the fact there was little to no room to improve Linkhaw Road near Fayetteville Road due to the proximity of the Lumberton Senior High School on the north side as well as an existing creek bed on the south side. Also, turning movements are already a challenge due to the high school. An alternate suggestion was made to extend Farringdom Street from its current termini just east of Fayetteville Road east to Meadow Road. This would be a 4 lane divided boulevard with left-turn lanes at intersections and points of activity as development occurs.*

The list of proposed alternatives/solutions for roadways that will be near capacity by 2040 include (with the committee's agreement and/or other suggestions in italics):

- **I-95, from southern boundary to NC 72/711 and from NC 211 to northern boundary** – Widen from 4 to 6 lanes. *Mr. Joe Bailey brought up the fact that Division 6 had been told by NCDOT feasibility studies that this would be an 8 lane facility. After checking with Mr. Derrick Lewis of the feasibility studies unit, there has been no final decision on whether the final design will be 6 or 8 lanes, but that the safest recommendation is to specify this section as widening from 4 to 6 lanes on an 8 lane right of way.*
- **US 301, from Dawn Drive to northern city limits** – Maintain or improve access control along this 2-3 lane facility. *Committee agreed with this recommendation.*
- **NC 41, from Starlite Road to Marion Road** – Add turn lanes at intersections and major points of activity as development occurs. *Committee agreed with this recommendation.*
- **NC 41/NC 72, from N. Chippewa Street to E 5th Street** – Implement transportation demand management strategies along this corridor (signal timing, access management, multi-modal options, etc.) as well as recommend re-routing a NC 72 bypass around Lumberton using I-95 and I-74/US 74. *Committee agreed with this recommendation as it would not adversely impact existing businesses along the route.*
- **NC 72/NC 711, from Kendric Road to Dunn Road** – Convert 5 lane facility to 4 lane divided boulevard with left-turn lanes at intersections and points of activity. *Committee agreed with this recommendation.*

- **NC 72, from NC 211 to Old Whiteville Road** – Widen two lane facility to 3 lane facility with center left-turn lane. *Committee agreed with this recommendation.*
- **NC 211, from NC 72 to Fayetteville Road** – Convert 5 lane facility to a 4 lane divided boulevard with left-turn lanes at intersections and major points of activity. *Committee agreed with this recommendation.*
- **NC 211, from Kings Cross Road to W. Carthage Road** – Widen 2 lane facility to a 4 lane divided expressway with access at major intersections (Consistent with the Robeson County CTP). *Committee agreed with this recommendation.*
- **NC 711, from Deep Branch Road to NC 72** – Maintain or improve access along this facility. *Committee agreed with this recommendation.*
- **Service Roads along I-95 (Dawn Drive, Kahn Drive, Lackey Street, and Capuano Road)** – Widen 2 lane facilities to 12 foot lanes with center left-turn lanes at major points of activity as development occurs. *Committee agreed with this recommendation.*
- **W 5th Street, from West of Martin Luther King Jr. Drive to N. Water Street** – Maintain or improve access control along this 2-3 lane facility. *Committee agreed with this recommendation.*
- **Carthage Road, from I-95 to W 17th Street** – Add left-turn lanes at major intersections and points of activity. *Committee concerned with state of road (narrow roadway, pavement conditions) as this facility is a gateway into Downtown Lumberton. Additional recommendation to be made on the widening of this facility to two 12 foot lanes from I-95 to N Water Street as well as including left-turn lanes at major points of activity.*
- **Elizabethtown Road, from Pine Street to Cedar Street** – Maintain or improve access control along this one-block section. *Committee agreed with this recommendation.*
- **N Pine Street, from Elizabethtown Road to E 22nd Street** – Maintain or improve access control along this facility. *Committee agreed with this recommendation.*
- **N Water Street, from W 5th Street to Elizabethtown Road** – Improvements underway (STIP Project U-5524).

The list of proposed alternatives/solutions for roadways that do not have capacity issues, but do contain other possible roadway modifications to improve safety and accessibility (*with the committee's agreement and/or other suggestions in italics*):

- **NC 41, from Marion Road to NC 72** – This is currently a 4 lane undivided facility, which is a very unsafe and outdated design causing delays in left lanes due to turning traffic. *Committee suggested that while no improvements are needed based on capacity, a study should be implemented to find solutions for this outdated road.*
- **NC 72, from Dunn Road to W 5th Street** – City staff expressed desire to implement traffic calming devices and/or beautification along this section of NC 72. However, 4 lanes will need to be maintained to accommodate future traffic. *No suggestions from committee on this section of NC 72.*
- **NC 72, from W 5th Street to NC 41** – City staff expressed desire to implement traffic calming devices and/or beautification along this section of NC 72. It is possible to add these improvements without widening the roadway, though adjacent land uses would probably need access to both directions. *No suggestions from committee on this section of NC 72.*
- **Elizabethtown Road, from Water Street to 10th Street** – Currently a narrow roadway (9 to 10 foot lanes) for existing and future traffic. Any widening may greatly impact existing utilities along the facility. *Committee suggested recommending the widening the 9-10 foot lanes to 11-12 foot lanes, if feasible.*
- **Fayetteville Road, from E 22nd Street to NC 211** – Currently a 3 lane facility with center left-turn lane from 22nd Street to Godwin Avenue/E 24th Street and a 4 lane undivided facility from Godwin Avenue/24th Street to NC 211. The U-5797 STIP project in the Draft STIP addresses this entire section as its project limits extend from E 22nd Street, north past NC 211 to Farringdom Street. Maintain or improve access control on Fayetteville Road from E 22nd Street to Godwin Avenue/E 24th Street and improve the existing outdated 4 lane undivided section of roadway from Godwin Avenue/E 24th Street to NC 211 by widening facility to a 4-lane divided boulevard with left-turn lanes at major intersections. Also, address the five points intersection at Fayetteville Road/Godwin Avenue/E 24th Street/Cedar Avenue intersection. *Committee agreed that this section of roadway, especially the intersection, needs to be improved.*
- **Other roadway improvements** – Mr. Bailey will be doing a comprehensive review of roadway widths throughout the study area and, if warranted, be making recommendations to widen 2 lane roadways.

Over the next 1-2 months, Mr. Bailey will be formulating recommendations for each of the problems above as well as other modes of transportation. These recommendations will try to mirror as closely as possible the committee's suggestions. Depending on the size and scope, full or minimum problems statements will be written for each recommendation. As agreed upon by the committee, Mr. Bailey will send an update on these recommendations to the committee via email during the month of May for any further comment. Ideally, these recommendations for each mode of transportation will be internally reviewed by NCDOT management and finalized by the end of May. If these recommendations are ready by the end of May, they will be presented in Draft form at the June 4, 2015 CTP Steering Committee meeting.

In closing, the next CTP Steering Committee meeting will be scheduled at the earliest on June 4 2015. If the recommendations take more time to develop and/or review, a time beyond June 4, 2015 will be chosen for the next CTP Steering Committee meeting. This meeting will be held at the Lumberton City Hall.