

GREENVILLE URBAN AREA THOROUGHFARE PLAN PUBLIC INVOLVEMENT PROCESS

Promotion:

- Advertisements in CityPage, M-Voice, Winterville Resident News, Ayden Times- Leader
- GTV and Pitt-TV – scrolls and PowerPoint slide show
- Posters and fliers at key locations (library, planning offices, etc.)
- Mail-out to 350 persons and organizations
- Internet web page

Attendance:

Tuesday, April 27 (Sheppard Library) – 30
Thursday April 29 (Ayden Operations Center) – 11
Wednesday May 12 (Pitt Co. Ag. Center) – 4
Monday, May 17 (Simpson Town Hall) – 30
Thursday, May 20 (Winterville Town Hall) – 50
Total Attendance: 125 persons

Written comments:

Letter or comment sheet: 19
E-mail: 7

Written Comments/concerns noted:

- PCC traffic concerns by PCC
- Southeast Bypass, request for more info or concerns with location on map (4)
- Improve Vernon White Road and its intersections (2)
- Southwest Bypass:
 - Don't build close to PCC
 - Protect Renston Historic District (5)
 - Don't select Alt 1B
 - Terminate the SW Bypass at Jolly Road
 - Requests for map showing the alternative alignments (2)
- Make Frog Level/Davenport Farm and Frog Level/Forlines intersection 4-way stops (4)
- Widen Speight Seed Farm Road (2)
- Tenth Street Connector
 - When will it be built, and where will it go?
 - Build it under Dickinson Ave (2)
- Improve Arlington/Evans intersection
- More sidewalks are needed
- You were very clear on the issue of rapid growth
- Longer green time for Black Jack Simpson Road at its intersection with NC-33

- Extend Avon Road to Tucker Road (2)
- Black Jack Simpson Road, Tucker Road, and Ivy Road are deteriorating
- Maintain the graveyard on Fire Tower Road just west of the railroad tracks
- Fire Tower Road needs to be 4-lane divided, make more primary roads 4-lane divided
- Build Fire Tower Road Extension such that it goes behind the parsonage instead of Reedy Branch Road
- Improve intersection of Pocosin Road and NC-903
- Install 4-way stop with flasher at NC-903 and Reedy Branch Road
- More patrols needed on NC-903, “dump trucks are taking over the road”

Other Comments/Questions at the Forums

Greenville:

- How are you addressing the bottleneck on Fourteenth St.? *Improving other thoroughfares, such as Tenth Street, Greenville Blvd, the Tenth Street Connector; we want to preserve the character of the neighborhood*
- Can we get the SE Bypass built? *This is a future project, and will be needed to address future traffic and relieve traffic on other thoroughfares such as Fire Tower Road and Greenville Blvd. We expect it to be 20 years before this project is funded and designed.*
- Could I see the slide showing traffic increases again? *Was shown again*

Ayden:

- SE Bypass connecting into NC-11 near Ayden, is it real or just a general location? *This is a general location*
- SE Bypass – do we know exactly where it will go? *There is no definite alignment, this would be determined in the future during design*
- Will the SE Bypass need to be built further east and south than what is shown on the map when it’s time for design and construction? *The proposed line is shown based upon where there is the least amount of development is right now. In the future, it will need to be looked at again based upon the development at that time*
- When is the SW Bypass being narrowed down to one alignment? *The current schedule expects it in June 2006*
- How far out time-wise is the SE Bypass? *We expect it to be around 20 years before it is funded and designed*
- Does the Fire Tower Road Extension have a final design? *A study will be done to determine that.*

Simpson:

- What is the status of the Fire Tower Road lawsuit? *It is still in mediation*
- I am concerned about near head-on collisions in the 2-way left turn lane on Fire Tower Road
- Tenth Street Connector –it should not be an at-grade railroad crossing. *A grade separated rail crossing is part of the Tenth Street Connector Project. It has not yet been determined if it will be a roadway overpass or underpass.*

- Is the SE/NE Bypass a long-range project? *It is a long-range project, and no funding is available yet for the project*
- How can we help with traffic growth? *Land use plans help control growth along specific corridors*
- Concern about developers building in the path of proposed corridors or project in the TIP. *There is a process for notifying potential buyers of a proposed roadway project that could impact the dwelling.*
- What is the time frame for the Eastern Bypass? *This is a 25-year plan, and this is a long-range project; other projects are on a shorter time frame*
- Would NC-33 be widened from Simpson to the Eastern Bypass as part of the Bypass? *We expect that to take place*
- Are bike improvements included in the thoroughfare plan? *There is a greenway plan and we already adopted a bicycle plan; many of the typical sections recommended for segments of thoroughfares in the thoroughfare plan include bike lanes or wide outside lanes based on those plans.*
- The intersection of Black Jack Simpson Road and NC-33 has too short of a green time for Black Jack Simpson Road. *We will ask NCDOT to check.*
- Consider extending Avon Road to Tucker Road, this creates a bypass around Simpson
- Truck traffic is increasing in Simpson, which is putting a stress on condition of the roads
- Black Jack Simpson Road is in poor condition
- Ivy Road is getting in poor condition
- Does the thoroughfare plan map show where a road will be built? *This gives a general location of a proposed thoroughfare.*
- What are the most recent counts on Black Jack Simpson Road and McDonald Street? *The Inventory and Recommendations booklet give the counts to 2002, we can check with NCDOT to see if any counts have been take since then*
- Can the transit system extend to Simpson? *The extension of service was studied in the Regional Transit Study, we can check to see if and when it was recommended to extend to Simpson*

Winterville

- Is a road planned to be parallel to Fire Tower Road? *Yes, the Eastern Bypass, and upgrading Worthington Road*
- Is a bike plan included in the thoroughfare plan? *Yes, and many of the typical sections recommended for segments of thoroughfares in the Street Inventory and Recommendations booklet include bike lanes or wide outside lanes based on this plan.*
- Is there a priority with the bypass or the entire plan? *The Southwest Bypass is our #1 priority*
- Will the bypasses be elevated? *Yes, over creeks and swamps*
- Is Vernon White Road being upgraded? *Yes, particularly at its intersections with Old Tar Road and NC-11*
- Will Reedy Branch Road have 4 lanes from Fire Tower Road to Forlines Road? *Yes*
- What was the thinking on bringing the traffic from Fire Tower Road to Forlines Road? *Forlines Road is the main road into Winterville and its commercial and light industrial center, the preferred interchange of the Southwest Bypass is Forlines Road, there are*

major developments (such as schools) along Forlines Road, and alternatives to Reedy Branch Road are limited due to Swift Creek. Davenport Farm Road is a residential corridor and is not compatible with a major multilane thoroughfare.

- *Won't the Fire Tower Road Extension affect a 200 year old church on Reedy Branch Road? NCDOT would try to not adversely impact the church property and will be careful aligning the road.*
- *Who are the members of the MPO Board? There is a policy-making board, called the Transportation Advisory Committee, which consists of the mayors of Greenville and Winterville, a County Commissioner, and the Board of Transportation member. There also is a Technical Coordinating Committee consisting of staff from the various local governments and NCDOT.*
- *Will the recently approved funding of the SW Bypass speed up the design process? No, the final selection of the alignment will still take place in 2006*
- *Concern about traffic on Laurie Ellis Road. The road will be upgraded.*
- *What is the schedule of the Fire Tower Road Extension project? It is tied to the Southwest Bypass project. Once the preferred alignment for the Southwest Bypass is selected, the Fire Tower Road extension can then be designed so it can bring traffic to it.*
- *What types of interchanges are expected on the SW Bypass? Diamond interchanges, which will be elevated.*
- *Concern about the pedestrian crossings and high traffic along Reedy Branch Road at PCC. There could be more improvements, such as pedestrian walkways signs and speed reductions.*
- *Concern about the intersections of NC-903 with Pocosin Road and Reedy Branch Road (vehicles coasting through the stop sign). Could be looked at for safety improvements*
- *Could there be a left turn signal at the NC-903/NC-11 intersection? It can be looked at by NCDOT.*