

Summary



Lumberton Loop Feasibility Study

Advisory Committee
Meeting #3

June 18, 2024 @ 1:30 PM (Virtual)

Attendees

Brandon Love, Deputy City Mgr
Sarah Beth Ward, Downtown Dev
Atriel Kirchner, Planning Director
Leslie Bertlebaugh, NCSU
Travis Klondike, NCSU

Robert Kluckman, VHB
Phillip Hart, NCDOT Div 6
Sean Matuzewski, NCDOT Div 6
Russell Thompson, NCDOT
Bill Hammond, NCDOT

Kim Nguyen, NCDOT-IMD
Timothy Tresohlavy, Stantec
Scott Lane, JS Lane

Summary

Welcome/Introductions & Schedule – (City, Stantec)

Timothy welcomed members to AC meeting #3, and reviewed the project schedule, completed tasks, and engagement measurables.

Review of draft FS report

Timothy walked through the FS report, highlighting the chapter purpose and key takeaways.

Discussion from AC members:

- Page 1: Suggestion to better define this portion of the overall Lumberton Loop concept – this FS segment is along-roads, and connects Jerry Giles Park with Lumber River Levee Trail.
 - We should be more consistent with the use of: “Our segment” or “the trail” – need to define this FS portion separate from the Lumberton Loop Concept, which includes waterways.
- Page 24: add call out for 2nd Street multimodal redesign, and direct connection with Levee Trail (forming a loop)
- Page 25: add small segment map for context with page 26 matrix
- Page 28: add bollard on top of median (#2, North Walnut Street – Rear Biggs Mall, proposed)
- Pages 29-30: revise text on Public Works design in-house; clarify why these two are lower-impact treatments, and city-maintained roads
- Pages 31-35: add AADT and posted speed, where known
- Page 31: add note on cost assumptions and contingencies
- Page 32: add note on low-intervention treatments using striping & flex posts, versus high-intervention treatments using concrete median
- Page 33: consider an alternate photo; add note on low-intervention vs high-intervention

Action Items/ Next Steps – (Stantec)

- Please review draft FS report, and submit comments by Friday 6/28

ATTACHMENTS: Presentation Slides; Draft FS report markup

Project Contacts

Project Manager

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Project Manager

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NCDOT

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Project Consultants

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Timothy Tresohlavsky, Project Manager

Stantec Project Team

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Lumberton Loop Feasibility Study

Project Status Update

June 2024




Integrated Mobility Division
N.C. DEPARTMENT OF TRANSPORTATION




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Project Team




Lumberton, NC

Brandon Love
Deputy City Manager
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NCDOT

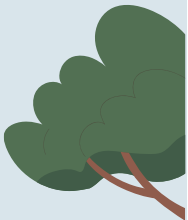

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Stantec

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Timothy Tresohlavy, Project Manager
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Roles

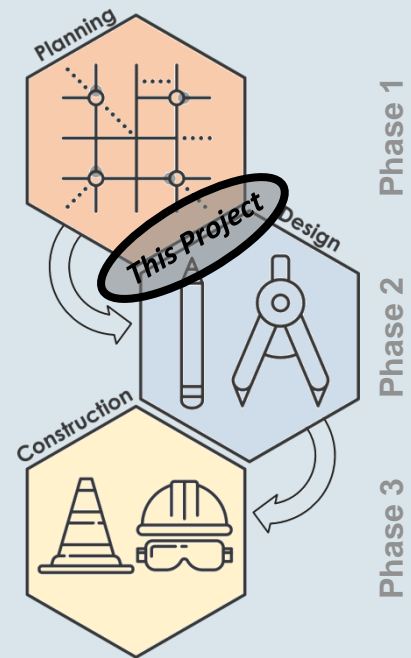
Stantec—facilitating the 'process'

- Synthesizing information
- Technical assistance and best practices

NCDOT-IMD—Integration with local/state needs

Advisory Committee—the local experts

- Area knowledge / Community vision
- Identifying the "who" needs to be involved?



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General Timeline

~10-12-month time frame
July 2023 – July 2024



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Outreach Measurables

127 website visitors
11 survey participants
36 interactive map points
10 focus group attendees
 ~**25** community event #1 discussions
 ~**15** community event #2 discussions



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Draft Plan Walk-Thru

Seeking your initial feedback
Suggestions for clarification

Full review & comments


- due Friday 6/28

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Lumberton Loop Feasibility Study

City of Lumberton North Carolina

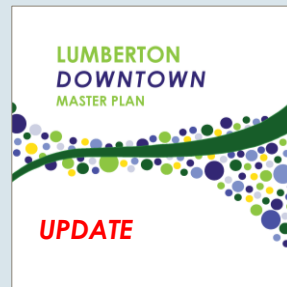
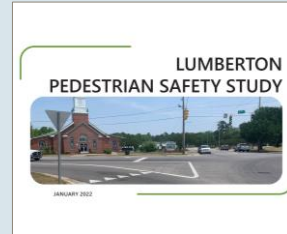
June 2024

Stantec 

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Coordinating with Other Initiatives

- Lumberton Pedestrian Safety (2022)
- RAISE grant – Walk NC
- 2nd Street / NC 72 redesign (HO-0014)
- Bridge Replacements (B-5985 AB)
- I-95 widening / interchange (I-6064, I-5879)
- Fayetteville Rd widening (U-5797)
- Downtown Master Plan Update



Consistency is key

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Alternative Alignments Considered

Parallel Routes

- Elm Street / Chestnut St
- Walnut Street
- Fayetteville Street
- Elizabethtown Road
- Crossing the Railroad



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Evaluation of Alignments

Evaluation Criteria	Alternative Alignments Considered				
	Elm St	Walnut St	Fayetteville Rd	Elizabethtown Rd	Elm / Chestnut St
1 Accommodate walking & biking					
2 Improve safety					
3 Minimize potential ROW impact					
4 Minimize new impervious surfaces					
5 Coordinate with NCDOT projects					
6 Align with Giles Park					

Note: this is a qualitative assessment, all values are relative to one another, rather than absolute rankings (1st - 5th)

Least desirable
Most potential impact **Most** desirable
Least potential impact

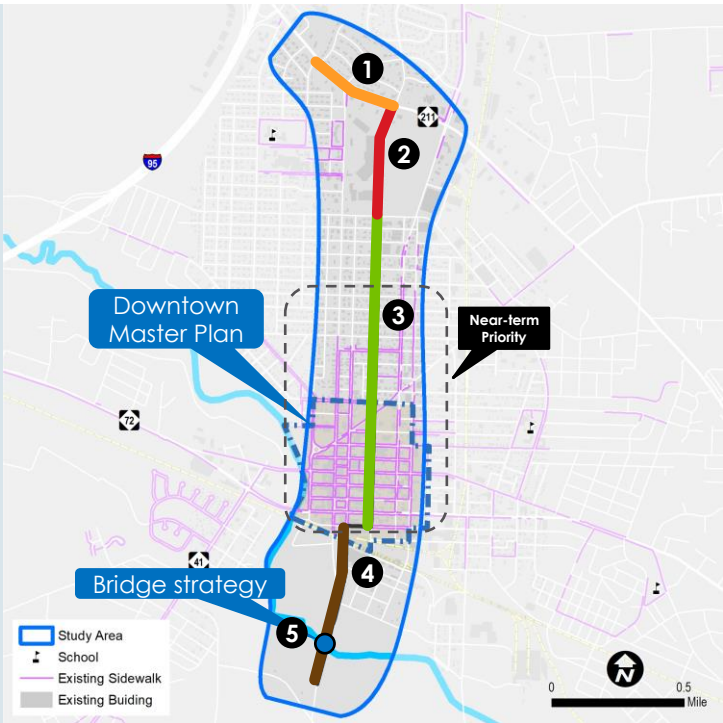
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Our Strategy for the Lumberton Loop FS

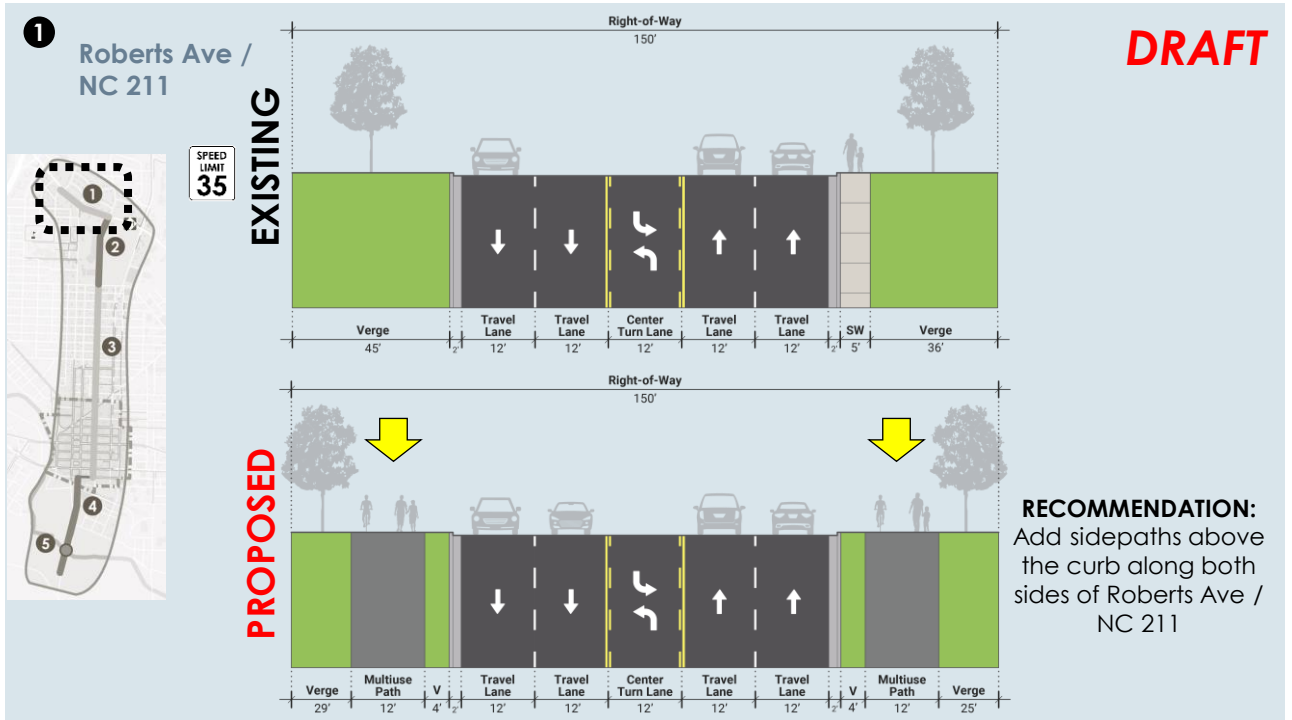
Depends on the section

- 1. Roberts Ave / NC 211
- 2. Biggs Mall / Cemetery
- 3. Residential North
- 4. South of Downtown
- 5. Lumber River bridge

Longer-term



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3 Walnut Street – Residential North





TRAFFIC CIRCLE

Walnut Street at 8th Street

CURB EXTENSION





Walnut Street at 4th Street


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RECOMMENDATION:

- Reduce to 25 MPH
- traffic calming to slow cars
- **Shared Lane Markings** (bikes)
- **Sidewalks**




Neighborhood Traffic Circle



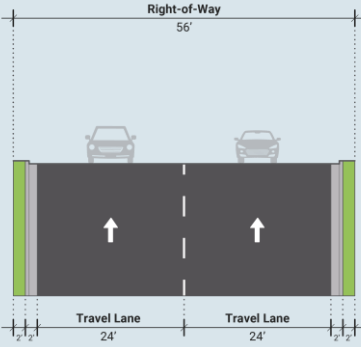
Curb Extension

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4 South of Downtown



EXISTING

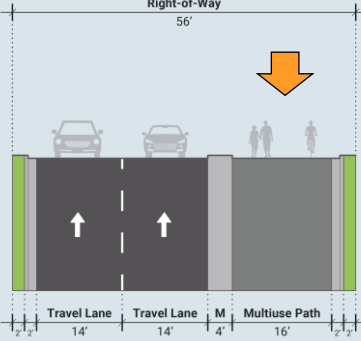


Right-of-Way 56'

Travel Lane 24'

Travel Lane 24'

PROPOSED



Right-of-Way 56'



Travel Lane 14'

Travel Lane 14'

M 4'

Multiuse Path 16'

TWO WAY BIKE LANE

South Chestnut Street at First Street

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RECOMMENDATION:

2L → 1L

Repurpose extra asphalt for walking and biking (east side)

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South of Downtown – S Chestnut St @ Noir St

SPEED
LIMIT
35

EXISTING

PROPOSED

MID-BLOCK CROSSING



South Chestnut Street at Noir Street

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RECOMMENDATION:
Crossing @ Noir St
 Use existing median as
 pedestrian refuge island – add RRFB

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Pedestrian/Bicycle Bridge over Lumber River

- Pedestrian bridge is lowest-cost option
- Too expensive to retrofit existing roadway bridge –
 - Bridge rating: **sufficient**
 - replacement >25 years
 - **unless grant funding** becomes available
- Longer-term option

**DRAFT**

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Summary / Guiding Principles

- Pedestrian and Bicycle connection between Jerry Giles Park and Lumber River Levee Trail (2.6 miles)
 - **Combination of safety improvements:** sidewalk, shared use path, bicycle treatments, and crosswalk improvements
- Avoid or minimize potential impact to rights-of-way
 - **Reproportion** existing asphalt (between the curbs)
 - May alter existing on-street parking (unmarked)
 - **Traffic calming treatments** along City-maintained streets
 - Extend and connect with existing sidewalks / curbs
 - Avoid stormwater system inlets / drains, utility poles

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Summary / FS Recommendations

	Sections	Strategy	Pedestrian & Bicycle Facility		ROW Impact
1	Roberts Ave / NC 211	Above the curb facilities	Shared Use Path – <u>above</u> the curbs		n/a (150' ROW)
2	Biggs Mall / Cemetery	Road diet (3L → 2L) – use existing pavement	Shared Use Path – between the curbs		n/a (54' ROW) – Cemetery wall is constraint
3	Residential North	Traffic Calming along Walnut Street	Sidewalks	Shared Lane Markings (with cars)	Minimal (landscape and fences) – avoid existing utilities
4	South of Downtown	Lane diet along Chestnut Street to reproportion pavement	Shared Use Path – between the curbs		Minimal (56' ROW) – Railroad crossing is constraint
5	Lumber River Bridge	New ped/bike bridge on separate structure (west side)	New Ped/bike bridge – connect with Shared Use Path along west side		Floodplain / wetland areas

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Next Steps

Review draft FS report →

AC#3 Meeting (virtual): Tuesday 18 June 2024

- *Comments due: Friday 28 June 2024*

Final FS report ~July / August

Endorsement ~August / September

