

# PINEVILLE MOBILITY PLAN

## Appendix



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# Appendix A

## Public Workshop Summary

# Public Workshop Summary

## Overview

The public workshop for the Pineville Mobility Plan, held in tandem with the Pineville PARC Plan, occurred on March 11, 2020. The drop-in workshop allowed attendees to participate in a series of interactive stations. Nearly 60 people attended the workshop. This document summarizes the event.

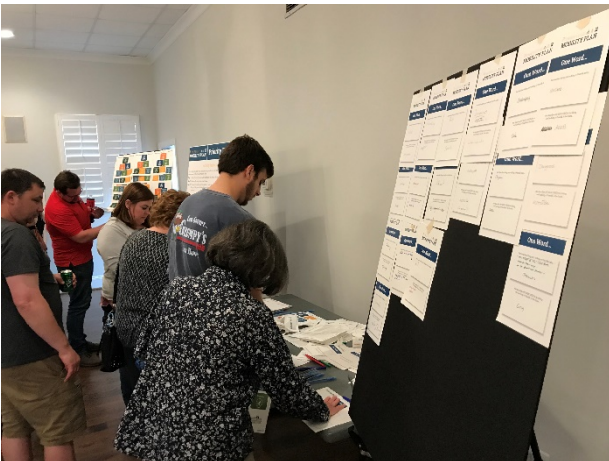
- Date:** Wednesday, March 11<sup>th</sup>  
**Location:** The Hut | 413 Johnston Drive  
**Time:** 6:00pm to 8:00pm

## Agenda

- Information Stations
  - Sign-In
  - Project Background
- Activity Stations
  - Where do you go?
  - One Word
  - Priority Pyramid
  - Visual Preference Survey
  - Destinations/Barriers Mapping Exercise
- Survey & Exit Questionnaire



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## One Word

The One Word activity captured existing sentiments and future hopes about walking and biking in the Town of Pineville. Participants were asked to write down one word that describes walking and biking in Pineville today and one word that describes their vision for walking and biking in Pineville in the future. The following word clouds illustrate the responses, placing more emphasis on repeating themes. “Dangerous” was the most popular term for describing existing conditions for walking and biking in Pineville, followed by “unsafe,” “difficult,” and “nonexistent.” When envisioning the future of walking and biking in Pineville, “safe” and “accessible” were the most popular terms.

### Walk and biking in Pineville today...



### Ideal vision for walking and biking in Pineville...



## Priority Pyramid

Six priorities were established to guide the development of the Pineville Mobility Plan: safety, walkability, bikeability, transit access, Pineville connectivity, and regional connectivity. This activity asked participants to rank the six priorities in order from least to most important on their personal game board. The pyramid below displays the results from all responses, the priorities fall into one of three tiers. People placed a high value on safety and the ability to walk while fewer people found that transit access and regional connectivity were of high priority for Pineville.













## Visual Preference Survey

Two large boards were displayed on easels for participants to see. One displayed a variety of pictures of different types of pedestrian infrastructure and the other exhibited pictures of bike infrastructure. Participants were given stickers to place on pictures of pedestrian and bike infrastructure that they like and would want to see in Pineville. The activity provided insight into the participants' preferences relating to pedestrian and bike infrastructure. The most popular pedestrian infrastructure picture was of a greenway followed by a sidewalk. The most popular bike infrastructure picture was also of a greenway followed by a multiuse path. The responses are detailed below.



What Makes Walking a Great Experience?			
			
28 Votes	23 Votes	19 Votes	36 Votes
			
9 Votes	21 Votes	0 Votes	22 Votes

What Makes Biking a Great Experience?			
			
4 Stickers	4 Stickers	15 Stickers	37 Stickers
			
14 Stickers	10 Stickers	23 Stickers	12 Stickers

## Destinations/Barriers Mapping Exercise

For this activity, participants viewed a large map of Pineville and placed green dots to denote destinations and red dots to denote barriers. Destinations were locations within Pineville that participants like to walk or bike to. Barriers were areas that participants identified as difficult for pedestrians or bicyclists to utilize and



reflect poorly on Pineville’s multimodal infrastructure. Post-its were also provided for participants to describe why an area was considered a destination or a barrier. The result of this exercise yielded areas and corridors in Pineville that are perceived by the public as strengths to be leveraged and concerning areas to be evaluated further. The main destinations and barriers identified are listed below.

### Destinations:

- Jack Hughes Parks
- Pineville Lake Park
- Belle Johnston Community Center
- Carolina Place Mall
- Main Street between Dover Street and Polk Street

### Barriers:

- Along Main Street
- Lacking connections to Jack Hughes Park
- McCullough neighborhood to Main Street



# Appendix B

## Public Survey Summary

# Public Survey Summary

## Overview

The Pineville Mobility Plan public survey was active from September 1<sup>st</sup>, 2020 through October 5<sup>th</sup>, 2020, via the survey platform, MetroQuest. The interactive questionnaire solicited feedback regarding what policy areas, physical areas, and specific mobility improvement projects were most important to residents. The survey also asked general questions about the respondents' relationships to Pineville and its mobility network. A total of 174 people participated in the survey.

## Welcome

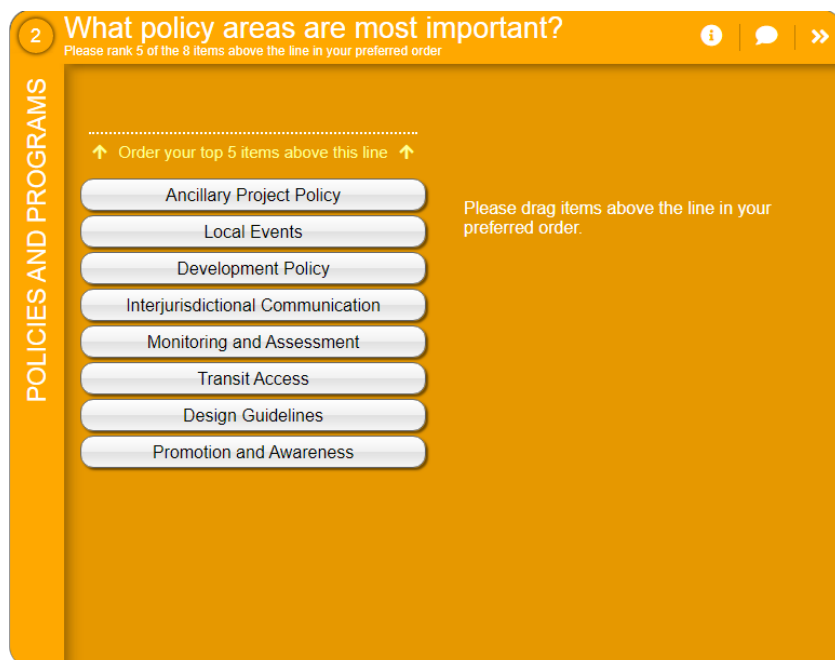
The first screen of the survey briefly explained the goal of the Pineville Mobility Plan: to identify current and ongoing needs and to develop recommendations for a multimodal transportation system that is safer and easier for all users. No responses were solicited on this screen.



## Policies and Programs

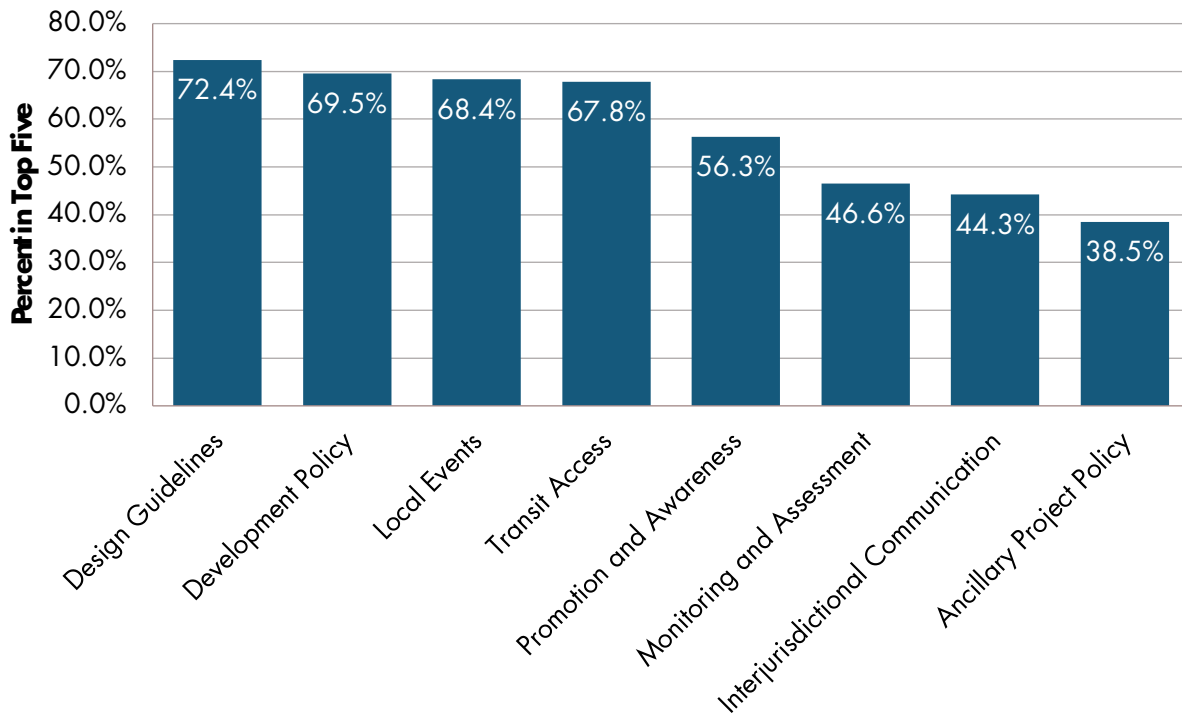
The next screen asked respondents to rank their top five policy areas out of a total of eight options. Respondents also had the opportunity to comment on their choice. The policy options included:

- **Development Policy:** Blend bicycle, pedestrian, and transit considerations into the development process and Traffic Impact Assessment process to ensure future development projects include appropriate facility improvements.
- **Interjurisdictional Communication:** Request that neighboring jurisdictions update their plans to reflect applicable connections with Pineville.
- **Ancillary Project Policy:** Ensure future roadway improvements include suitable bicycle and pedestrian facilities.
- **Design Guidelines:** Update street design guidelines and traffic calming policies to accommodate a safe and convenient multimodal system.
- **Promotion and Awareness:** Seek opportunities to market Pineville as a multimodal-friendly community (e.g., education in schools, Safe Routes to Schools, League of American Bicyclists, mobility-friendly business program).
- **Local Events:** Infuse bicycling, walking, and transit promotion into local events, such as festivals, races, open streets, etc.
- **Transit Access:** Use policy to promote developments and transportation projects that provide safe and equitable access to transit options via all travel modes.
- **Monitoring & Assessment:** Use performance metrics, such as bicycle and pedestrian counts, bicycle parking utilization, and transit ridership, to monitor the use of the system over time.



The graph below shows how each policy was ranked by the percentage of respondents who included that policy in their “top five.”

## Policy Area Rankings

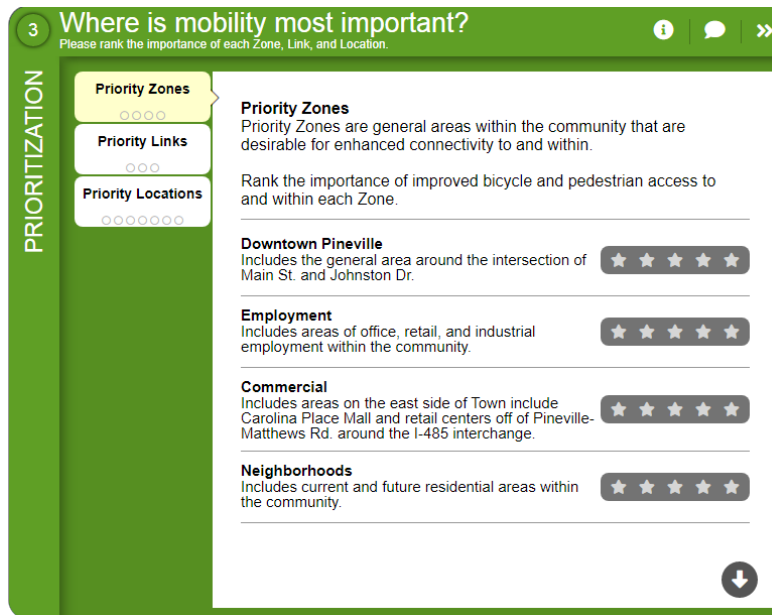


According to these results, the policy areas most frequently in respondents’ top five were Design Guidelines (72.4%), Development Policy (69.5%), and Local Events (68.4%). The least frequently in respondents’ top five were Ancillary Project Policy (38.5%), Interjurisdictional Communication (44.3%), and Monitoring and Assessment (46.6%). Two individual comments were received on this question:

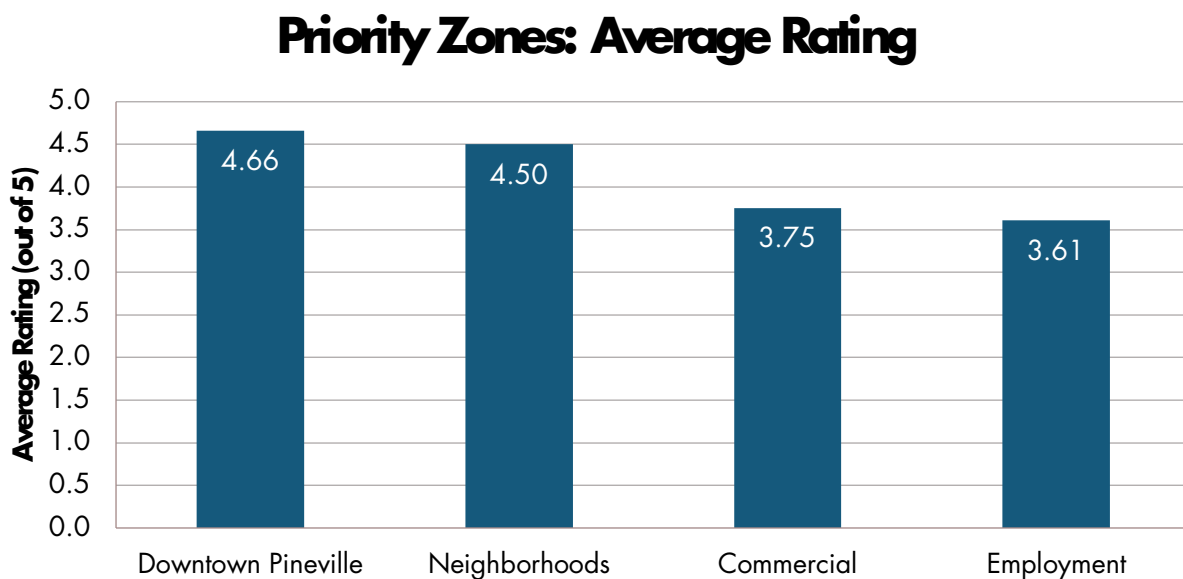
- “I was drawn to the walk ability and summer events.”
- “Sidewalk or bike lane access to the light rail station.”

## Prioritization

The next screen asked respondents to rank the importance of different priority zones, links, and locations using a five-star rating system.



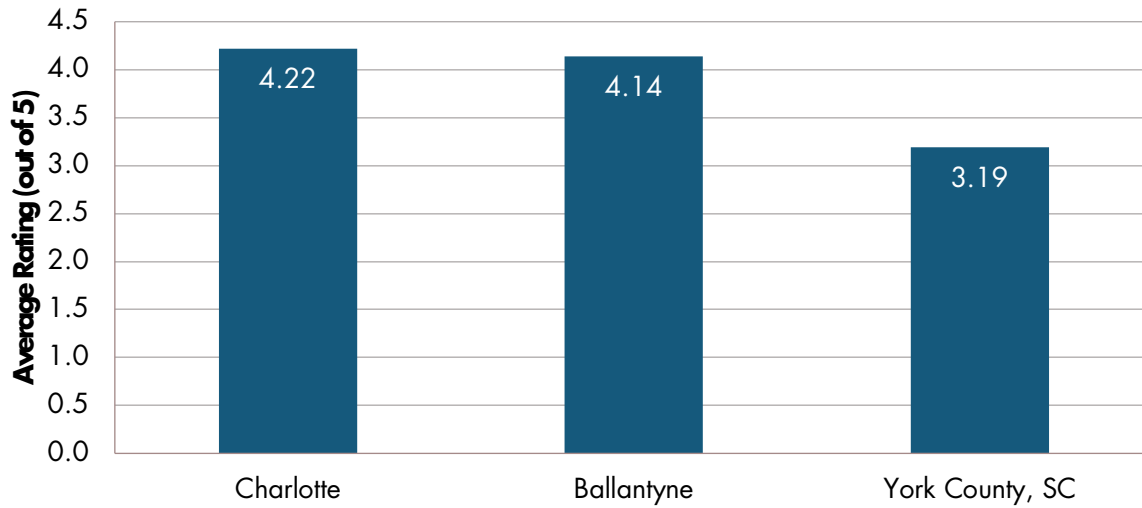
The graph below displays the results of the Priority Zones question by the average rating (5 being the most important, 1 being the least important).



The zone of most importance to Pineville respondents was Downtown Pineville, with an average rating of 4.66 out of 5 stars.

The next graph displays the results of the Priority Links question by the average rating for each link.

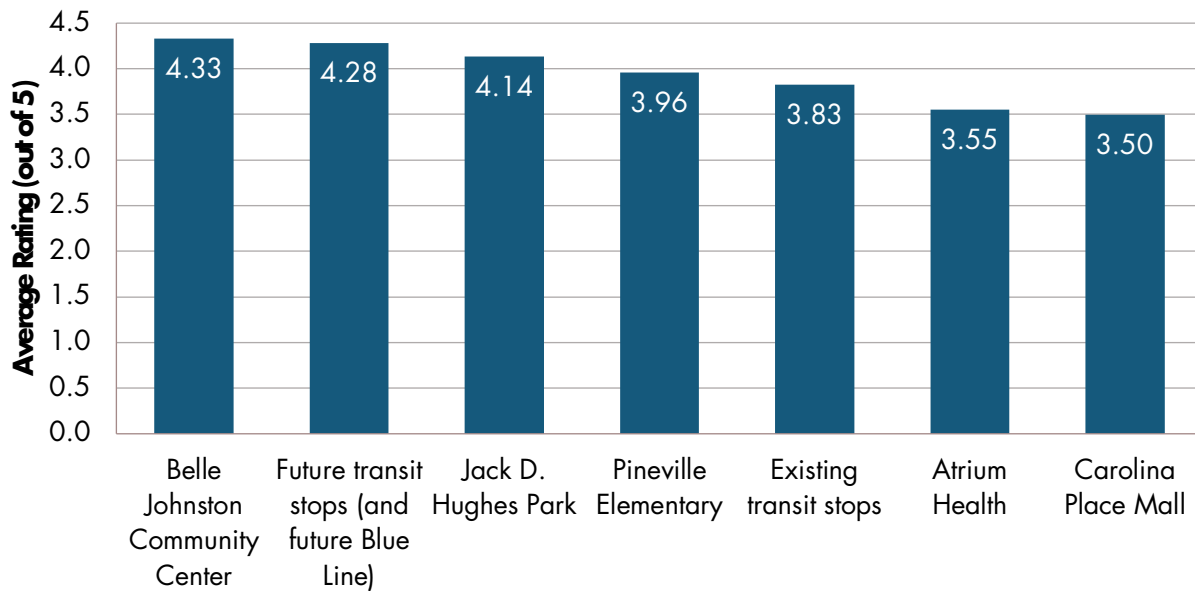
### Priority Links: Average Rating



The two links of highest importance were Charlotte (avg. 4.22 stars) and Ballantyne (avg. 4.14 stars).

The graph below displays the results of the Priority Locations question by the average rating for each location.

### Priority Locations: Average Rating



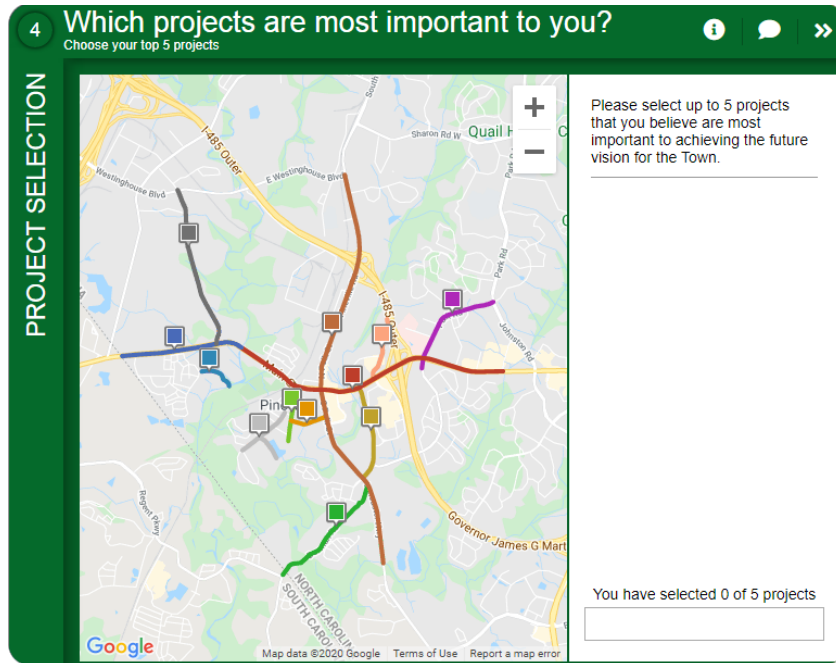


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The two locations of highest importance were Belle Johnston Community Center (avg. 4.33 stars) and future transit stops/future Blue Line (avg. 4.28 stars). The two locations of least importance were Carolina Place Mall (avg. 3.50 stars) and Atrium Health (avg. 3.55 stars).

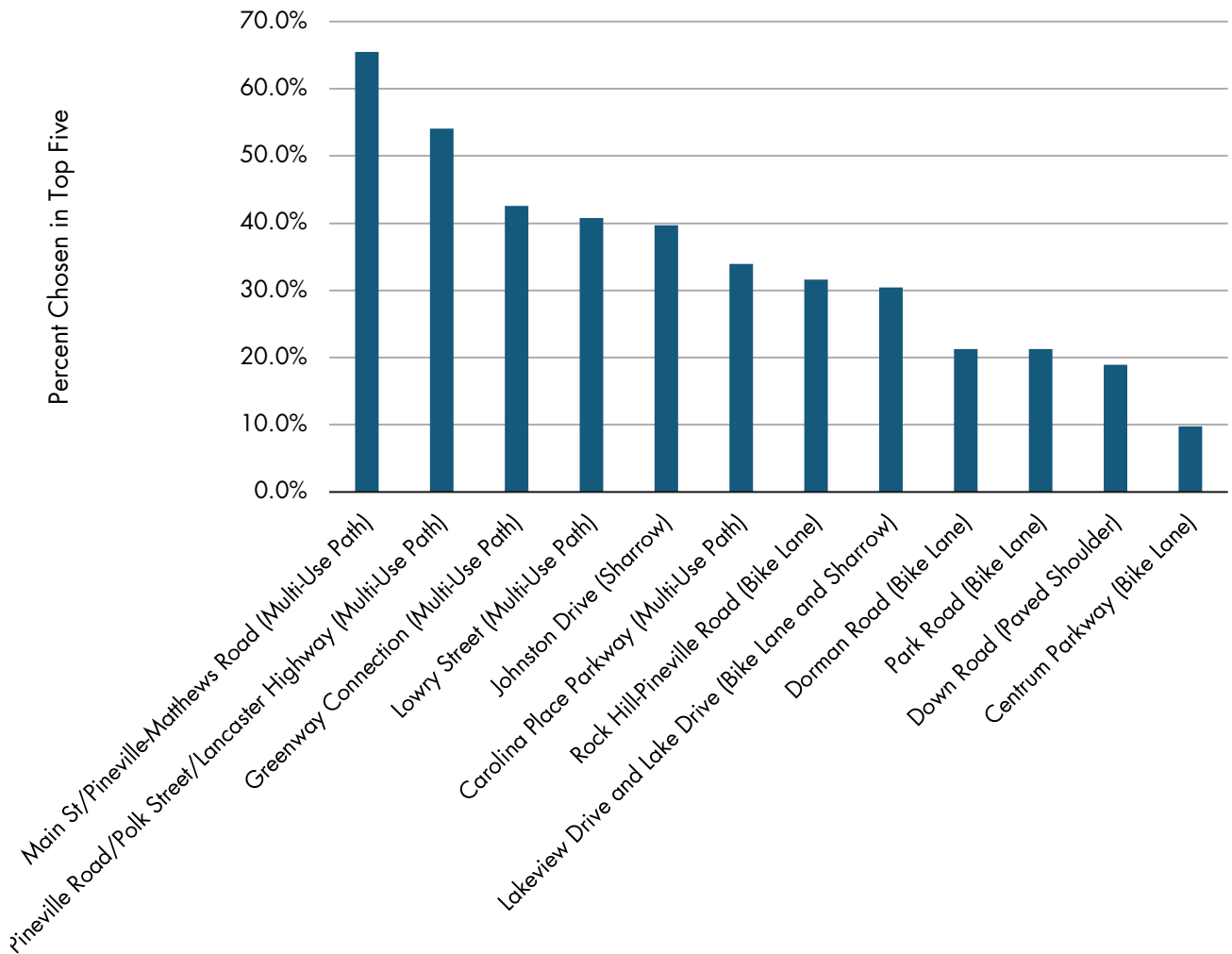
## Project Selection

The next screen asked respondents to select up to five of the proposed projects they see as most important for the future of mobility in Pineville.



The graph on the following page ranks the projects by the percentage of respondents who included that project in their "top five."

### Project Ranking



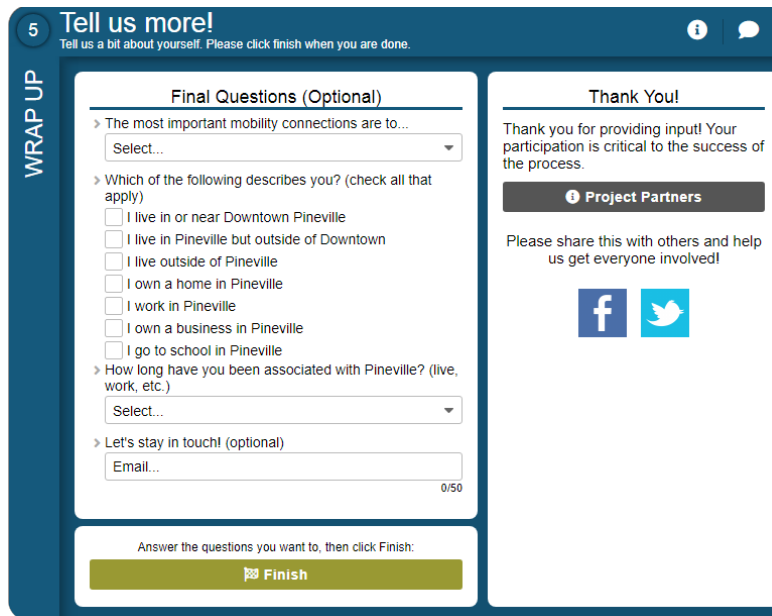
Three individual comments were received on this question:

- Lowry Street (Multi-Use Path): “Only for future Lynx line stop.”
- Main St/Pineville-Matthews Road (Multi-Use Path): “Sidewalk repair.”
- Greenway Connection (Multi-Use Path): “So long as safety, security, and private property of McCullough HOA is maintained.”

The results of this question show that the most frequent project in respondents’ top five was Main Street/Pineville-Matthews Road (Multi-Use Path), with 65.5% of respondents including it in their top five. The two other highest scoring projects were Pineville Road/Polk Street/Lancaster Highway (Multi-Use Path) and Greenway Connection (Multi-Use Path) with 54.0% and 42.5%, respectively. The least popular project was Centrum Parkway (Bike Lane), with just 9.8% of respondents ranking it in their top five.

## Wrap Up

The last screen of the survey asked respondents to rank whether priority links, zones, or locations were most important to them. The screen also asked about the respondents' relationship to Pineville (job, home, school, etc.) and about how long they have been associated with Pineville. The final question gave respondents an opportunity to keep updated with the Mobility Plan.



The results of the first question are shown in the chart below:

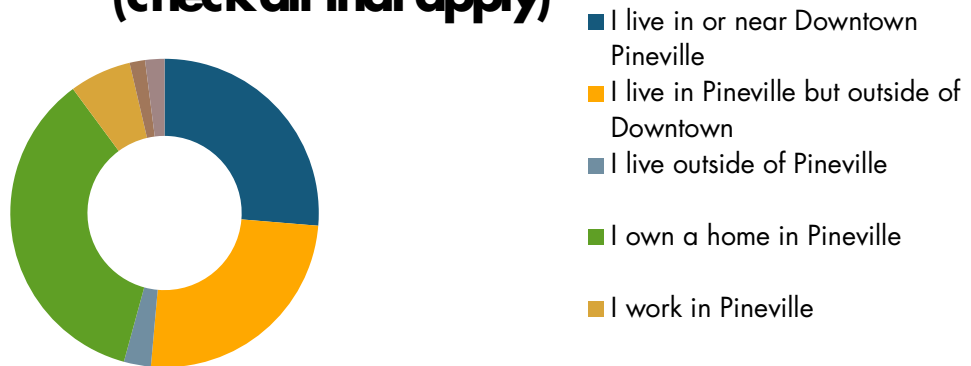
### The most important mobility connections are to...



According to the results of the first question, respondents to the survey seemed to care more about priority locations than priority zones or links, with 47% of respondents ranking priority locations the highest of the three.

The results of the second question are shown in the chart below:

## Which of the following describes you? (check all that apply)



Most survey respondents of the survey were residents of Pineville, with 36% owning a home in the area. Only 6% of respondents reported working in Pineville.

The results of the third question are shown in the chart below:

## How long have you been associated with Pineville? (live, work, etc.)



The respondents were remarkably varied in terms of time associated with Pineville. Close to 25% of respondents identified with each of the categories provided (less than 2 years, 2-4 years, 5-10 years, and more than 10 years).



# Appendix C

## Transit Stop Inventory

# Transit Stop Inventory

The following table inventories the amenities provided at each bus stop located within the Pineville Town limits.

Transit Stop Location	Stop ID	Direction	Shelter	Seating	Trash Receptacle	Lighting	System Map/Info.	Sidewalk Access	Bike Access
Johnston Rd & McMullen Creek Pkwy	13310	Outbound							
Park Rd & Plum Creek Ln	21320	Inbound							
Park Rd & Old Park Dr	21325	Outbound							
Park Rd & Park Cedar Dr	21330	Inbound							
Park Rd & Park Cedar Dr	21335	Outbound							
Park Rd & Willow Ridge Rd	21340	Inbound							
Park Rd & Willow Ridge Rd	21345	Outbound							
Park Rd @ Black Lion	21350	N/A							
Park Rd @ CMC Pineville	21355	Outbound							
Park Rd @ Sam's Club	21426	Outbound							
Carolina Place Mall	37050	N/A							
Carolina Place Pkwy & Pineville-Matthews Rd	37055	Inbound							
Pineville-Matthews Rd & Polk St	37060	Inbound							
Polk St & Pineville-Matthews Rd	37070	Inbound							
Polk St @ 400	37080	Inbound							
Polk St & Morrow Ave	37090	Inbound							
Pineville Rd & Industrial Dr	37100	Inbound							
Park Rd & Carolina Place Pkwy	46355	Outbound							
Pineville Rd & Industrial Dr	46408	Outbound							
Polk St & Morrow Ave	46409	Outbound							
Polk St @ 413	46410	Outbound							
Polk St & College St	46411	Outbound							
Park Rd & Carolina Place Pkwy	49297	Inbound							
Hwy 51 & Marfield Ln	49338	Inbound							
Hwy 51 & Marfield Ln	49339	Outbound							
Pineville-Matthews Rd @ 8500	49470	Inbound							