

April 13, 2021

TO: Ashley Ownbey
City of Mebane

FROM: Devyn Lozzi, PE
Ramey Kemp Associates

SUBJECT: Lowes Boulevard Corridor Plan
Recommendations



The Lowes Boulevard Corridor Plan was prepared by Ramey Kemp Associates (RKA) on behalf of the City of Mebane Planning and Zoning Department. The Lowes Boulevard Corridor Plan provides a dedicated plan for the future roadway corridor, which can be used to obtain State Transportation Improvement Program (STIP) funding and to also serve as a guide for future land developers who may be responsible for the construction of any part of the corridor that may be on their property.

The purpose of the proposed Lowes Boulevard Extension is to reduce congestion at the existing NC 119 and Trollingwood-Hawfields Road intersection and improve multi-modal connectivity in the area.

Lowes Boulevard Extension is shown on multiple approved planning documents, including the Mebane Comprehensive Transportation Plan (CTP) and the Burlington-Graham MPO 2045 Metropolitan Transportation Plan (MTP). As the City of Mebane population continues to grow at a high rate each year, providing drivers more route options will help to manage roadway congestion. An extension of Lowes Boulevard would provide additional route options to travelers, which could relieve traffic on nearby congested corridors, NC 119 and Trollingwood-Hawfields Road, and at the intersection of NC 119 and Trollingwood-Hawfields Road. The intersection of NC 119 and Trollingwood-Hawfields Road currently experiences failing levels of service. Although intersection improvements would relieve some of the congestion, the intersection is adjacent to Hawfields Presbyterian Church, a National Register-listed historic site, and a

business property, all of which would be impacted by intersection improvements. An extension of Lowes Boulevard would alleviate some of the congestion experienced at this intersection.

Lowes Boulevard is predicted to have a future Average Daily Traffic (ADT) volume of 8,500 vehicles per day (vpd). This volume of vehicles can be supported by either a two-lane or three-lane roadway facility. An extension of Lowes Boulevard was designed to include bicycle and pedestrian facilities to meet the City of Mebane's Complete Streets Policy. Additionally, it is anticipated that future roadway connections will be made to the Lowes Boulevard Extension to further alleviate traffic congestion at existing intersections. A future connection is anticipated between Lowes Boulevard Extension and NC 119 at Hawfields Middle School Road, which would include a future signal at the entrance of Hawfields Middle School. Another connection will be made from Lowes Boulevard Extension to Trollingwood-Hawfields Road, just south of the I-40/85 ramps. The intent of these connections is to provide further connectivity to the roadway network in the surrounding area of the Lowes Boulevard Extension.

On March 3, 2021, the Mebane City Council voted to recommend Concept 1A for the future Lowes Boulevard Extension. Concept 1A provides a connection between Lowes Boulevard and Trollingwood-Hawfields Road at Senator Ralph Scott Parkway. The connection on Trollingwood-Hawfields Road would add a fourth leg to the signalized intersection at Senator Ralph Scott Parkway. Lowes Boulevard Extension would follow the western property lines of the Compass Pointe, State Employees Credit Union, and Southern States sites to reduce impacts to the manufactured home community on Villa Strigo Drive. Lowes Boulevard Extension is proposed to have a two-lane median-divided cross section, with a sidewalk to the west and a multi-use path to the east of the road. A figure showing Concept 1A is presented on the next page. This memorandum outlines the process that was followed to determine a preferred alternative for the Lowes Boulevard Corridor Plan.

CONCEPT 1A - Recommended

Lowes Boulevard Corridor Plan

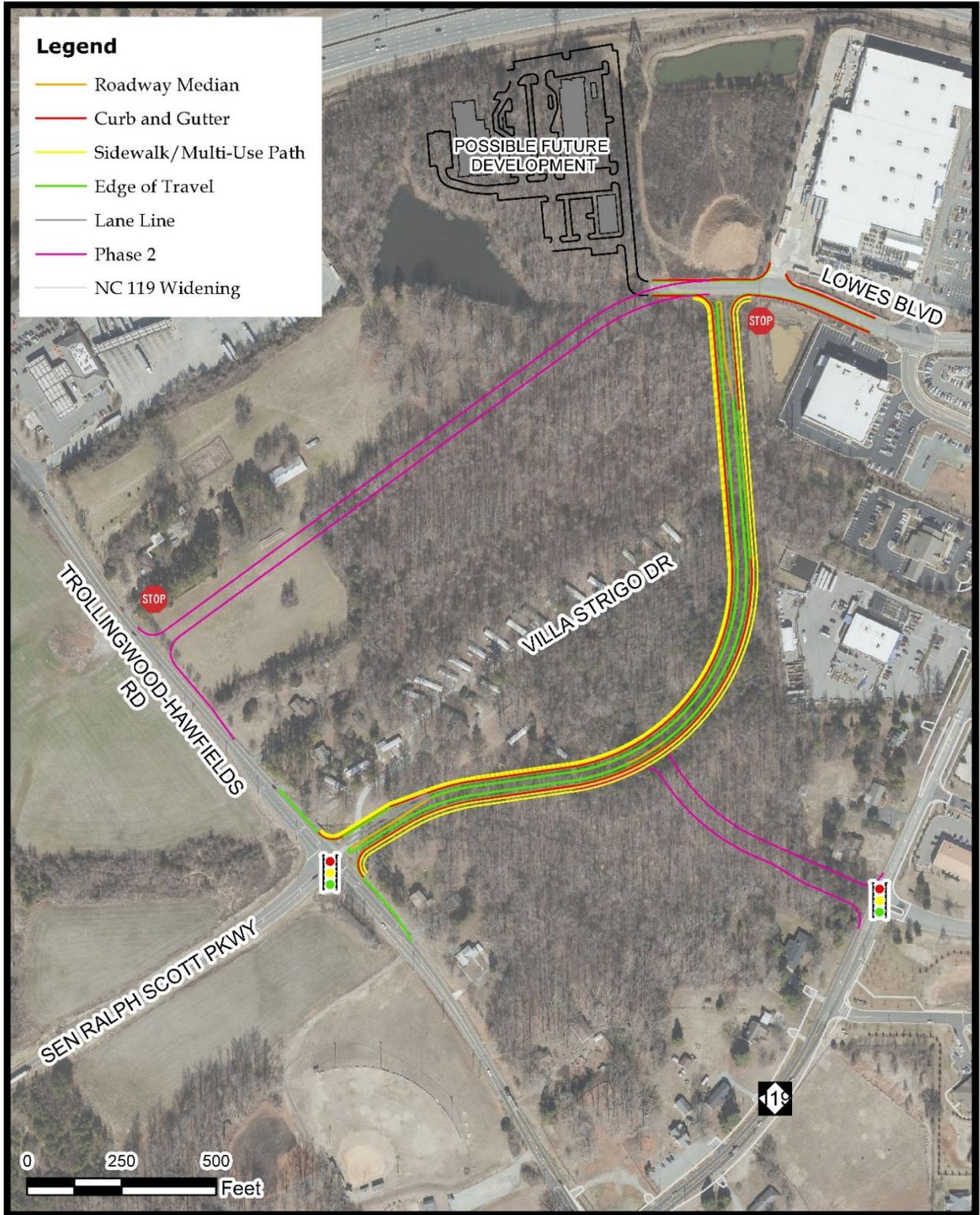


Figure 1: Concept 1A

Study Area

Figure 2 presents the study area for the proposed Lowes Boulevard Extension. The study area consists mostly of commercial and residential development and vacant land zoned for general business and light manufacturing. Just outside of the study area is a growing industrial park, two public schools, a historic church, a park, and an assisted living facility. The study area is bounded by the following roadways:

Interstate 40/85 is an eight-lane freeway with two interchanges serving the study area: one at Trollingwood-Hawfields Road and the other at NC 119. NCDOT recently improved the NC 119 interchange to a diverging diamond type configuration.

NC 119 is a two-lane minor arterial with no control of access and two traffic signals within the study area. These two signals, at Lowes Boulevard and Trollingwood-Hawfields Road, are spaced approximately 0.5 mile apart. Gaps in the sidewalk network along NC 119 exist. The Alamance County Comprehensive Transportation Plan shows major improvements on NC 119 throughout the study area. The 2020-2029 STIP includes STIP Project U-6013, which involves widening NC 119 in the study area from Trollingwood-Hawfields Road/Old Hillsborough Road to Lowes Boulevard to multi-lanes, with construction planned for State fiscal year 2024.

SR 1981 (Trollingwood-Hawfields Road) is a state-maintained two-lane major collector with no control of access and two traffic signals within the study area, at NC 119 and Senator Ralph Scott Parkway. The existing signals are spaced approximately 0.25 mile apart. No sidewalks exist along Trollingwood-Hawfields Road within the study area. The Alamance County Comprehensive Transportation Plan shows no major improvements on Trollingwood-Hawfields Road within the study area.

The 2020-2029 STIP includes STIP Project I-6059, which involves improving the I-40/85 interchange at Trollingwood-Hawfields Road. Project I-6059 is scheduled for right of way acquisition in Federal Fiscal Year 2028 and construction is currently unfunded, but I-6059 is a non-committed project, so the schedule is subject to change. A feasibility study is currently being completed with a traffic forecast for Trollingwood-Hawfields Road extending from Gibson Road to NC 119, a distance of approximately 1.4 miles.

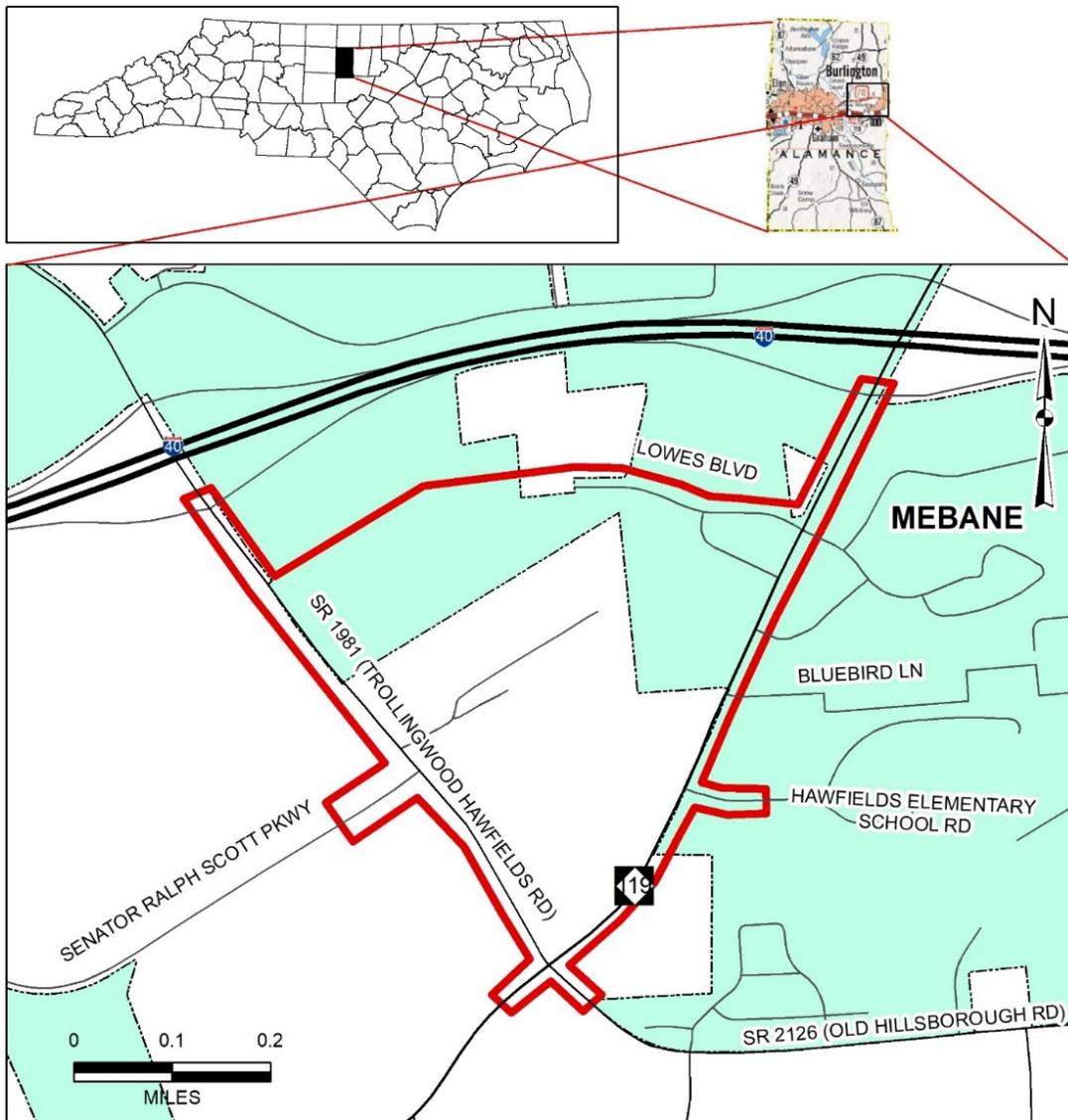


Figure 2: Study Area

Existing Traffic Volume

The North Carolina Department of Transportation (NCDOT) collects Average Annual Daily Traffic (AADT) volumes on many of the state-maintained roadways. These volumes are published every two years. NCDOT observed 2018 AADT on NC 119 from Trollingwood-Hawfields Road to I-40/85 is 24,500 vehicles per day (vpd). NCDOT observed 2018 AADT on Trollingwood-Hawfields Road from NC 119 to I-40/85 is 6,800 vpd.

Based on a Traffic Impact Analysis (TIA) completed by Davenport Engineering for the proposed Bradford Academy, the peak hour level of service (LOS) for the year 2018 at the

intersection of NC 119 and Trollingwood-Hawfields Road is LOS C in both the morning and afternoon peaks. This TIA, provided by the City, has the most recent turning movement count data which was collected in October of 2018. Although other TIA's were provided, the Bradford Academy TIA was the only study with existing traffic counts conducted after the construction of the 119 South Apartments, which have access to NC 119 within the study area.

ADT Forecast

RKA staff analyzed existing turning movement count data, site plans of known future developments within the study area, and an approved traffic forecast for NCDOT STIP Project U-6013 to calculate a future Average Daily Traffic (ADT) volume for Lowes Boulevard Extension. Based on the analysis, RKA recommends a traffic volume of 8,500 vehicles per day (vpd) in 2040.

RKA staff analyzed the existing turning movement count data provided in the Bradford Academy TIA to determine current traffic patterns in the study area. RKA also considered the types of land uses within the study area, and how the Lowes Boulevard Extension would be utilized to provide access to these land uses. This information was used to estimate traffic that would be diverted to use Lowes Boulevard Extension. Most motorists likely to divert to Lowes Boulevard Extension would be passenger vehicles finding a shorter route to avoid the intersection of NC 119 and Trollingwood-Hawfields Road, which is typically a busy intersection during peak hours. The Lowes Boulevard Extension would primarily serve vehicles traveling between NC 119 and Trollingwood-Hawfields Road/Old Hillsborough Road. Figure 3 indicates the referenced turning movements in red.

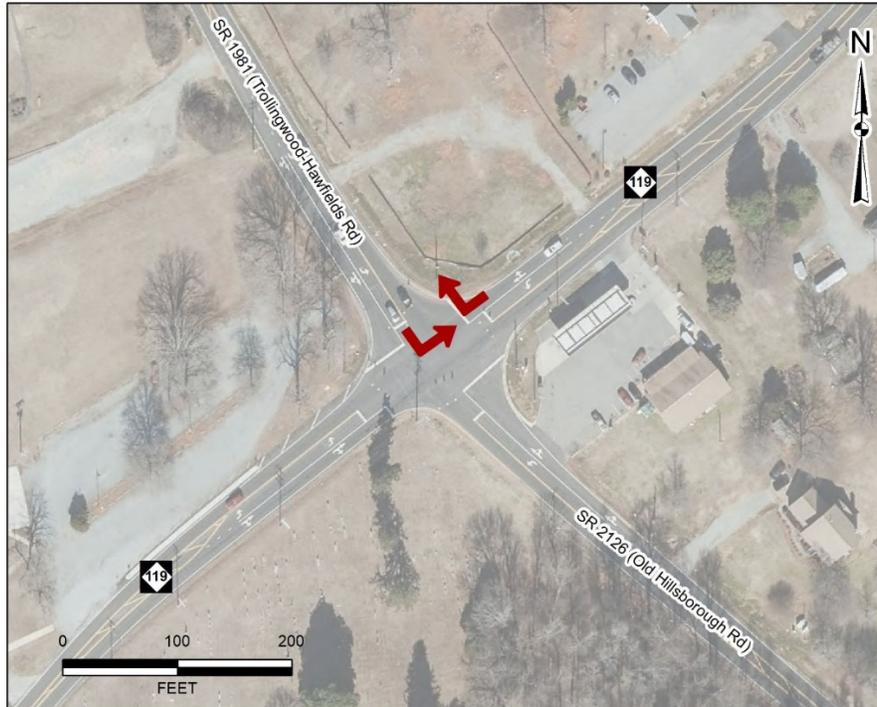


Figure 3: Major Diverted Turning Movements to Use Lowes Boulevard Extension

Another likely source of diverted trips would be motorists traveling to North Carolina Commerce Park who might divert from using the Trollingwood-Hawfields Road interchange to instead using the NC 119 interchange to access the site via Lowes Boulevard Extension. It is also likely that another source of diverted trips to the Lowes Boulevard Extension could be motorists who access the existing commercial development on Lowes Boulevard who might want to take the “back way” to get out of the commercial development and would take the Extension to Trollingwood-Hawfields Road rather than NC 119 to avoid the traffic signals on NC 119. Although these two diverted trip scenarios will likely occur, the main source of diverted trips will be vehicles that currently make the turning movements shown on Figure 3. It should also be noted that the Lowes Boulevard Extension can expect school traffic during the morning peak hour as some parents and staff would likely utilize the new roadway to access Hawfields Middle School, should the Phase 2 connection be realized.

To determine the future ADT for the proposed Lowes Boulevard Extension, RKA staff considered the approved *Traffic Forecast for STIP Project U-6013*, Timmons Group, October 2018. This traffic forecast was developed for the proposed widening of NC 119 from Trollingwood-Hawfields Road to Lowes Boulevard. Note the build scenario of this

forecast considers the widening of NC 119 and accounts for approved developments (as of when the forecast was completed) and general future growth.

The approved traffic forecast indicates that 4,000 vpd (two-way) are expected to make the turning movements shown on Figure 2 in the year 2040. RKA staff believes that the additional trip diversions mentioned above, would account for approximately 1,000 vpd. Additionally, there is an approved hotel, retail, and office development which in full build out would generate 224 trips in the afternoon peak hour. Assuming a design hour factor of 9% (i.e., the afternoon peak hour would account for 9% of the total daily trips), which is a standard value utilized by NCDOT, the hotel mixed-use development would generate approximately 2,500 vpd. Given these daily traffic volumes RKA staff believes the appropriate future 2040 ADT estimate to use for Lowes Boulevard Extension Corridor Study is 8,500 vpd. Any changes to land use should be taken into consideration in the design of Lowes Boulevard Extension.

RKA staff reviewed the recently approved Burlington-Graham Metropolitan Planning Organization (BGMPO) 2045 Metropolitan Transportation Plan (MTP) to compare the calculated ADT with what was proposed in the 2045 MTP. Under the horizon year 2045, the MTP shows a new location Lowes Boulevard Extension from NC 119 to Trollingwood-Hawfields Road. Based on results from the Triad Regional Travel Demand Model (RTDM), the 2045 MTP called for 67 vehicles to use Lowes Boulevard Extension in the future 2045 afternoon peak hour. Assuming a design hour factor of 9%, this would equate to an ADT of less than 1,000 vpd. It should be noted the City of Mebane is located on the edge of the Triad Regional Travel Demand Model (Triad RTDM). Travel demand models are known to make less accurate traffic volume predictions for roadways near the edges of the model. Additionally, RKA staff noticed that the Triad RTDM did not include Senator Ralph Scott Parkway as an entrance or location of generated trips for the North Carolina Commerce Park, which would have accounted for high traffic volumes. Because of these concerns with the Triad RTDM predictions, RKA staff based the traffic estimate for Lowes Boulevard Extension on the approved *Traffic Forecast for STIP Project U-6013*, which would provide a more conservative future volume.

The recommended future ADT of 8,500 vpd does not account for any unplanned future development along the Lowes Boulevard Extension. If the City anticipates heavy development on the Lowes Boulevard Extension, additional coordination will be

necessary to discuss a future vision of the economic development desired on Lowes Boulevard.

Typical Section

The estimated ADT of 8,500 vpd for Lowes Boulevard Extension could easily be accommodated on a two-lane or three-lane roadway while maintaining an acceptable level-of-service (LOS). A two-lane roadway can typically serve up to approximately 14,000 vpd at an acceptable level-of-service. RKA proposes either a two-lane divided or a three-lane roadway with curb and gutter be considered for Lowes Boulevard Extension. These typical sections are shown on Figures 4 and 5 below.

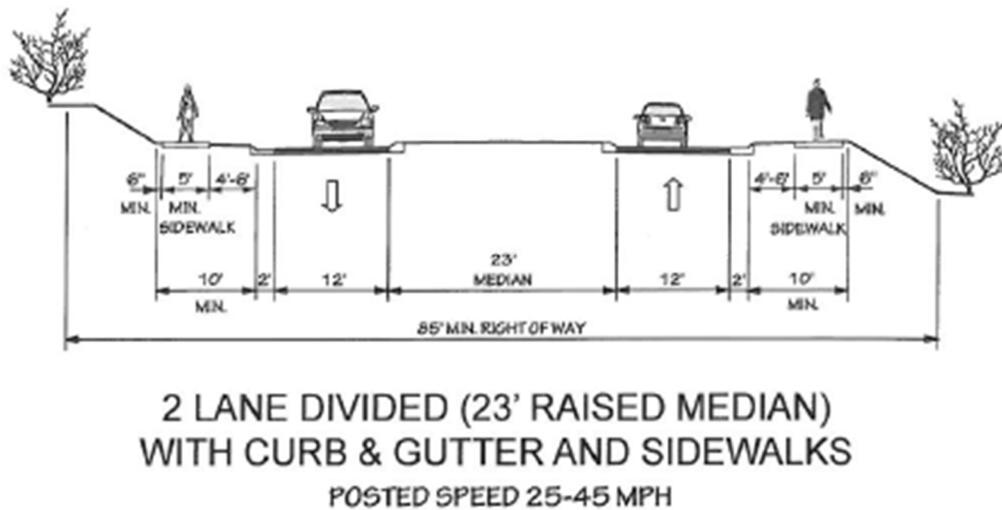
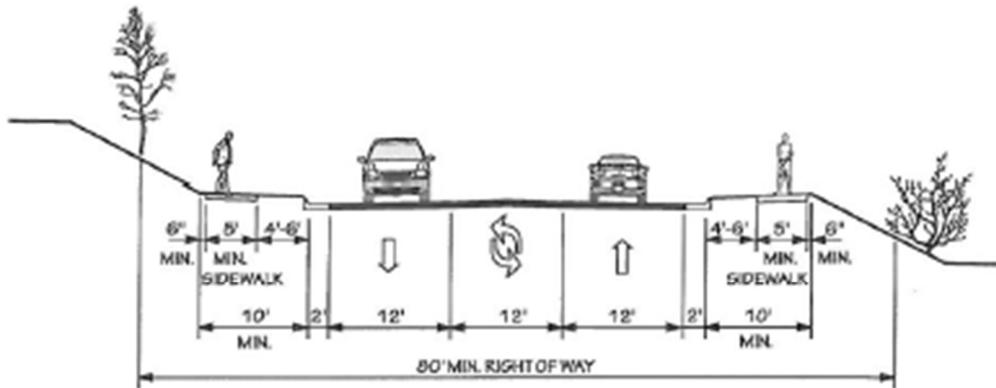


Figure 4: NCDOT typical section of a two-lane divided road with curb and gutter and sidewalks



**2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
AND SIDEWALKS
POSTED SPEED 25-45 MPH**

Figure 5: NCDOT typical section of a three-lane road with curb and gutter and sidewalks

The main difference between the two-lane divided section and the three-lane section is left-turn access. The two-lane median divided typical section would allow more control over where vehicles are able to make left turns into any future development.

Design Criteria

RKA considered a design speed of 40 miles per hour (mph) with a proposed posted speed of 35 mph.

Based on previous coordination with the City, RKA considered pedestrian and bicycle facilities in each scenario. Each concept recommends a five-foot sidewalk on one side of the proposed roadway and a ten-foot multi-use path on the other. All conceptual alternatives consider curb and gutter sections to reduce right-of-way impacts. If the City would prefer to have a shoulder section, with the sidewalks outside the shoulder, this can be considered in the future.

A right-of-way width typically used for a four-lane section was considered for the Lowes Boulevard Extension. This is to illustrate to the City what a future right-of-way width may look like in case a future road widening is considered. The right-of-way shown is just an estimation and would be revised during actual design.

Public Engagement

Public input was important to the conceptual alternative design and selection. To engage the public, multiple steps were taken. A project website providing general information and an overview of the different conceptual alternatives was available from November 7, 2020 through February 8, 2021. The website also provided a link to a survey that participants could use to describe current concerns with the study area and note their preference regarding the conceptual alternatives. A summary of the public survey results is attached to this letter.

City of Mebane Planning and Zoning staff mailed out notices to residents in and near the study area. The notices included information on how to access the project website and survey and provided notice that paper copies of project information could be made available. City of Mebane Planning and Zoning staff had multiple meetings with impacted landowners to discuss individual concerns and design preferences.

On January 7, 2021, a virtual public meeting was held. At the meeting, a formal presentation was given, providing general project information and details regarding the design considerations and the differences between concepts. The public meeting allowed time for residents to ask questions to the design team and City staff.

Through the public engagement efforts, the proposed conceptual designs were altered, and some new concepts were created, to meet the various needs of the surrounding community. The study and public engagement were developed in compliance with the BGMPO Title VI Plan requirements.

Design Considerations

Various factors were considered during development of the conceptual alternatives.

Based on coordination with City staff, Lowes Boulevard Extension would provide access between existing Lowes Boulevard and Trollingwood-Hawfields Road and would also provide access to the intersection of NC 119 and Hawfields Elementary School Road. The tie-in location to existing Lowes Boulevard was considered either along the existing roadway or at the point where the future hotel driveway would connect.

The tie-in location to Trollingwood-Hawfields Road was considered at the existing intersection of Trollingwood-Hawfields Road and Senator Ralph Scott Parkway and also

to the north of Senator Ralph Scott Parkway. A tie-in location north of Senator Ralph Scott Parkway would likely be an unsignalized intersection as there are two nearby signalized intersections on Trollingwood-Hawfields Road which would not provide enough distance to meet NCDOT preferred signal spacing. Although there are no design concerns with the extension intersecting Trolling-Hawfields Road south of Senator Ralph Scott Parkway, doing so would not provide direct access to the North Carolina Commerce Park, which is expected to generate many trips utilizing Lowes Boulevard Extension.

It should be noted that there is an existing stream at the intersection of Trollingwood-Hawfields Road and Senator Ralph Scott Parkway. The stream is piped underneath Trollingwood-Hawfields Road and under the access roadway to the manufactured home community. There is also a freshwater pond west of existing Lowes Boulevard. Based on a review of National Wetland Inventory data, none of the concepts are expected to affect any wetlands.

The tie-in location to Hawfields Elementary School Road would be at its existing intersection with NC 119. Per the City request, RKA considered a future traffic signal at this location.

The proposed tie-in location for Lowes Boulevard Extension would mostly impact an existing manufactured home community. RKA has proposed different conceptual alternatives with varying degrees of impact to this development.

The proposed Lowes Boulevard Extension is not anticipated to impact any properties listed or eligible for listing on the National Register of Historic Places, based on a review of the current database provided by the North Carolina State Historic Preservation Office.

Conceptual Alternatives

RKA developed six conceptual alternatives for Lowes Boulevard Extension, some with A and B or phased sub-concepts. These concepts were presented to the Mebane City Council. The conceptual designs are attached to this letter. A summary of each concept is listed below.

Concept 1

Concept 1 considers a two-lane divided section for the proposed roads. This alternative involves a Lowes Boulevard Extension that would extend from existing Lowes Boulevard

to Trollingwood-Hawfields Road at the signalized intersection of Senator Ralph Scott Parkway. Concept 1 would tie into existing Lowes Boulevard at a tee intersection. Lowes Boulevard Extension would be the main “through” road, compared to other proposed connections. This concept provides the option for a second connection to Trollingwood-Hawfields Road between Senator Ralph Scott Parkway and the I-40/85 ramps. There is also an option to provide a connection to NC 119 at the existing intersection with Hawfields Middle School Road. Concept 1 was aligned to reduce impacts to the existing manufactured homes on Villa Strigo Drive.

Concept 2

Concept 2 considers a two-lane divided section for the proposed roads. This alternative involves a Lowes Boulevard Extension that would end at a proposed connector between Trollingwood-Hawfields Road at Senator Ralph Scott Parkway and NC 119 at Hawfields Middle School Road. Concept 2 would make the Senator Ralph Scott Parkway Extension the main “through” road, compared to Lowes Boulevard Extension. This concept provides the option for a second connection on Trollingwood-Hawfields Road between Senator Ralph Scott Parkway and the I-40/85 ramps. Concept 2 was aligned to reduce impacts to the existing manufactured homes on Villa Strigo Drive.

Concept 3

Concept 3 considers a three-lane section for the proposed roads. This alternative involves a Lowes Boulevard Extension that would extend Lowes Boulevard mostly on its current alignment to connect to Trollingwood-Hawfields Road south of the I-40/85 ramps. There would be a connector road providing access to both Senator Ralph Scott Parkway and Hawfields Middle School Road from Lowes Boulevard Extension. Concept 3 was aligned to reduce impacts to the existing manufactured homes on Villa Strigo Drive.

Concept 4

Concept 4 was created to address public comments and concerns heard at the January 7, 2021 virtual public meeting. Concept 4 considers a three-lane section for the proposed roads. This alternative involves a Lowes Boulevard Extension that would extend Lowes Boulevard mostly on its current alignment to connect to Trollingwood-Hawfields Road south of the I-40/85 ramps. There would be a connector road providing access to both Senator Ralph Scott Parkway and Hawfields Middle School Road from Lowes Boulevard Extension. Unlike Concept 3, the proposed connector road would be near Villa Strigo Drive, which would divide the existing property in half. This was desired by impacted

landowners who would wish to develop their land after the construction of the Lowes Boulevard Extension.

Concept 5

Concept 5 was created to address Mebane City Council requests for additional concepts, per a City Council vote on February 3, 2021. Concept 5 considers a three-lane section for the proposed roads. This alternative involves a Lowes Boulevard Extension that would extend Lowes Boulevard mostly on its current alignment to connect to Trollingwood-Hawfields Road south of the I-40/85 ramps. There would be a connector road providing access to Senator Ralph Scott Parkway. Concept 5 would impact approximately half the manufactured homes on Villa Strigo Drive.

Concept 6

Concept 6 was created to address Mebane City Council requests for additional concepts, per a City Council vote on February 3, 2021. Concept 6 considers a three-lane section for the proposed roads. This alternative involves a Lowes Boulevard Extension that would extend Lowes Boulevard mostly on its current alignment to connect to Trollingwood-Hawfields Road at the existing signalized intersection at Senator Ralph Scott Parkway. This concept provides the option for a second connection on Trollingwood-Hawfields Road between the I-40/85 ramps and Senator Ralph Scott Parkway. There is also an option to provide a connection to NC 119 at the existing intersection with Hawfields Middle School Road. Concept 6 would impact approximately half the manufactured homes on Villa Strigo Drive.

Recommendations

On January 11, 2021, Concepts 1, 2, 3, and 4 were presented to the Mebane Planning Board. The Planning Board voted to recommend Concept 4, with the addition of roundabouts. The revised concept was called Concept 4B, moving forward.

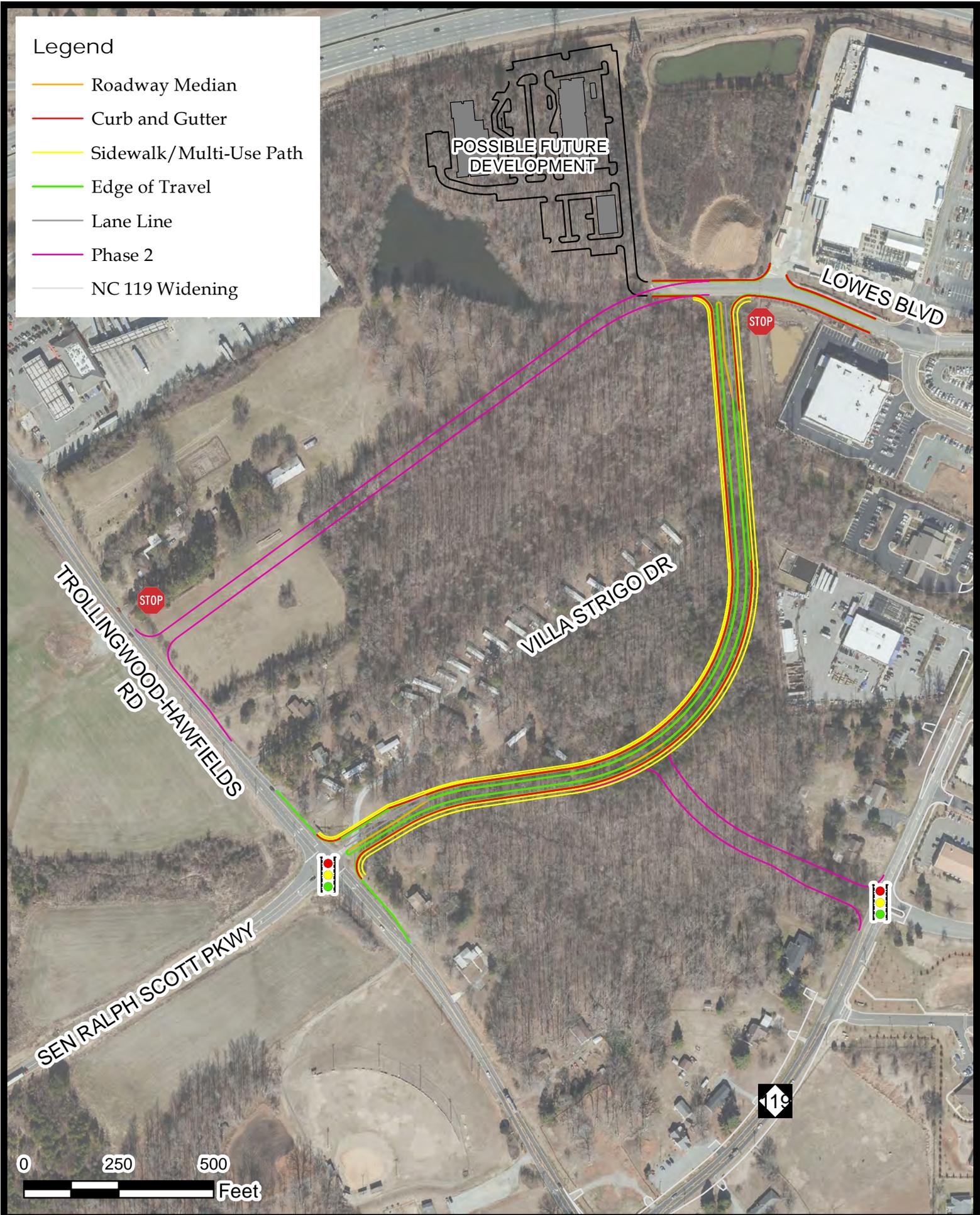
On February 1, 2021, Concepts 1, 2, 3, and 4 were presented to the Mebane City Council. At this meeting, the City Council requested additional concepts be developed. The additional concepts were expected to provide a more streamlined approach to the Lowes Boulevard Extension that would not provide any additional connections beyond extending existing Lowes Boulevard to Trollingwood-Hawfields Road. On March 1, 2021, two additional concepts, Concepts 5 and 6, were presented to the City Council. At the continued public hearing on March 3, 2021 the City Council voted to recommend a

CONCEPT 1A - Recommended Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line
- Phase 2
- NC 119 Widening



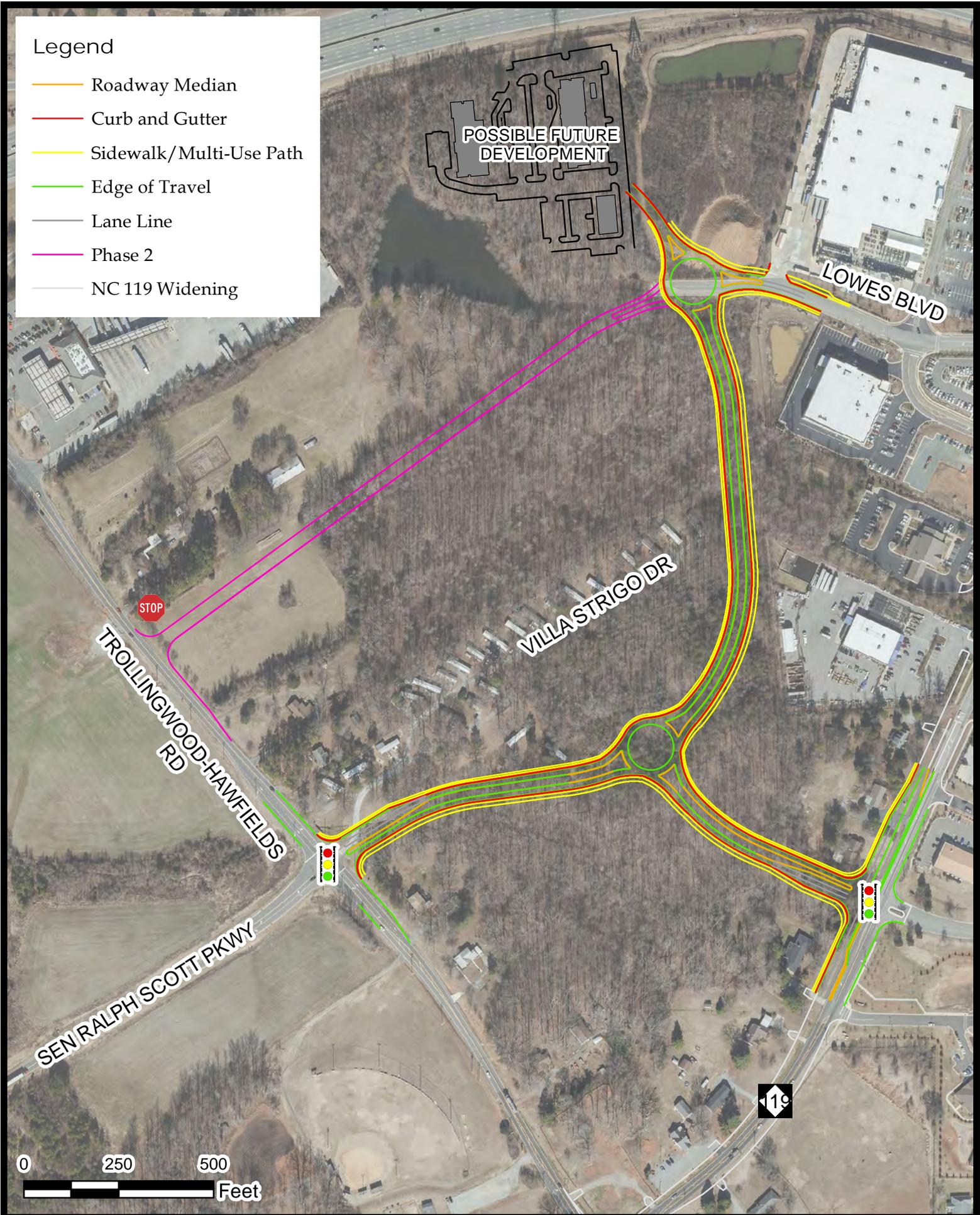
CONCEPT 1B

Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line
- Phase 2
- NC 119 Widening



POSSIBLE FUTURE DEVELOPMENT

LOWES BLVD

VILLA STRIGO DR

TROLLINGWOOD-HAWFIELDS RD

SEN RALPH SCOTT PKWY

0 250 500 Feet



CONCEPT 2A

Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line
- Phase 2
- NC 119 Widening



POSSIBLE FUTURE DEVELOPMENT

LOWES BLVD

VILLA STRIGO DR

TROLLINGWOOD-HAWFIELDS RD

SEN RALPH SCOTT PKWY

0 250 500 Feet



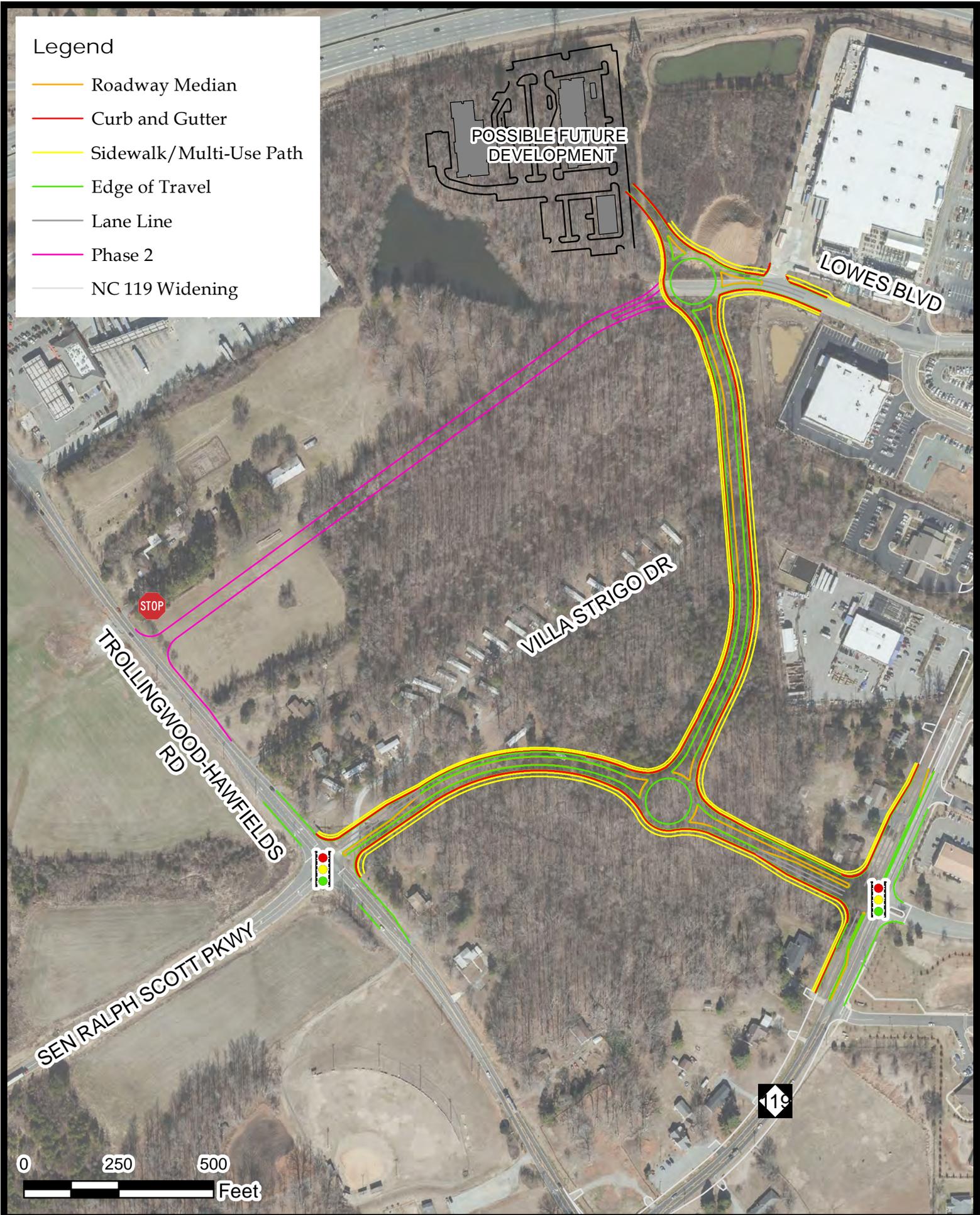
CONCEPT 2B

Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line
- Phase 2
- NC 119 Widening



POSSIBLE FUTURE DEVELOPMENT

LOWES BLVD

VILLA STRIGO DR

TROLLINGWOOD-HAWFIELDS RD

SEN RALPH SCOTT PKWY

0 250 500 Feet



CONCEPT 3

Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line
- NC 119 Widening



POSSIBLE FUTURE DEVELOPMENT

LOWES BLVD

VILLA STRIGO DR

TROLLIWOOD-HAWFIELDS RD

SEN RALPH SCOTT PKWY



CONCEPT 4A

Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line
- NC 119 Widening



POSSIBLE FUTURE DEVELOPMENT

LOWES BLVD

TROLLINGWOOD-HAWFIELDS RD

VILLA STRIGO DR

SEN RALPH SCOTT PKWY

0 250 500 Feet



CONCEPT 4A - PHASED Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line
- Phase 2
- NC 119 Widening



POSSIBLE FUTURE DEVELOPMENT

LOWES BLVD

TROLLINGWOOD-HAWFIELDS RD

VILLA STRIGO DR

SEN RALPH SCOTT PKWY

STOP

STOP

STOP



CONCEPT 4B

Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line
- NC 119 Widening



POSSIBLE FUTURE DEVELOPMENT

LOWES BLVD

TROLLINGWOOD-HANFIELDS RD

VILLA STRIGO DR

SEN RALPH SCOTT PKWY

0 250 500 Feet



CONCEPT 4B - PHASED Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line
- Phase 2
- NC 119 Widening



POSSIBLE FUTURE DEVELOPMENT

LOWES BLVD

TROLLINGWOOD-HANFIELDS RD

VILLA STRIGO DR

SEN RALPH SCOTT PKWY



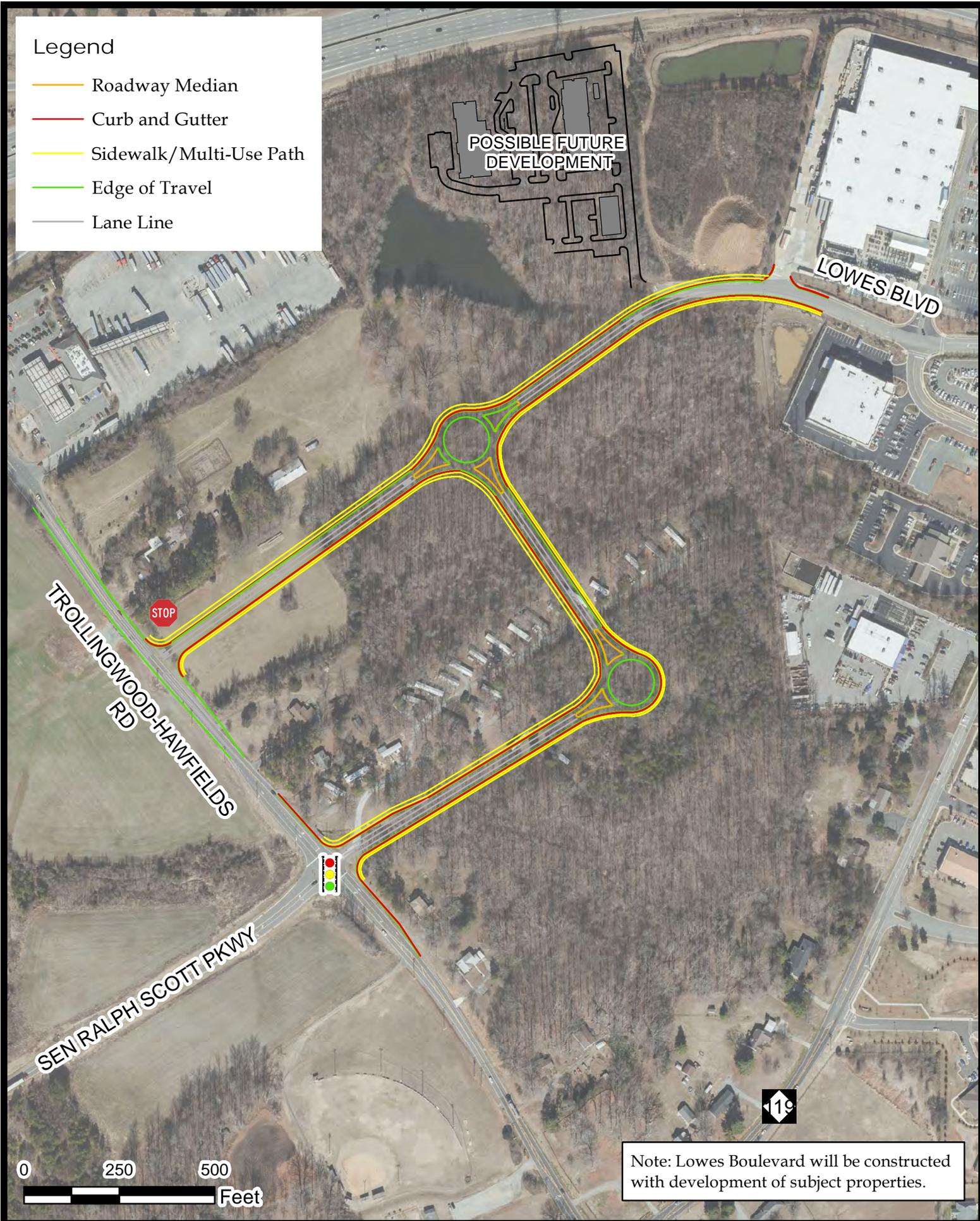
CONCEPT 5

Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line



POSSIBLE FUTURE DEVELOPMENT

LOWES BLVD

TROLLINGWOOD-HAWFIELDS RD

SEN RALPH SCOTT PKWY

STOP



Note: Lowes Boulevard will be constructed with development of subject properties.



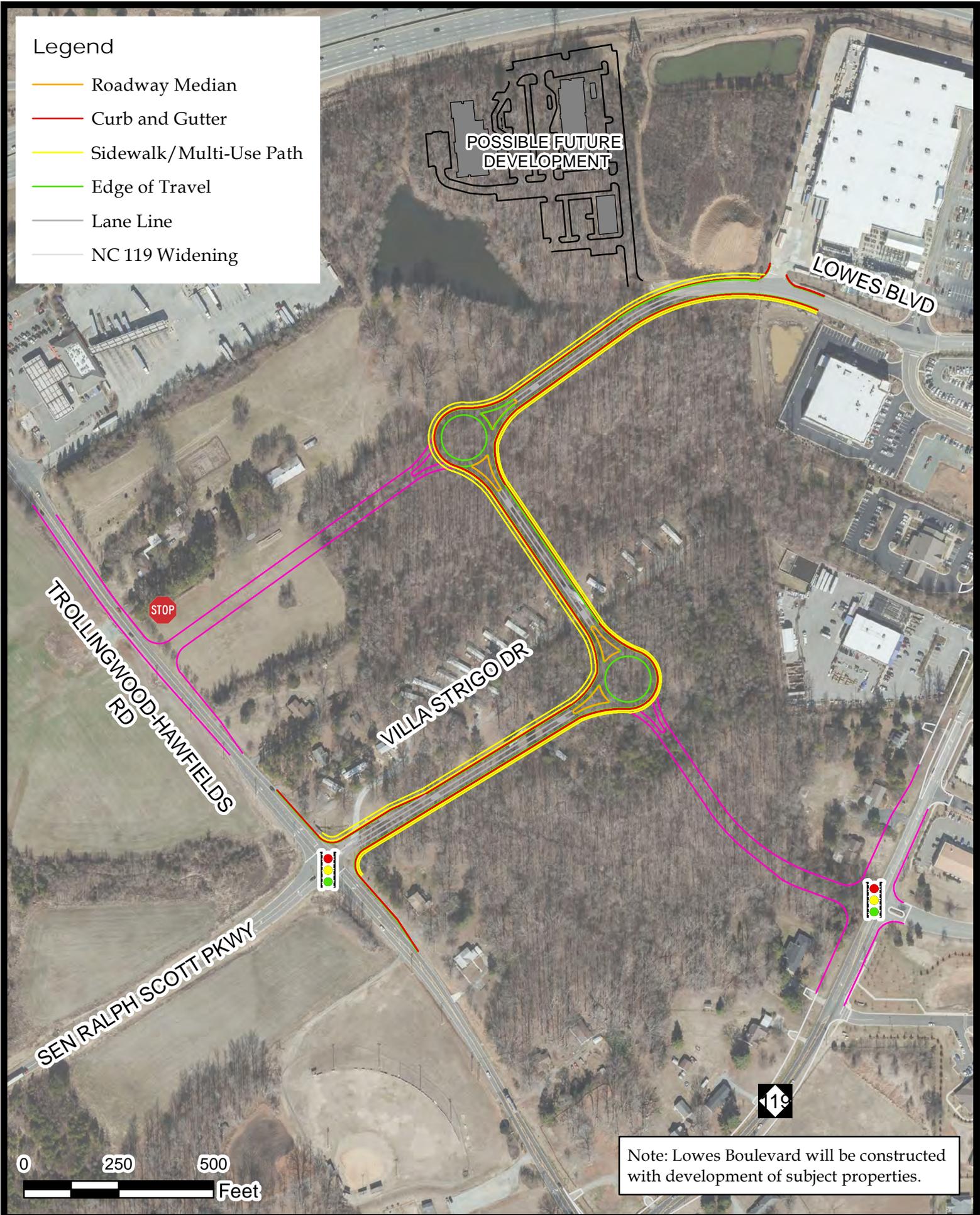
CONCEPT 6

Lowes Boulevard Corridor Plan



Legend

- Roadway Median
- Curb and Gutter
- Sidewalk/Multi-Use Path
- Edge of Travel
- Lane Line
- NC 119 Widening



Note: Lowes Boulevard will be constructed with development of subject properties.

January 25, 2021

TO: Ashley Ownbey
City of Mebane

FROM: Devyn Lozzi, PE
Ramey Kemp Associates 

SUBJECT: Lowes Boulevard Corridor Plan
Recommendations

This letter provides a summary of the public engagement conducted for the Lowes Boulevard Corridor Plan. As part of the public engagement, an ESRI StoryMap was created to provide a project overview and interactive maps of the various conceptual designs. Included with the StoryMap was an online survey for participants to answer questions about the study area and their preferences for the proposed designs. The public survey was open from December 7, 2020 through January 22, 2021. At the end of the survey period, a total of 34 online responses and one paper response were received.

The City of Mebane staff marketed the project website and survey to the City residents, with a focus on residents living within and nearby the project study area. Paper copies of the project website and survey were made available to residents upon request.

In addition to the public website and survey, a virtual public meeting was held on January 7, 2021, via Zoom Meetings. The meeting included a formal presentation providing a project overview and discussions of the conceptual alternatives and how they differed from each other. The meeting also included a question and answer period, where attendees were provided an opportunity to ask any outstanding questions and voice their concerns.

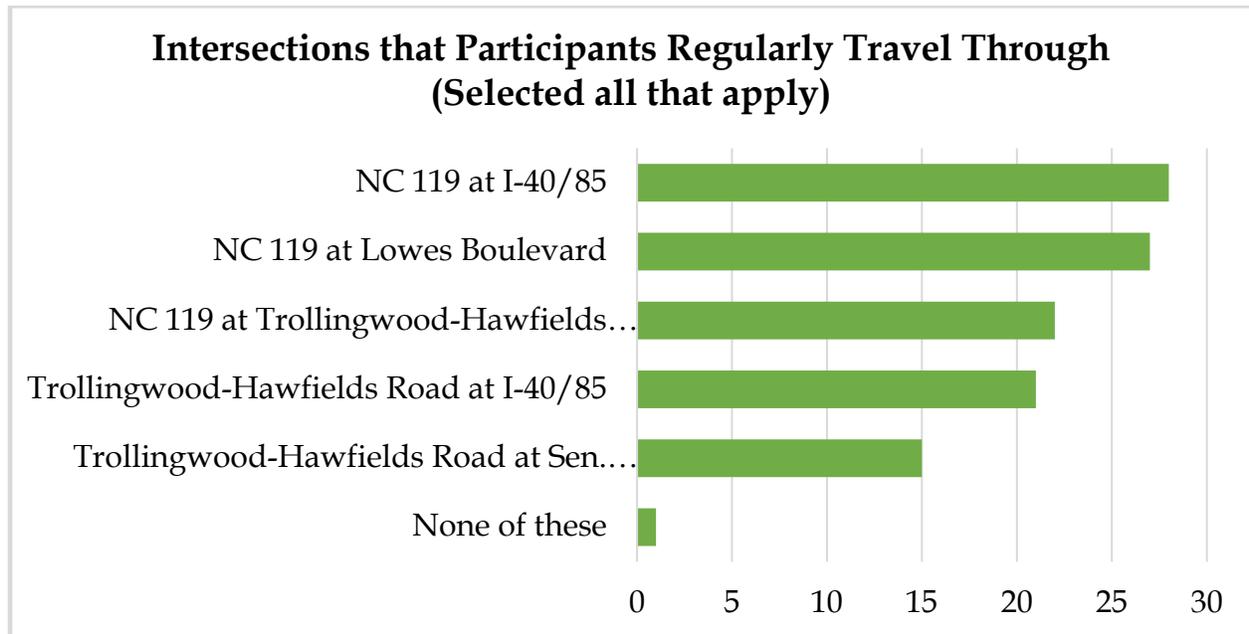
Survey results and comments received during the public engagement period are listed within this letter. For applicable questions, the results include open-ended comments from survey participants. Comments are shown in blue text and are direct quotes of the participant surveys. The following results only represent participants who completed the online survey or completed and turned in a paper copy of the survey during the public engagement period.

A few public comments were received via email and are attached to the end of this letter.

1. **What Intersections do you regularly travel through?** *Select all that apply.*

Participants: 32

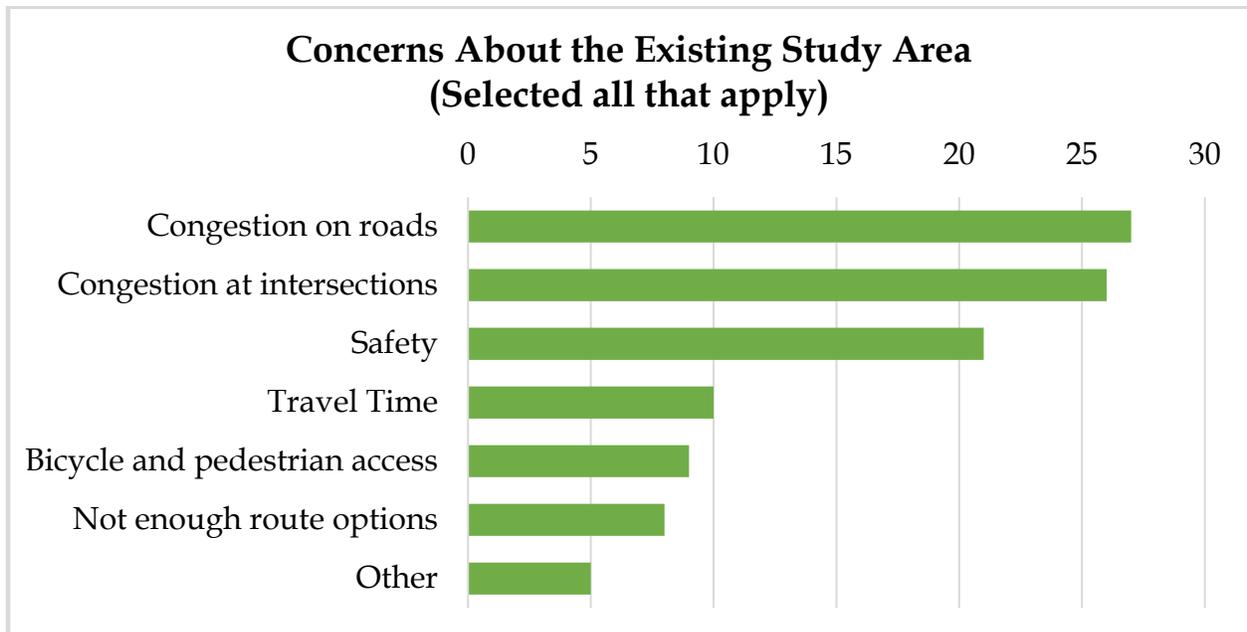
The NC 119 corridor has been noted as the more traveled corridor among survey participants, when compared to Trollingwood-Hawfields Road.



2. What concerns do you have, if any, about the existing study area surrounding Lowes Boulevard, NC 119, and Trollingwood-Hawfields Road. *Select all that apply.*

Participants: 31

The main participant concerns are the existing congestion within the study area, both on the main corridors (NC 119 and Trollingwood-Hawfields Road) and at intersections within the study area. Safety was also a highly noted participant concern with the existing conditions in the study area.



“Other” Comments:

- Driveway access, cross street placement, alignment of extensions for future dev.
- My parents currently live at 1436 Trollingwood Hawfields Road and option 3 would be on their property. I'm hoping the other 2 options would be chosen for them to live the last few years at home.
- Congestion around the elementary and middle schools
- Routing trucks into traffic @ 119 By-Pass terminus and "confusing bridges"

3. In a few words, what is your current experience traveling through the project a study area surrounding Lowes Boulevard, NC 119, and Trollingwood-Hawfields Road?

Participants: 26

Generally, participants have a negative view of traveling through the study area, with a lot of noted concerns about traveling on NC 119 and getting to/from the businesses along that corridor. Participants have noted congestion along NC 119 and difficulty making turns on this corridor into the adjacent businesses. Some participants have noted that the traffic congestion is only bad during peak hours or school drop-off and pick-up.

Comments:

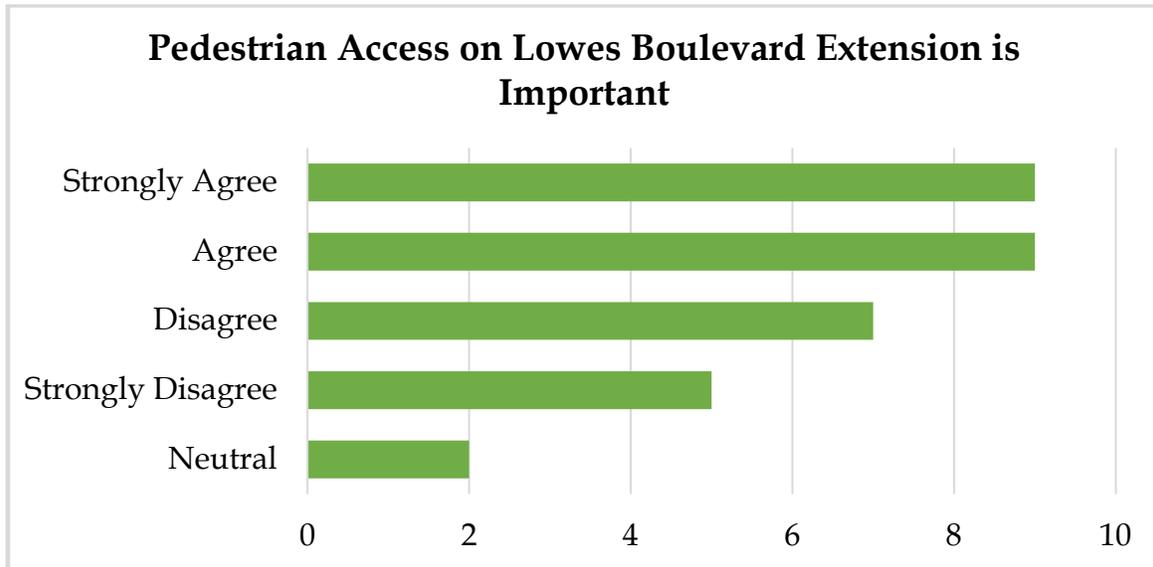
- It sucks
- 119 should be a two lane road. Also the design of 119 below and above food lion is terrible so far. There is no real need for sidewalks down Lowe's blvd.
- Unpleasant. Lowes Blvd at NC119 currently does not allow for any traffic control making it next to impossible for pedestrian traffic to safely use it. The lanes as they are allow little navigation through that intersection without using the Lowes parking lot as a turnaround. This area needs updating
- a LOT of traffic, with more to come as subdivisions are approved
- Very dangerous
- Intersection at 119 and Troll-Haw Rd is over crowded and will become more crowded when Cambridge development is complete. I think whichever option relieves the most traffic at this intersection would be best. I feel like this would be option 3.
- Congestion, noise from the unnecessary use of Tractor/Trailer Jake Brakes on T-H Rd. -- especially after 5:00PM, the lack of easy flow of traffic and need to pop on the Interstate from time to time for a short hop local back and forth between Hwy 119 and T-H.
- I find the congestion in front of my parents house pretty bad. I'm hoping that option 1 or option 2 could help with congestion. I'm also hoping that in the future the potential new roads would benefit their property (27 acres) for future development once they are not living in their home.
- At wrong time of day, can be difficult especially at 119-Lowe's blvd.
- I travel this area daily. I cant believe this area is even being looked at before Mebane Oaks. That road is a nightmare. From Tanger to Wal Mart is terrible. I will travel this area in order to avoid Mebane Oaks. This area is only bad when school is in person.
- I've heard a lot of people complain about the Lowes Blvd intersection - maybe I'm going through it at the wrong times, but at worst I just find it annoying that there's no protected left coming out of the Lowe's parking lot.
- Living south of the study area I have noticed an increase in traffic. I travel this area on a regular basis. Drivers are getting very reckless and taking unnecessary chances.

- I don't have a problem unless it's 5 - 6 pm
- I travel through this area to and from work daily and several times weekly outside of regular "business hours". I plan my travel around specific times of days, vary my route, making all stops on the same side of the road so as I don't have to cross lanes of traffic when leaving businesses.
- Busy. Concern with making turning movements safely, esp. left turns onto 119.
- All of 119 from interstate to past road. Traffic is horrible especially when school is in session. The light at Lowes is really slow to allow traffic crossing 119 to change, no turning light on opposite from each other to allow them to clear before crossing traffic.
- The standard level of congestion now in this area is fairly high, and future growth will only make it worse. More alternatives that support free-flowing traffic will help alleviate future pain.
- Congestion is only during school drop off/ pickup times (pre-COVID) and people getting off work in evenings.
- Increased congestion and lack of flow of traffic at peak times. Difficulty moving about during school hours and as people are returning from work.
- Traffic congestion on NC 119 and Lowes Boulevard is increasing and is really bad during certain days and times. Safety for any pedestrians or bicyclists is a top concern. Near accidents occur (if not actual accidents) on a regular basis at this intersection.
- There is poor visibility when exiting Lowes Home Improvement. there should be a light there or a roundabout.
- it is weird coming off the divergent diamond at 119 and having and the road suddenly narrowing. glad that it will be widened. **I could NOT see a difference between concepts 1 and 2!
- stoplight at NC 119 & Lowes Blvd is unsafe. If you are on Lowes Blvd at the stoplight to turn left on 119 or straight on Deerfield Tr. The oncoming traffic is very hard to see due to the position of the traffic lane and the median when cars are present.
- The Lowe's Blvd and 119 intersection is slow and difficult to get through, especially trying to make a left turn.
- I currently have no issues traveling through the area. And for any reason other than opening land for development behind Lowe's and Compass Pointe there is no justifiable reason for extending this road through where it is proposed.
- There are two factors that have influenced traffic in the study area 1. School has not had a lot of traffic with virtual learning and 2. I am retired and I usually avoid travel during peak times, just because of the congestion. I live close to the intersection of 119 and 54 in Autumn Trace.
- Currently there is a lot of traffic on Trollingwood-Hawfields road where I live.

4. Providing pedestrian access, via sidewalks, on the Lowes Boulevard Extension is important to me.

Participants: 32

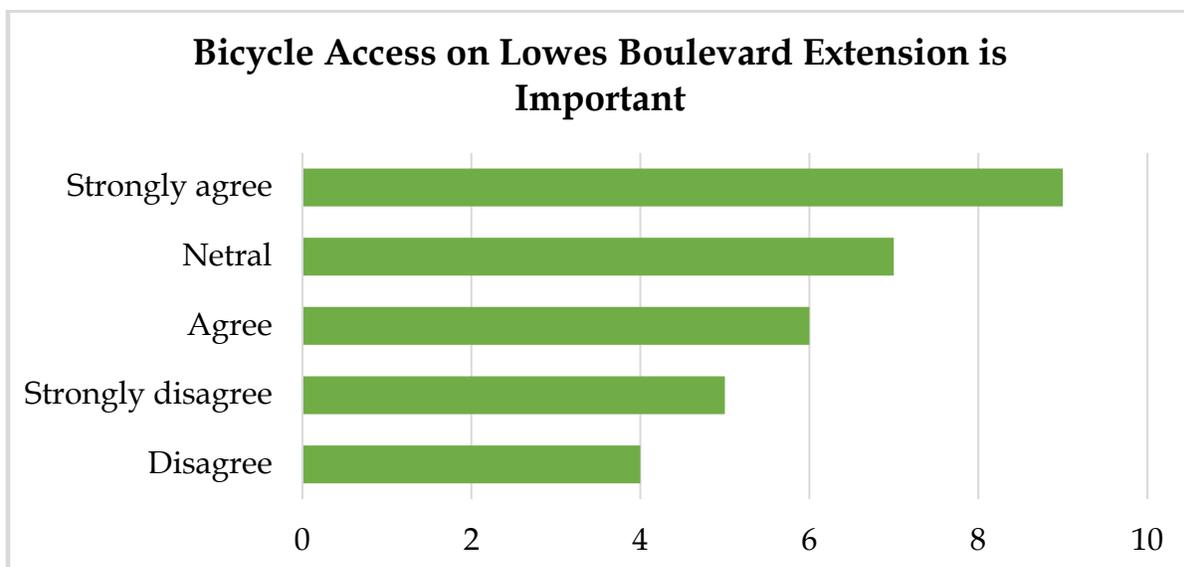
A majority of participants would agree that pedestrian access is important on Lowes Boulevard Extension. 56% of participants agree while 38% disagree.



5. Providing bicyclist access, via a shared use path or bike lanes, on the Lowes Boulevard Extension is important to me.

Participants: 31

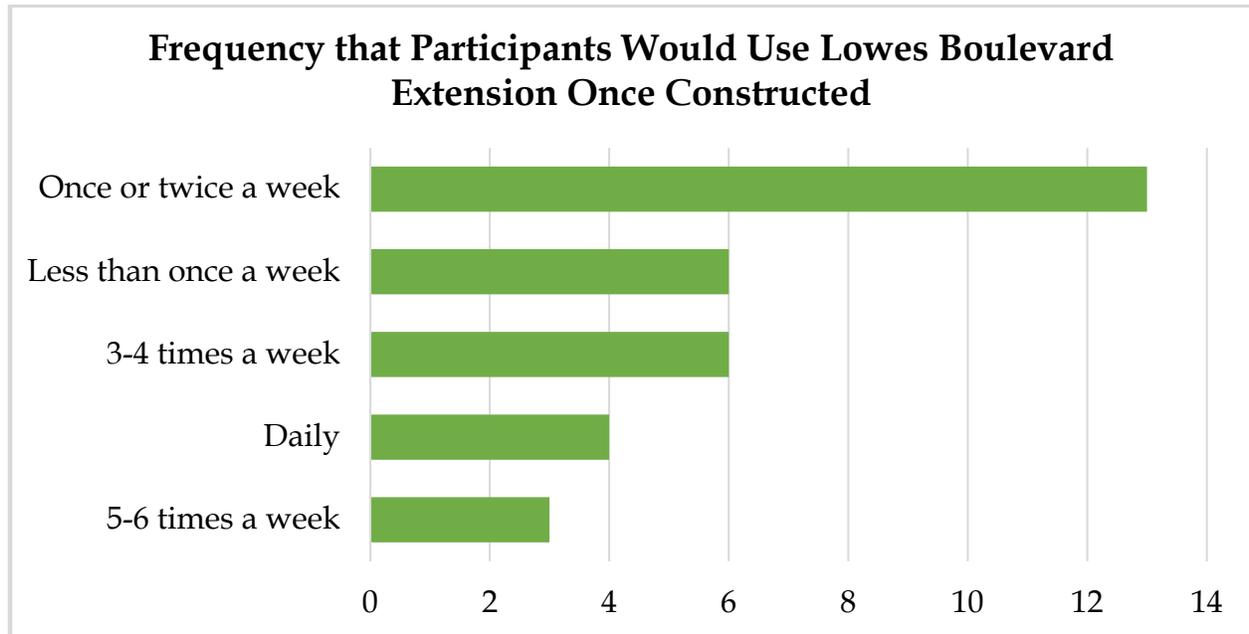
A majority of participants would agree that bicycle access is important on Lowes Boulevard Extension. 48% of participants agree while 29% disagree.



6. If the Lowes Boulevard Extension was constructed, how often would you use it?

Participants: 32

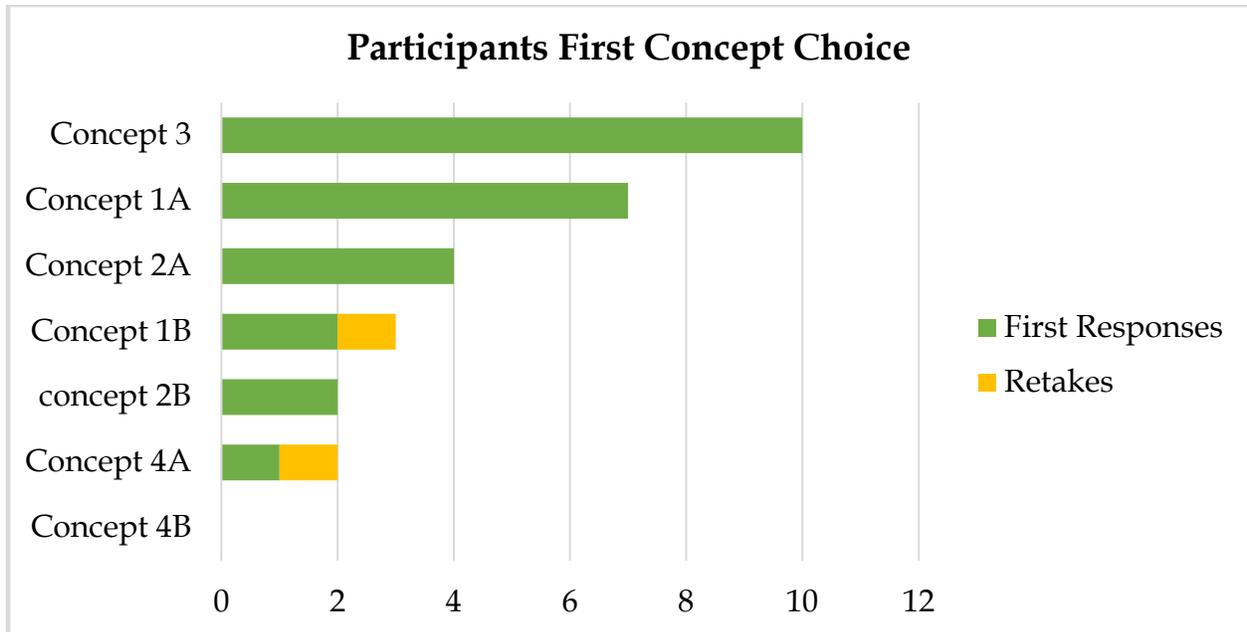
A majority of participants, approximately 41%, noted they would use Lowes Boulevard Extension once or twice a week.



7. What design option would be your first choice?

Participants: 26 first responses, 2 retakes

A majority of participants noted that Concept 3 would be their first design choice.

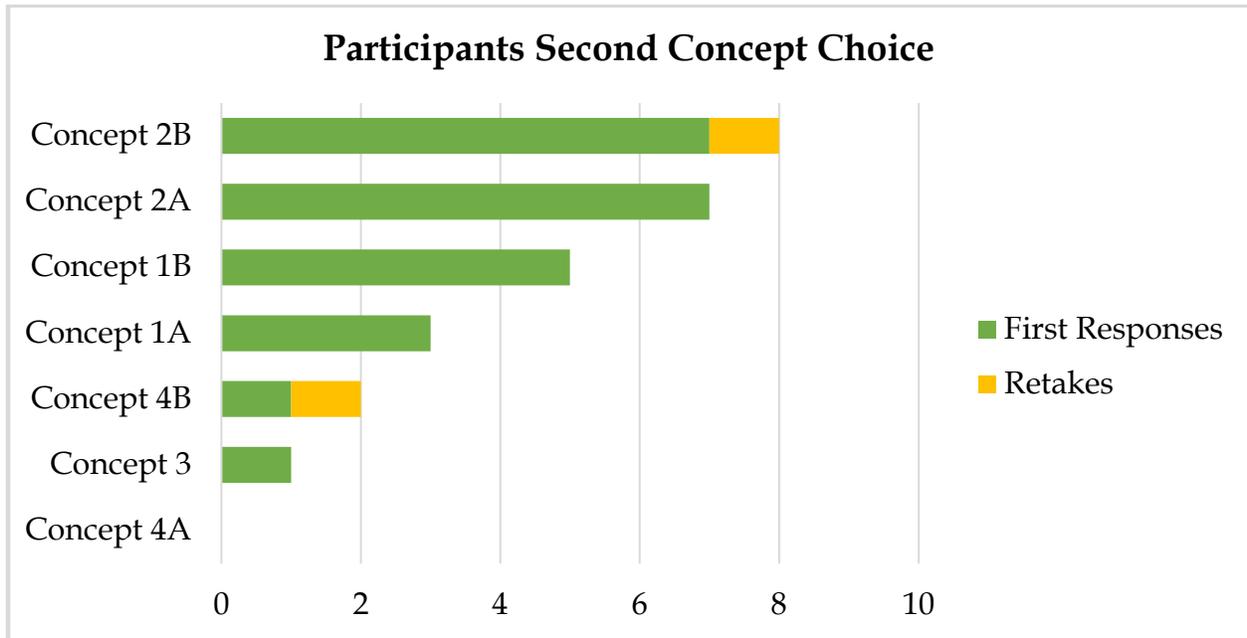


NOTE: Only two participants took this survey with Concepts 4A and 4B available as options. Concept 4A (presented as Concept 4 to the Planning Board) was included after one of the most impacted landowners provided comments on Concepts 1-3. Concept 4A was presented to the City of Mebane Planning Board, noted as a resurrected concept based on landowner input. The Planning Board voted on a preference of Concept 4A, but with roundabouts included. With the Planning Board vote, Concepts 4A (presented to the Planning Board as Concept 4) and Concept 4B (with roundabouts) were added to the public survey. Survey participants had an option to re-take the survey and only comment on the preferred design. Two survey participants did so, and their results are shown above as "Retakes".

8. What design option would be your second choice?

Participants: 24 first responses, 2 retakes

A majority of participants noted that Concept 2B would be their second design choice, although concept 2A closely followed.

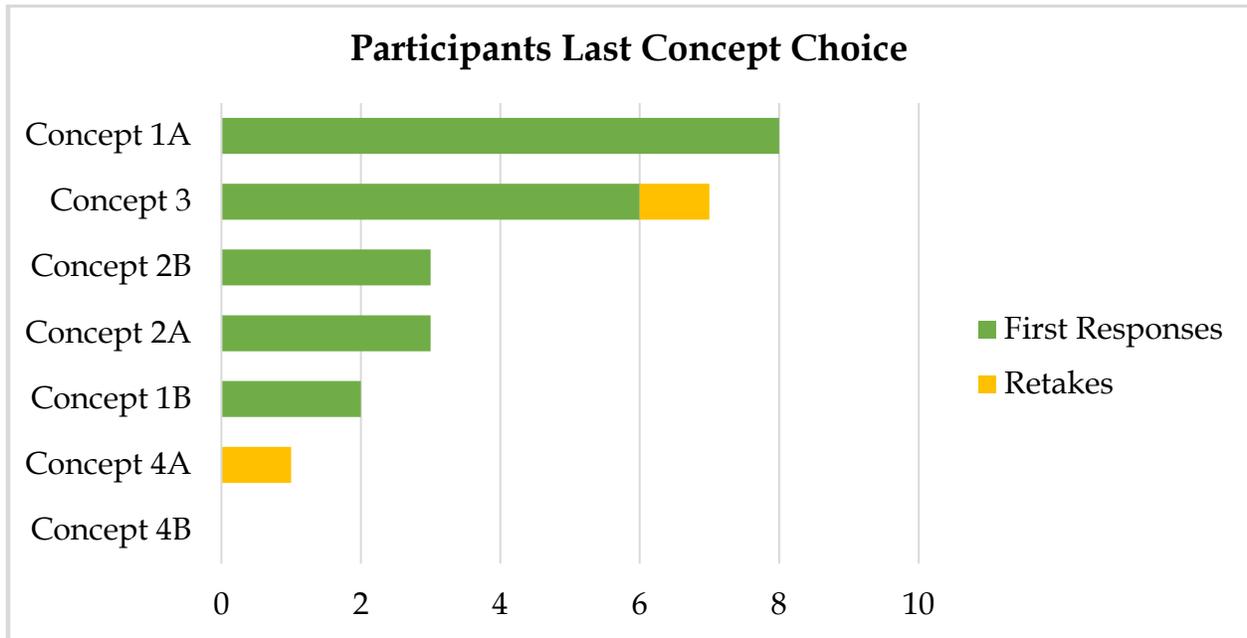


NOTE: Only two participants took this survey with Concepts 4A and 4B available as options. Concept 4A (presented as Concept 4 to the Planning Board) was included after one of the most impacted landowners provided comments on Concepts 1-3. Concept 4A was presented to the City of Mebane Planning Board, noted as a resurrected concept based on landowner input. The Planning Board voted on a preference of Concept 4A, but with roundabouts included. With the Planning Board vote, Concepts 4A (presented to the Planning Board as Concept 4) and Concept 4B (with roundabouts) were added to the public survey. Survey participants had an option to re-take the survey and only comment on the preferred design. Two survey participants did so, and their results are shown above as "Retakes".

9. What design option would be your LAST choice?

Participants: 22 first responses, 2 retakes

A majority of participants noted that Concept 1A would be their last design choice, although concept 3 closely followed.

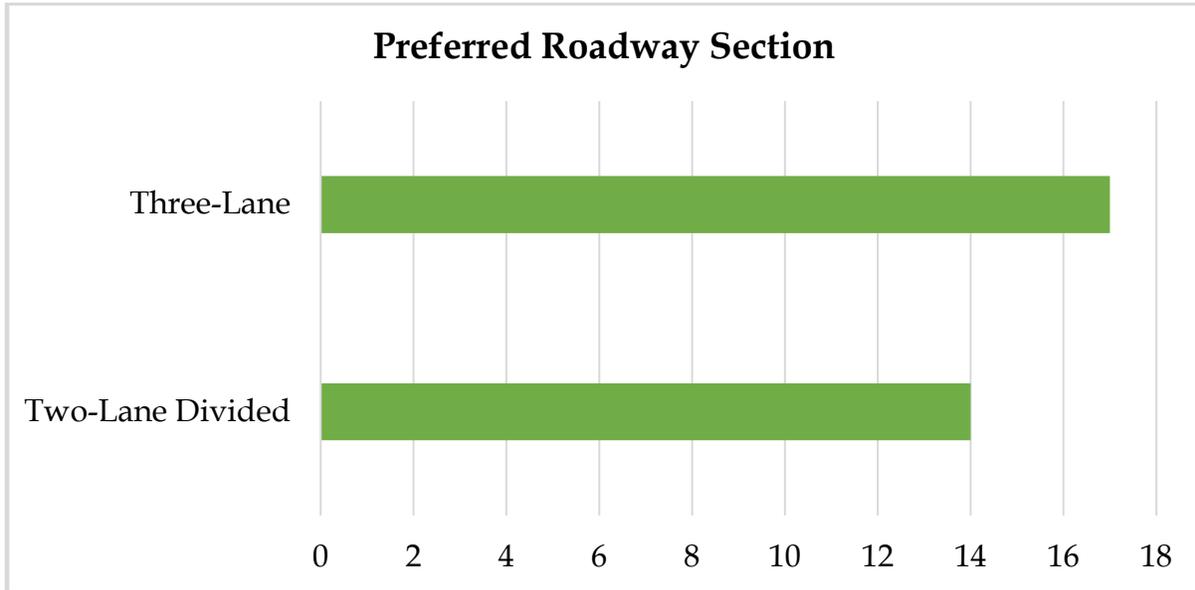


NOTE: Only two participants took this survey with Concepts 4A and 4B available as options. Concept 4A (presented as Concept 4 to the Planning Board) was included after one of the most impacted landowners provided comments on Concepts 1-3. Concept 4A was presented to the City of Mebane Planning Board, noted as a resurrected concept based on landowner input. The Planning Board voted on a preference of Concept 4A, but with roundabouts included. With the Planning Board vote, Concepts 4A (presented to the Planning Board as Concept 4) and Concept 4B (with roundabouts) were added to the public survey. Survey participants had an option to re-take the survey and only comment on the preferred design. Two survey participants did so, and their results are shown above as “Retakes”.

10. Which roadway section would you prefer?

Participants: 31

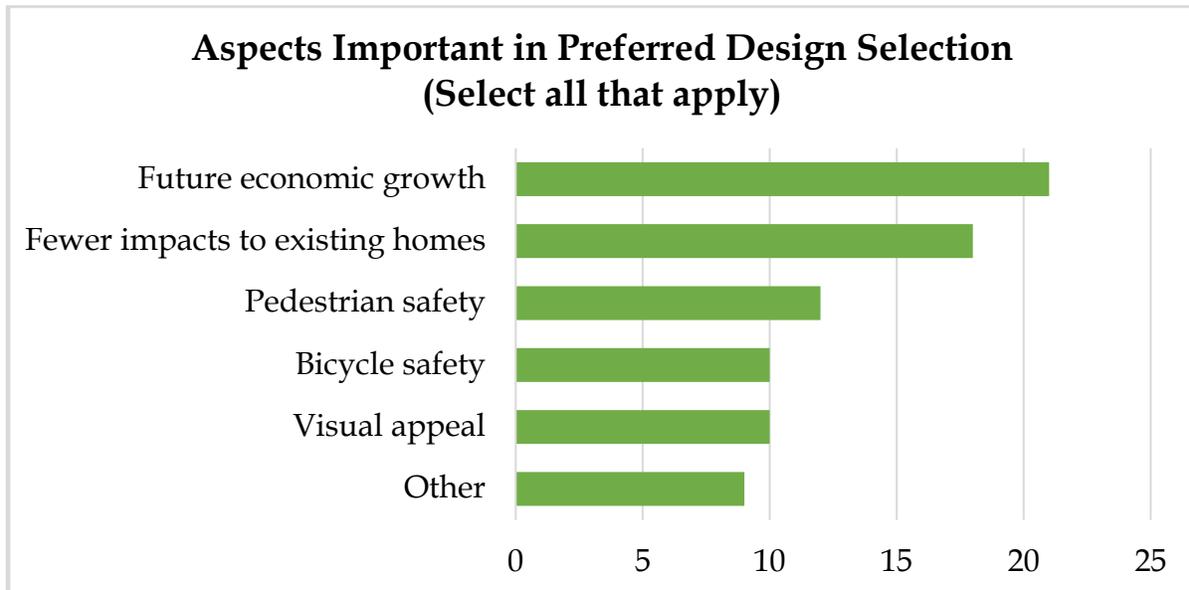
A majority of participants, approximately 55%, noted they would prefer a three-lane roadway section.



11. Which of the following are important in your preferred design selection?

Participants: 32

A majority of participants noted that future economic growth was an important aspect in the preferred design selection, with fewer impacts to existing homes following closely.



“Other” Comments:

- Traffic congestion
- I did not check use of any of the 3 plans as they do not allow for lots on east side.
- Vehicle passenger safety (in turning movements)
- My preferred design is a design chosen by the developer of the property to minimize the impact on the landholders and optimize their benefit from the land sale.
- More comprehensive solution to the problems.
- Ease of Navigation
- Historic property impact

12. Do you have any additional comments that were not covered in the questions above?

Participants: 17

One trend in the participant comments is to consider future economic growth around the proposed design, and to allow for flexibility of the future developers. Another trend in the comments is the preference to construct roundabouts for intersection control.

Many participants noted not being able to tell the difference between Concepts 1 and 2, so this was discussed in more detail at the project virtual public meeting held on January 7, 2021, via Zoom Meetings.

It should be noted that multiple comments seem to reference improvements to NC 119, which is outside of the scope of this project.

Comments:

- Hawfuekds neda a bike and ied oath frim 119 to Mebane oaks-all those new homes go to the schools and there is zero bike/ped connectivity and the traffic is awful when schools are in session-the schools also need much longer turning lanes
- Plans show the street adjacent to the rear east property line adjacent to CubeSmart Self Storage property and doesn't allow for any he 3 property owners on T-H to develop lots with 200' depth on the east side of new road on their property. This should not be not be done this way unless the City uses eminent domain and buys the right of way and builds as was done for the Sen. Ralph Scott PwK. and then allow for design, build and zoning by owners within reason for what is marketable.
- I am hoping that you will reach out more to people that currently live in the study area.
- As an affected property owner, build option 3. This way you don't have to go back again in five years and mess the area up again. Zoning will likely move ever more to commercial much as Mebane Oaks did 30+ years ago. Put in the roads and utilities, including sewer and be done.

- My first concern is how many people will use these changes. I don't see parents with children at Garrett Elementary using them. What about the truck traffic coming in from the south and there more than you can imagine. What is the possibility of extending the by pass to NC119 coming back in near Kimery Rd.
- Why add another housing subdivision behind Lowes..that will just increase traffic. For those of us living on this side of 40 Mebane is just adding and adding congestion...add Bucces to this and we won't be able to go anywhere! Please no more roundabouts! Other cities are doing away with them!
- Difficult to tell the differences between options 1 and 2.
- Question 10 does not make sense. Its already 3 lane section with a shared center lane. It should be 5 lanes. 2 each direction and center turning lane. Whoever decided to allow another apartment complex to be build with single entrance and exit off 119 should never be allowed to decide traffic patterns ever again.
- I'm not completely clear on what the differences are between 1B and 2B, likewise 1A vs. 2A. The default position for this project, and all future growth in Mebane should be roundabouts as opposed to bottleneck and collision-inducing all-way stops and/or traffic signals. We should put in roundabouts for every future project, and work to retrofit as many existing intersections as possible, as finances allow. Bike/ped overpasses and underpasses should also become the norm. Future-proof Mebane!
- Have you considered rain runoff?
- Please consider leaving the layout of the roadway to the developer with considerations given for minimizing cost, minimizing environmental impact, and optimizing outparcels as needed to make development feasible. Need maximum flexibility to ensure best and highest use of land. Prefer not to have medians that limit left turns into outparcels.
- what is the difference between concept 1 and 2? they look exactly the same to me on the webpage. I would like concept 3 that builds the pink road from the beginning, but I like to have the roundabout at each intersection. is there a light at the elementary school? not clear in the maps.
- I think a stoplight intersection just past Lowes and Compass Dr could make backups happen in rush hour times that would block the entrance to Lowes or the Compass Point shopping center.
- I was unable to detect any difference in concepts 1 and 2 in the maps. I wish some text had been provided to help me distinguish between the two. Also, I do like roundabouts, as in my experience they allow traffic to flow much more freely than traditional intersections with traffic lights or stop signs.
- I feel that any impact to the "historic Hawfield's Church" should not happen. The Lowe's Blvd could and should be used as a "By-Pass" so any interference with the church or cemetery would not be impacted. And the road completely go around without changing current set-up.

- I didn't study all options because I wanted to concentrate on the Planning Board approval. My idea is to re-route Hwy 119 South similar to the way 119 North has been re-routed - away from the "old 119." I suggest that 119 be routed to the Scott Parkway. It was designed primarily for heavy trucks that need less congestion and better interstate access. The congestion around the Middle School is going to happen at the new high school to be built on 119 South very close to my home.
- I would prefer a concept that would benefit more the landowners but would also help with economic growth development.

Retake Comments:

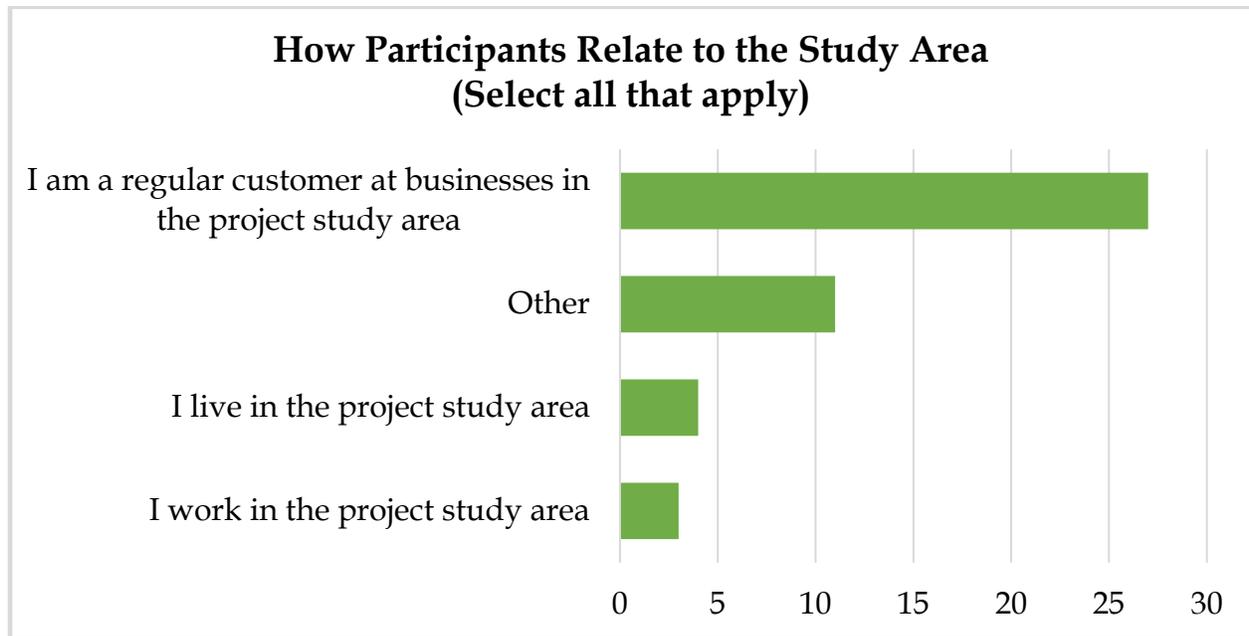
- We were very disappointed in the way the Mebane City Planning committee voted for Concept 4B before the 1/22nd deadline for the survey. My parents have lived on the proposed site for 58 years and held onto the land hoping to pass it to their heirs. The pandemic coupled with the City of Mebane not communicating their intent on using most of their property has been stressful. We believe more input from other owners who do not currently live on their property were given more weight.

Demographics:

The following section provides a summary of the demographics of participants who chose to answer the questions in this section. This information was submitted anonymously.

13. Please select how you relate to the project study area.

Participants: 32



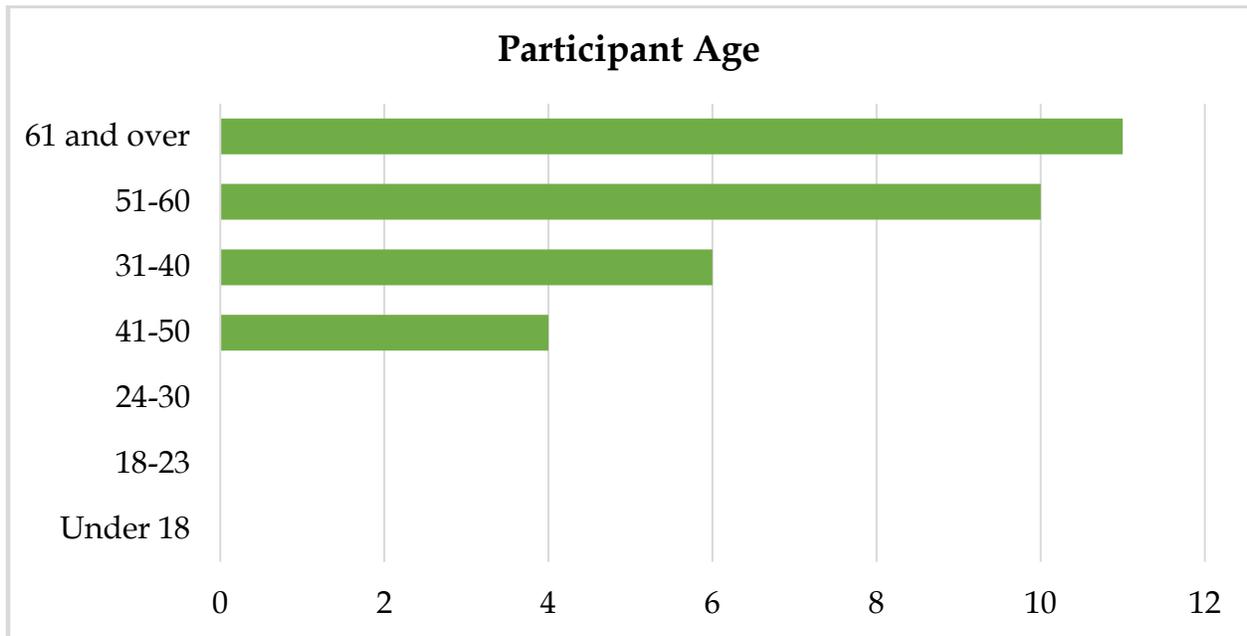
Some of the responses noted as “other” could be used to identify survey participants. Any open-ended responses typed into the “other” box that identify the participant have been removed from the comments below. Please note that the chart above reflects the total number of participants who marked “other”.

“Other” Comments:

- I live very close to project study area and travel through there daily.
- Live south of the study area.

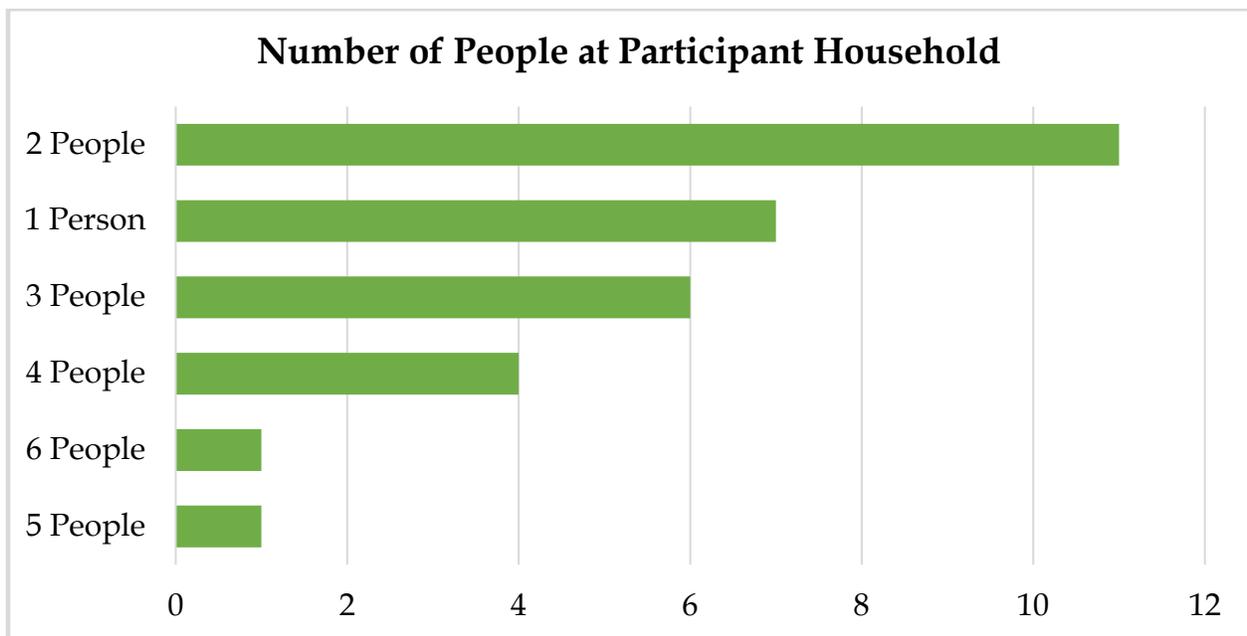
14. What is your age range?

Participants: 31



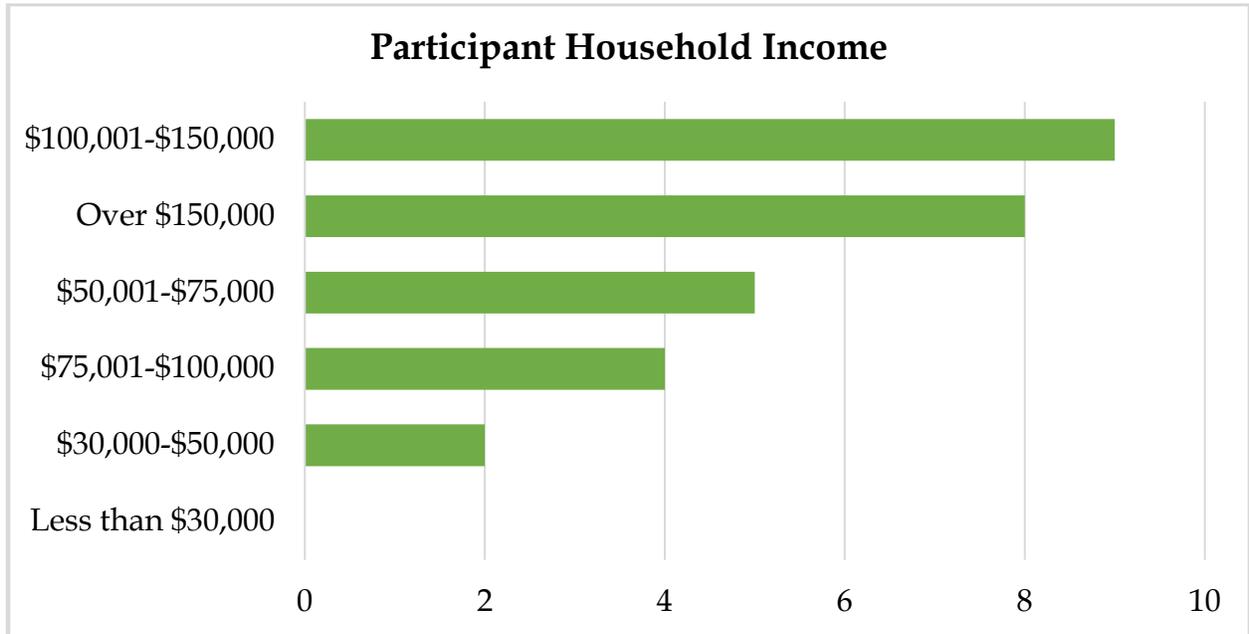
15. How many people live at your primary residence (including yourself)?

Participants: 30



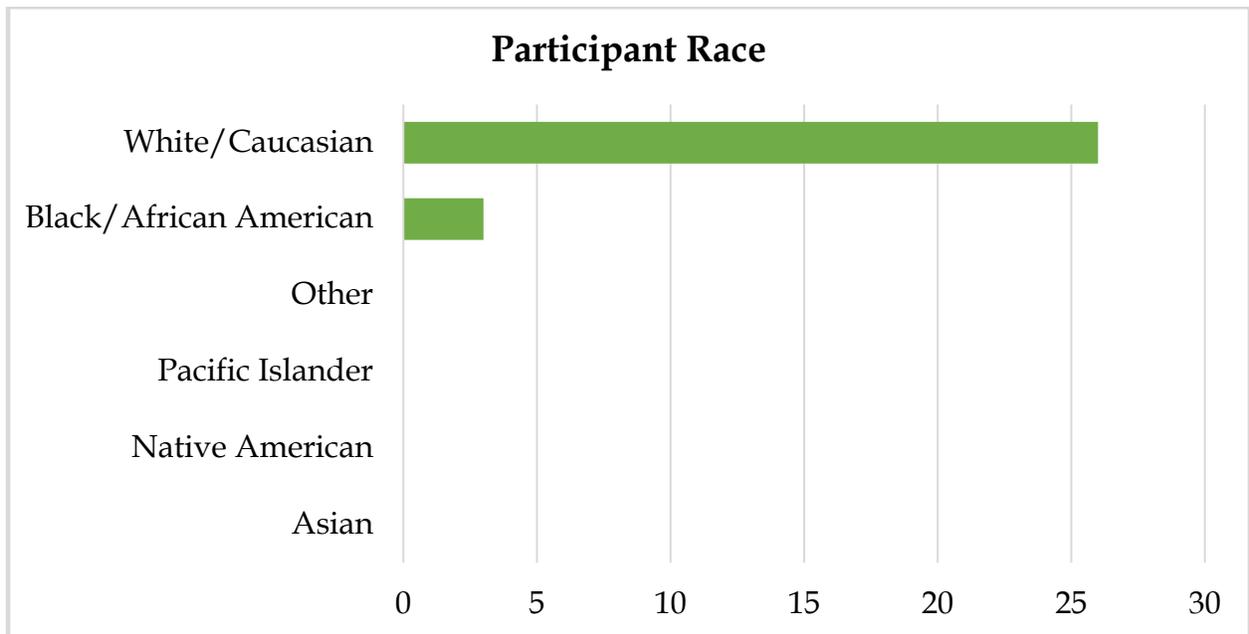
16. What is your household income?

Participants: 28



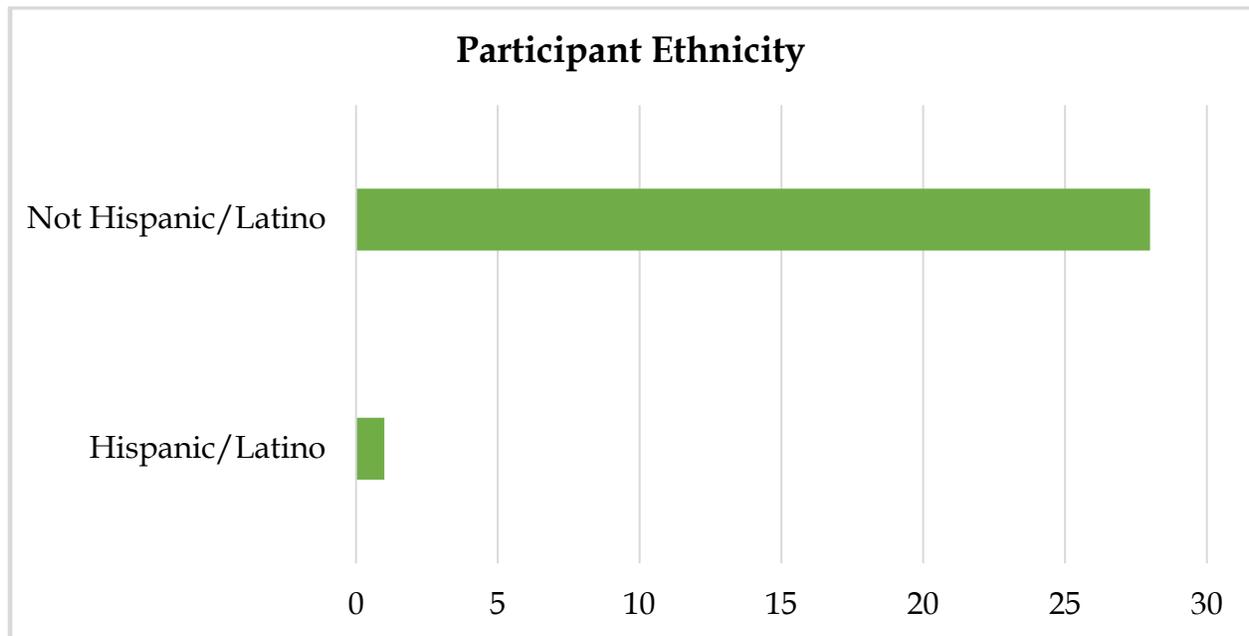
17. What is your race?

Participants: 29



18. What is your ethnicity?

Participants: 29



Attachments: [Email Comments](#)