

Big Mill Farm Road and Hopkins Road Improvements

Project U-5760

August 2016 Public Meeting Results

Project History

In 2008, the Town of Kernersville completed a feasibility study that proposed to widen Hopkins Road and Big Mill Farm Road to four lanes with a median, curb and gutter, and sidewalks. Some citizens expressed concern about widening the roads to four lanes. The project is now funded in the State Transportation Improvement Program (STIP), listed as Project U-5760.

Based on changes in traffic volumes and past public concerns, the Town of Kernersville's 2011 *Thoroughfare and Street Plan* and the 2013 Update of the Winston-Salem Urban Area Metropolitan Planning Organization (MPO)'s *Long-Range Transportation Plan* recommended a 2-lane facility with a median, sidewalks and bicycle lanes. All of these plans include an interchange at Business 40.

Since the feasibility study was completed six years ago and conditions along the corridor have changed, the project is beginning fresh. Before making any decisions or starting designs, the NCDOT wanted to get input from the local community on what they would like to see along Hopkins Road and Big Mill Farm Road. This project will reference NCDOT's Complete Streets policy and Context Sensitive Solutions approach, both of which are meant to help the project team consider a variety of elements during the planning and design process.

Meeting Overview

A public meeting was held for the Big Mill Farm Road and Hopkins Road Improvements Project on the evening of August 16, 2016 at East Forsyth Middle School in Kernersville, NC.

The public meeting was a hands-on workshop that allowed the community to express what improvements they think would be most beneficial. Each of the 265 attendees were grouped into small teams and guided through four activities. Attendees were asked to think individually about what works well along the corridor and what doesn't work well (**One Word activity**), and then to work as a group to identify their priorities for the future of the corridor (**Priority Pyramid activity**). Each attendee chose their three most important elements (**Thought Wall activity**), and then the team came to a consensus about what the future street should look like (**Street Builder activity**).

The results from each activity have been analyzed and summarized in the following pages.

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The Priority Pyramid and Thought Wall activities were used to gather information on which types of roadway features are most important to the public.

For the **Priority Pyramid**, the top priority was given 3 points, the second tier priorities were given 2 points, and the third tier priorities were given 1 point to determine the overall priority rankings.

For the **Thought Wall**, each attendee was asked to identify their top priority and two secondary priorities. To determine the overall priority rankings, the top priority was given 10 points and the secondary priorities were each given 5 points.

A total of 418 comments were added to the Thought Wall, some of which did not fit into one of the six categories. There were 29 comments generally opposed to the project. There were 41 other project-related comments that did not fit into one of the categories or state opposition to the project. The results of the comments in the six categories are summarized here.

Priority Pyramid



Highest Priority



Lowest Priority

Thought Wall

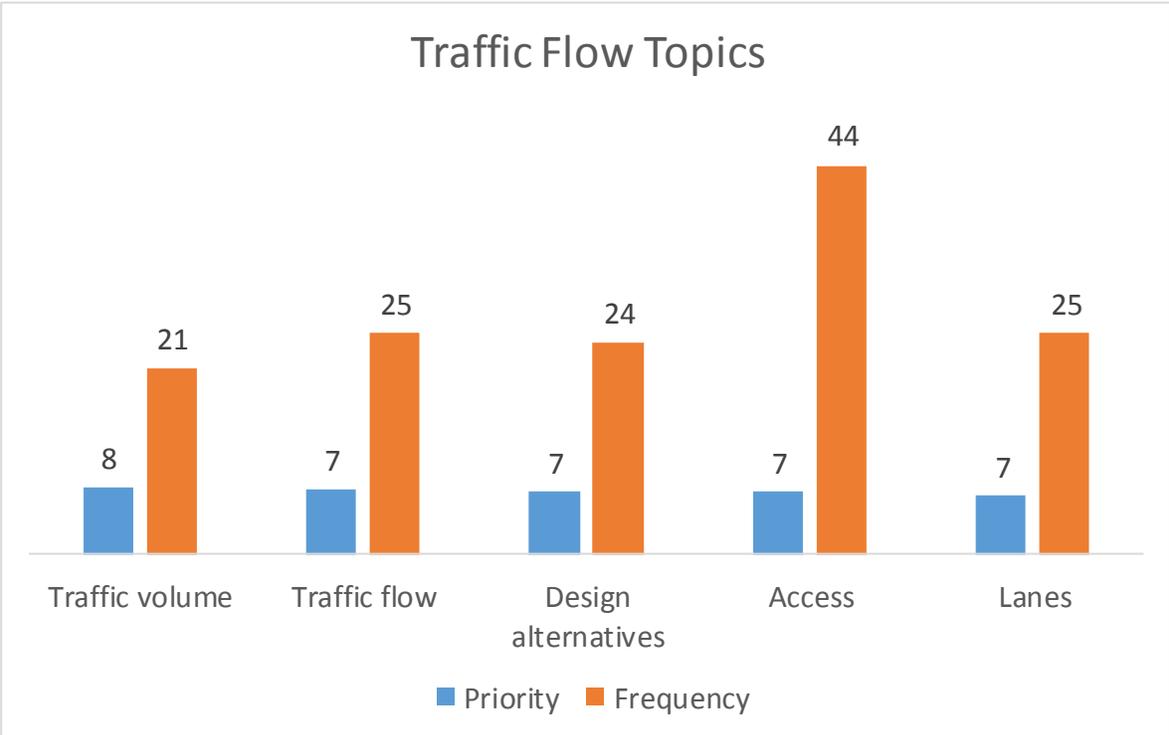


Safety:	Increase spacing between roadway users.*
Traffic flow:	Improve the flow of motor vehicle traffic.*
Aesthetics:	Beautify the roadway with landscaping and street furniture.*
Lighting:	Illuminate the roadway with street lights.
Walkability:	Provide sidewalks and crosswalks to accommodate people walking.
Bikeability:	Include bike lanes or sidepaths to accommodate people bicycling.

*See the following pages for a list of topics included under this category for the Thought Wall.

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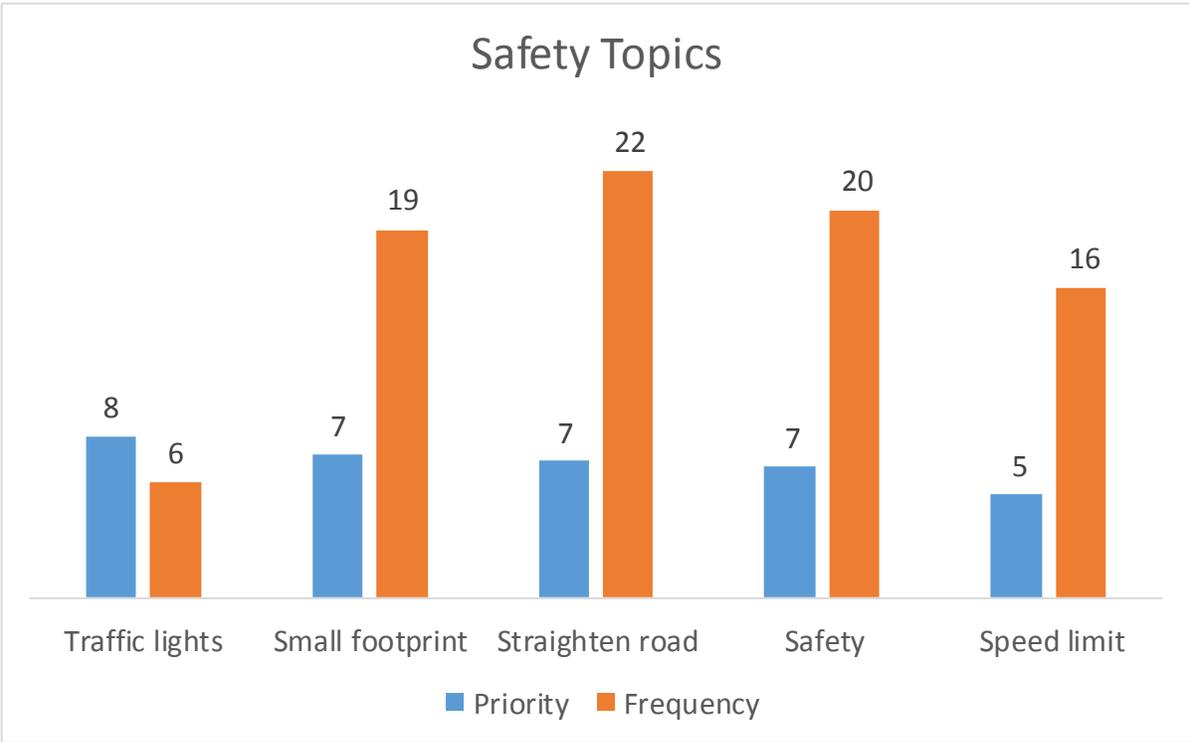
Thought Wall—Traffic Flow Category



SUB-CATEGORY	EXAMPLES OF COMMENTS RECEIVED
Traffic volume:	No commercial traffic, including tractor-trailers, and/or no increase in vehicular traffic users.
Traffic flow:	Improve the flow of vehicular traffic on Hopkins Road and Big Mill Farm Road.
Design alternatives:	Suggestions to change the alignment, intersections, and proposed interchange. Rerouting traffic to other roadways was also suggested. No intersection at Wexford neighborhood. Several suggestions involved not adding the proposed interchange or avoiding Big Mill Farm Road by using another route to connect to I-40.
Access:	Ease of access to residential neighborhoods and shopping, including turn lanes and intersections.
Lanes:	Number of vehicular travel lanes preferred. A 2-lane roadway is preferred by the majority. A 2-lane roadway with a two-way center left turn lane and a 4-lane roadway were also noted as preferred by some attendees.

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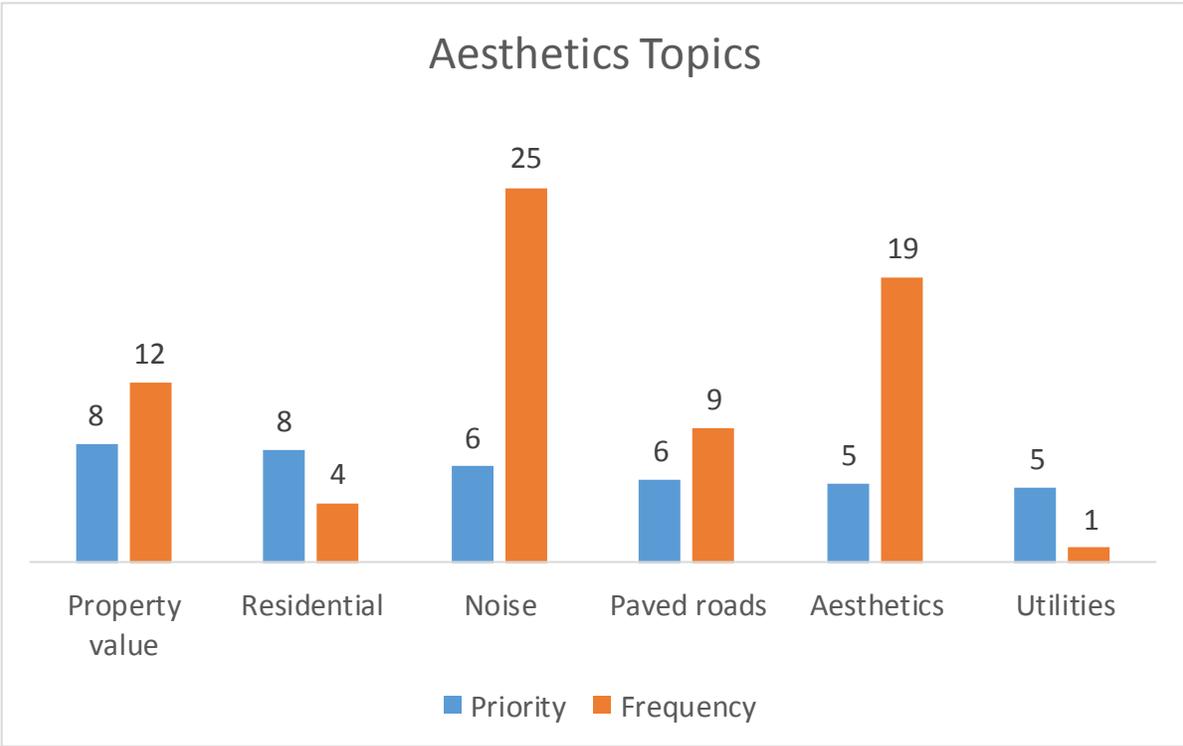
Thought Wall—Safety Category



<u>SUB-CATEGORY</u>	<u>EXAMPLES OF COMMENTS RECEIVED</u>
Traffic lights:	Addition of traffic lights, including at the intersections of Hopkins Road/Big Mill Farm Road, Hopkins Road/Regents Park Road/Timberwood Trails, Big Mill Farm Road/Bluff School Road, and Big Mill Farm Road/Wexford neighborhood.
Small footprint:	Minimal footprint to avoid/limit impacts to residential homes and businesses.
Straighten road:	Straighten the curves on Hopkins Road.
Safety:	Increased spacing between roadway users, including road widening and small medians.
Speed limit:	Reduce speed limit to be consistent with a residential area.

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Thought Wall—Aesthetics Category



<u>SUB-CATEGORY</u>	<u>EXAMPLES OF COMMENTS RECEIVED</u>
Property value:	Concerned about negatively impacting property values.
Residential:	Maintain residential atmosphere and not encourage commercialism.
Noise:	Reduce noise and vibrations from roadway by including noise abatement features.
Paved roads:	Pave all of Big Mill Farm Road.
Aesthetics:	Beautify the roadway with landscaping and street furniture.
Utilities:	Bury overhead power lines.

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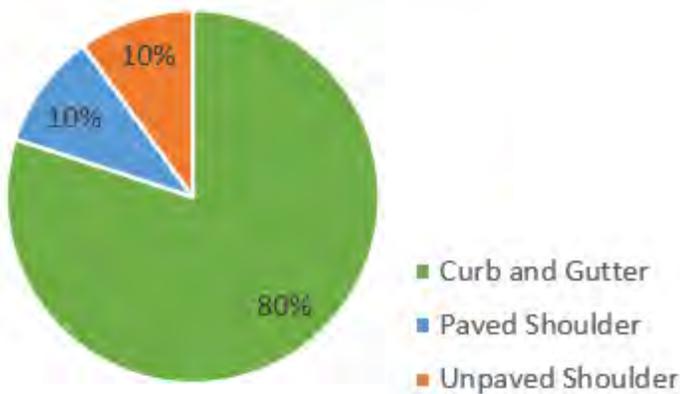
August 2016 Public Meeting Results

Street Builder

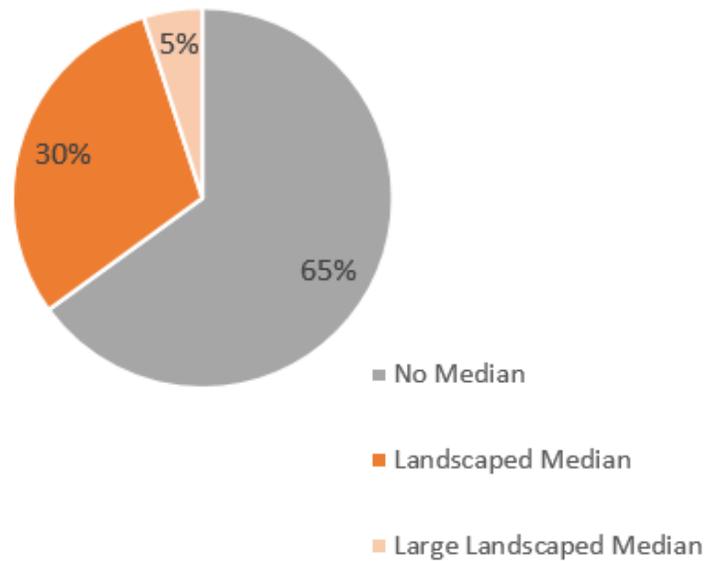
During the Street Builder activity, each group created a typical section with the features they think would be most beneficial on Hopkins Road and Big Mill Farm Road. The types of features used were identified and the frequency of each was noted. The results are summarized below.

All of the typical sections created showed a 2-lane roadway and none of them included transit amenities. The right-of-way width of the narrowest typical section was between 21 feet and 23 feet wide and the widest typical section was 77 feet to 94 feet. Looking at the maximum right-of-way widths for each typical section, 50% of the typical sections had a width less than 50 feet.

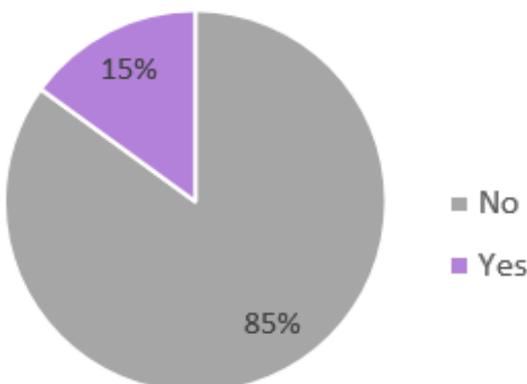
Shoulder Type



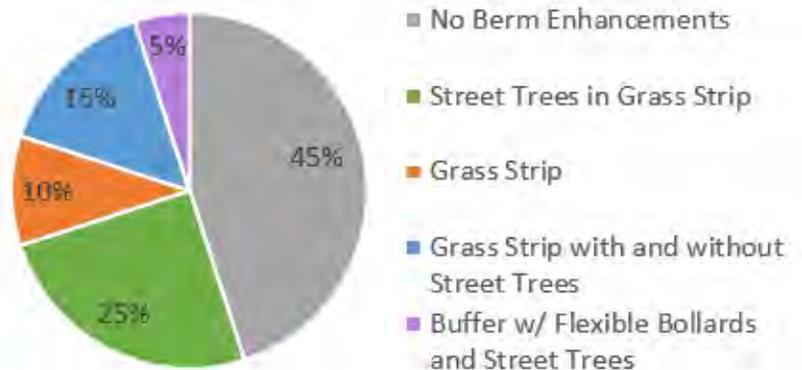
Median



Two-Way Left Turn Lane



Berm Enhancements



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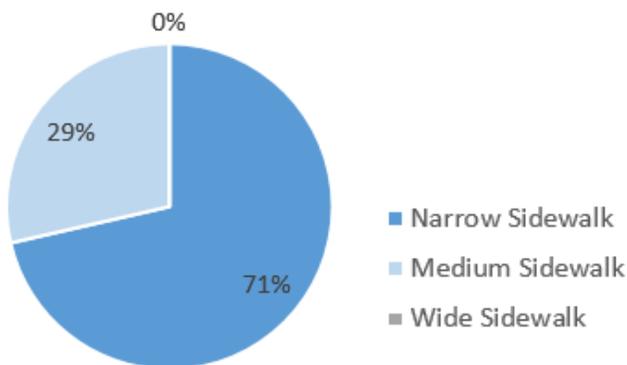
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Street Builder

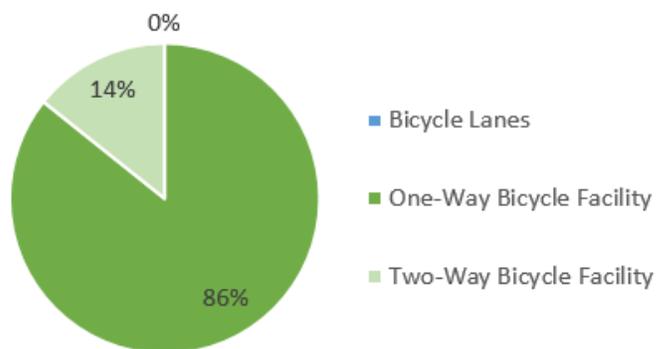
Pedestrian and Bicycle Facility



Pedestrian Facility



Bicycle Facility



Pictures of the typical sections created by the teams at the public meeting are shown below. The associated table numbers are in the bottom right corner of the picture.

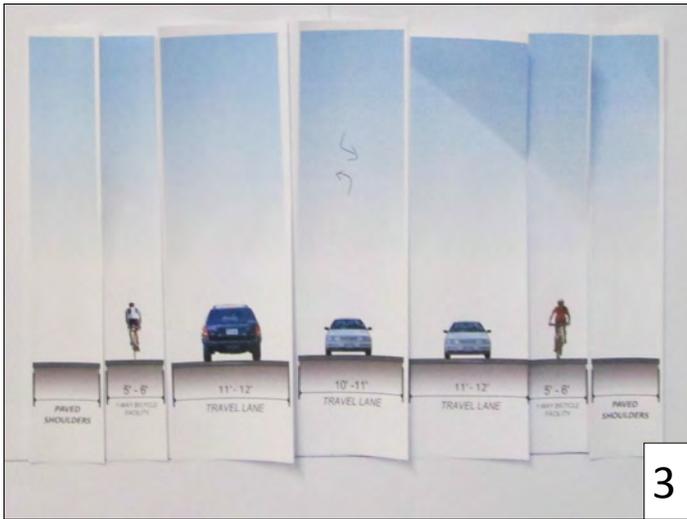


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Street Builder



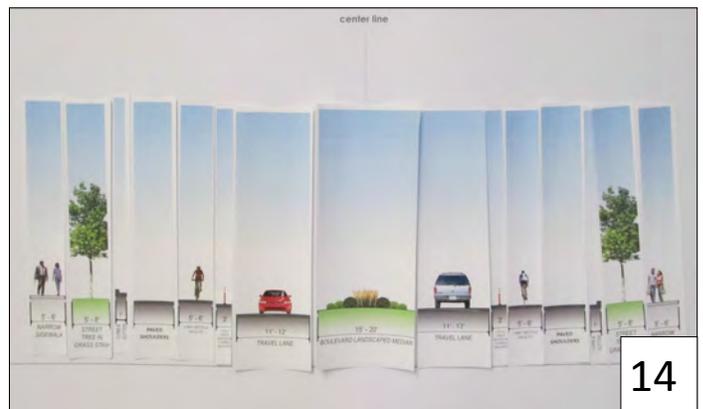
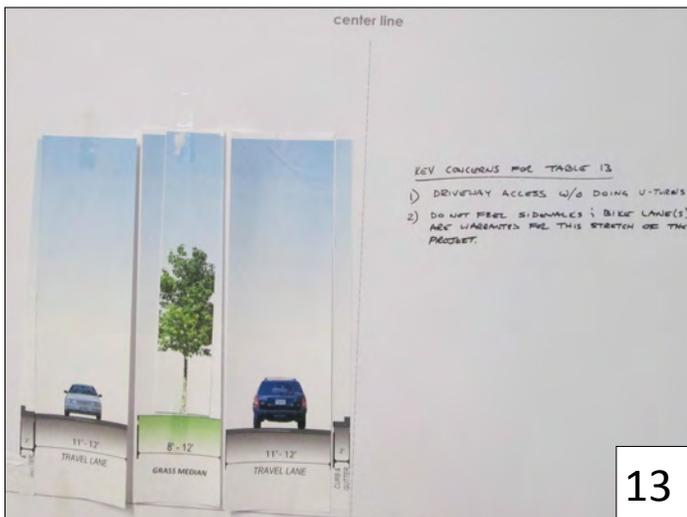
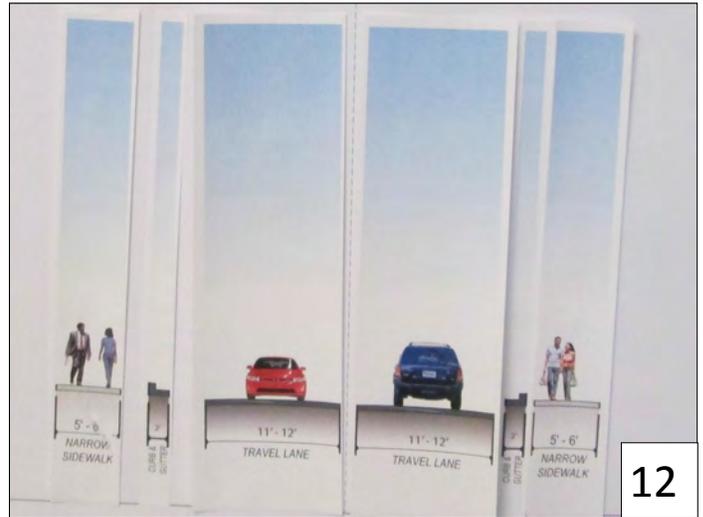
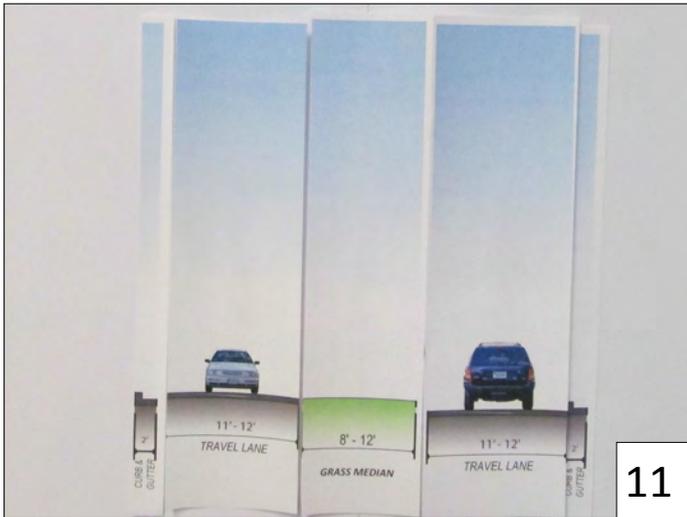
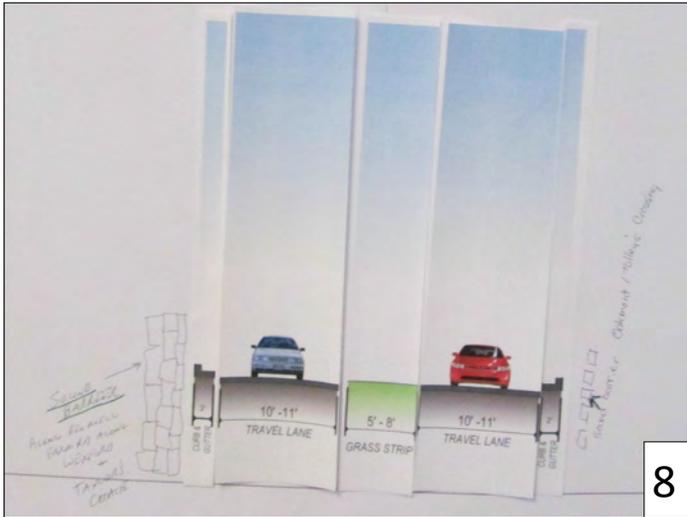
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