

**Moore County CTP Presentation
The Moore County Comprehensive Transportation Plan
Joint Meeting with the
Midway Community Association and Moore County NAACP Chapter Meeting Minutes
Aberdeen Community
January 14, 2012; 2:00 – 4:00 PM**

Attendees: Participants

Attendees: Staff

Ruby J. Pattishaw	Debra Ensminger - Moore County
O'Linda Gillis	Kathy Liles - Aberdeen
Latasha Johnson	Andy Archer - NCDOT
Venessa Greene	Travis Marshall - NCDOT
Albert Thomas	Scott Walston - NCDOT
Tom Embrey	Frances Bisby - NCDOT
N. Jenkins	Brendan Merithew - NCDOT
Annie Frye	Matt Day – TARPO
Patricia Brown	
Cynthia Stringfield	
Eloise Patterson	
Diane McAllister	
Johnny McAllister	
Alex McAllister, Jr.	
Cheryl Frye	
Wilma Laney	
Oneal Russ	
Marion Fletcher	
Daniel Fletcher	
Maurice B. Holland, Sr.	
Maurice B. Holland, Jr.	

I. Introduction:

The January 14, 2012, CTP presentation of Priorities Relay was requested by Mr. Holland as the representative and Chairman of the Midway Community Association. Mr. Holland extended an invitation to NCDOT to present information on the Moore County Comprehensive Transportation Plan to the Midway Community Association at a monthly meeting. Mr. Holland also opened the Midway Community Association Meeting to the Moore County Chapter of the NAACP. To accommodate the additional attendees, Mr. Holland held the meeting at the Aberdeen Lake Park Station, January 14, 2012, from 1:00 PM to 3:00 PM.

Both Mr. Holland and O'Linda Gillis were present. The Midway Community Association monthly agenda was addressed, the NAACP was welcomed and thanked for their participation, and introductions were made welcoming NCDOT's presentation for the Moore County Comprehensive Transportation Plan. Before turning over the meeting to NCDOT, Mr. Holland

explained that the format for the meeting was altered slightly from the Moore County charrette format at his request to better fit the time frame of the meeting and the needs of the community.

II. Presentation – Moore County’s Long Range Planning Process

Frances Bisby, NCDOT transportation engineer assigned to the Moore County Transportation Plan (CTP), introduced staff and thanked the Midway Community Association and the NAACP for hosting the event and for the invitation to present the following information to the residents of Moore County. Additionally, Ms. Bisby explained that in her efforts to provide notification to all Moore County residents about the November charrettes using traditional resources and tools applied for public involvement by the Transportation Planning Branch (TPB) (newspaper, radio, websites, project pages, flyers, post offices, some churches) that it became apparent during the charrettes that notice and information about the charrettes did not reach the majority of residents living in minority communities in Moore County. A sincere apology was offered by Ms. Bisby who also committed to provide the presentation to any group or organization that was interested in participating.

Ms. Bisby provided preliminary information on the CTP including definition, history of the CTP in Moore County, and the long-range planning activity that would be the focus of the presentation today, The Priorities Relay. The activity was designed as a tool by which NCDOT could receive input from Moore County residents on their transportation needs and priorities as well as input on how to resolve conflicts surrounding five focus areas and transportation improvements. The presentation can be viewed on the project page with summary outline provided below: <http://www.ncdot.gov/projects/moorechoices/>

Introductions: Chuck, Travis, Matt, Brendon, Andy, Debra,

Love thy neighbor, apology, been here a year, tried to increase our public outreach

A. What is the Difference Between the CTP and a STIP Project

- STIP projects usually address a specific and primary need, target connections and improving traffic flow. Projects are funded and moving toward construction.
- A CTP addresses future (2040) transportation needs in the county which affect connectivity, quality of life, economic growth, and development. Recommendations made in the CTP are not funded.

B. Typical Stages of NCDOT Project Development

- CTP Study, STIP projects, construction projects.
- NCDOT Project Development process
- What a CTP does – gets your input
- What did we miss? Looking for what is important to you.
- Time line for each.

C. Why Develop a Comprehensive Transportation Plan?

- Federal and State Law. Cooperative effort.
- Addresses the areas Transportation needs forecasted until 2040.
- Protects and preserves right-of-way.
- Reduces the number of human and environmental.
- Key role in funding future projects.

D. Strategic Highway Corridors

- CTP ensures connectivity for the County, region, and state as well as nationally through the promotion of Strategic Highway Corridors (SHCs).
- SHCs provide mobility and connectivity on a core set of highways for the quick and efficient movement of people and goods. They also promote environmental stewardship by maximizing the use of existing facilities to the fullest extent possible reducing, or delaying, the need for new facilities.
- SHCs in Moore County.

E. NCDOT and the CTP in Moore County – What We Have Learned So Far

During the past year, Moore County residents have told NCDOT and the Moore County and municipal planners about what is important to residents:

- Preservation of local character.
- Mounting congestion on local roadways: NC 5, the traffic circle, NC 211, 15-501.
- US 1 corridor.
- Small communities impacted by growth.
- Public Safety.
- Cultural and Environmental resources.

F. The Moore County CTP and the Long-Range Planning Process

The CTP is about identifying the problems and needs for the entire Moore County Transportation System Network. It is about finding solutions that are based on local priorities and preferences.

- The state's Strategic Highway Corridor Vision Plan
 - Moore County has two Strategic Highway Corridors: US 1 and NC 24/27
 - US 1 designated as a Freeway
 - NC 24/27 designated as an Expressway
 - Whatever decisions we come to in Moore County about transportation, we have to fit into the statewide plan and agree with adopted policies.
- Five Focus Areas
 - NC 24/27 as it approaches Cameron and Carthage.
 - The US 1 corridor through Pinehurst, Southern Pines, and Aberdeen areas.
 - How many of you are aware of US 1 issues? Many of the Moore County residents are very upset about improvements to US 1 and the freeway designation.
 - The Western Connector or the NC 211 bypass.
 - West End at the intersection.
- Residents Help Finding Solutions to the problems of ...
 - Public safety
 - Local and regional congestion
 - Statewide mobility
 - Local concerns
 - Helping us find and identify the things that are important to you. It will be documented in the report.

G. Problems and Solutions in the Five Focus Areas

➤ Carthage

- Problems:

- Public safety: High truck and pedestrian volumes in Central Business District.
- Local and regional congestion: NC 24/27 peak hour traffic, area growth adding to the congestion.
- Statewide mobility: NC 24/27 is a SHC and will need to be upgraded to an Expressway (at least 4 lanes, median divided, limited driveways, no traffic signals, and speed is between 45-60 mph).
- Local concerns: significant environmental impacts to the south, population density is to the south, and central core has many historical and cultural elements.

➤ Cameron

- Problems:

- Public safety: High truck and pedestrian volumes in Central Business District. Very few pedestrian treatments and limited right-of-way.
- Statewide mobility: NC 24/27 is a SHC and will need to be upgraded to an Expressway (at least 4 lanes, median divided, limited driveways, no traffic signals, and speed is between 45-60 mph).
- Local concerns: Economic development and preservation of local character.

➤ US 1

- Problems:

- Public safety: Existing 5-lane section and current traffic volumes create unsafe conditions.
- Local and regional congestion: current congestion during peak hours and events, traffic volumes exceed 40,000 vehicles per day near NC 211 and 15-501.
- Statewide mobility: US 1 is a SHC and will need to be upgraded to a Freeway (at least 4 lanes, median divided, no access except by interchanges, no traffic signals, and speed is 55 mph or greater).
- Local concerns: US 1 is densely urbanized with limited right-of-way for improvements without significant impacts to the human environment. Farmland to the east provides habitat for endangered species and is a cultural resource that is important to the local tourist industry.

➤ Western Connector

- Problems:

- Public safety: Congestion on NC 5, US 1, US 15-501, NC 211; truck traffic using rural roads to bypass urban congestion creates safety concerns.
- Local and regional congestion: Peak hour congestion along NC 5, NC 211, and US 1, US 15-501 and NC; new development proposed in the western parts of the county.

- Statewide mobility: US 15-501, US 1, NC 5, NC 211 are all key roadways to the state's industrial and commercial stakeholders as well as by the traveling public.
- Local concerns: A four-lane, divided roadway will be needed to provide east-west connectivity. Improving existing roadways would impact developments, provide longer routes. Building a roadway on new location would pose significant impacts to environmental resources, farming communities, and planned developments.

H. Finding Common Ground

NCDOT, the Moore County Planning and Community Development Department, and the Triangle Area Rural Planning Organization need the residents in Moore County to help balance Statewide Needs with Local Priorities.

Welcome to Priorities Relay! This exercise is designed to

- Be a fun way for residents to help determine community priorities.
- Work with neighbors and friends on their community's needs.
- And RELAY what is important to you in the development of the CTP.

I. The Priorities Relay Answers Some Common Questions: WHY, WHO, WHAT, WHEN, and HOW about the CTP

Everything you wanted to know about a CTP...

- Why is the Comprehensive Transportation Plan needed?
 - By Governor's order, NCDOT now prioritizes project funding based on local input and *data-supported* needs.
 - Significant multi-modal projects need to come from an established, *adopted* plan to be competitive with statewide projects for limited funding.
 - Not having a CTP may increase impacts to human and natural environments.
 - A CTP is first adopted by each participating municipalities and the county, endorsed by the associated RPO, and, then, it can be adopted by the NCDOT Board of Transportation.
 - Only after mutual adoption, can a CTP's recommendations move toward funding and/or further study.
 - Once adopted, the CTP recommendations have to compete against other recommendations across the state.
 - There are more needs than funds!
 - Statewide consistency along the transportation system network by developing a "Vision" for the strategic highway corridors.
- Who will be making these decisions?
 - Development of the CTP is a collaborative process between residents, local stakeholders, elected officials, and the Moore County and municipal planning staffs with the Triangle Rural Planning Organization and NCDOT.
 - By working together, statewide and regional needs can be balanced with local priorities to develop a long-range transportation plan.

- The plan does NOT determine alignments – it recommends solutions to the needs identified for further study once funding is available.
- What are the transportation needs?
 - The Rural Planning Organization that Moore County belongs to is TARPO, Triangle Rural Planning Organization. They have identified over \$1.5 billion in total transportation needs.
 - Across the state, there have been over \$50 billion of transportation needs identified. NCDOT has a budget of \$10 billion. So, the funding process is highly competitive.
- When will the recommendations become construction projects?
 - The CTP provides a list of recommendations, for all the different modes of transportation that address the transportation needs due to growth for the thirty year study period across the entire county.
 - The list is then considered as the needs arise for further study in the environmental analysis process. This process also involves public involvement.
 - The CTP does not begin the construction process.
- How can you influence the process?
 - Participate in the CTP process.
 - Help identify local needs and problems.
 - Identify local resources and assets that should be preserved and protected.
 - Suggest solutions to local transportation needs.
 - Continue to stay involved throughout the CTP process as well as the through the environmental and construction processes.

III. Presentation – Moore County’s Long Range Planning Process

The **Priorities Relay** helps planners understand what is important to Moore County residents and gives you the opportunity to tell us what we need to include, or consider, in the plan.

A. Exercise Set Up

- Exercise asks participants to do the following:
 - Select 5 priorities to protect
 - List transportation needs
 - Suggest solutions to the noted problems.
- Clarification
 - Table participants can choose where to start and where to focus.
 - Participants are not required to work on each map.
 - Participants are not required to draw lines on the maps.
 - However, participants are encouraged to show planners your solutions.
 - Not to worry about resolutions that have been established, just tell from your heart what you think the answers should be.

B. The Exercise and How it Works

➤ Let's Get Started

- Identify transportation needs and suggest solutions.
- Each table represents a community and must work together to decide how the community wants to address statewide needs (SHCs) and county needs (east/west connectivity) as well as community needs.

➤ Exercise Tips

- Relay Officials (planning staff) CANNOT participate in the game or offer an opinion – but can answer questions.
- Relay Officials can clarify maps, help with calculations, and record the community priorities and needs.
- Let's stay at your table and wait until the end to share ideas.
- Draft your solutions using a dashed line. When the community has agreed on their solution, draw a solid line. Solid lines are final.
- Pictures of the maps are will be taken to be posted on the website, and solutions will be summarized for recommendation to the MCTC and analysis.
- Be careful with the pens on clothing, sign tally sheets, turn in tally sheets to your relay officials.

➤ Reporting Results

- When all the tables have finished, participants will have the opportunity to report their community's priorities and solutions.
- Recommendations will be recorded.
- Results will be posted with all other Moore County public involvement meetings.
- Pulling the results together will take some time

➤ Priority Relay – Ground Rules

IV. Community Reports and Public Comment

Exercise lasted approximately one hour and thirty minutes. Four main tables formed the communities and tables during the work session:

➤ Ms. McAllister

- Community chose to focus on Southern Pines/Aberdeen map.
- Public Transportation and sidewalks were the primary need for the community.
- Community members would like to see access to public transportation for children. Ms. McAllister pointed out the adult supervision would benefit children by providing additional protections against bullying.

➤ Ms. Ruby Pattishaw

- Community focus was Cameron. For reference, this group used Map set 8.
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