

**Moore County CTP Presentation**  
**The Next Steps**  
**Moore County Transportation Committee Meeting Minutes**  
**Moore County Agricultural Center**  
January 25, 2012; 2:00 – 4:00 PM

**Attendees Present:**

Scott W. Walston, PE	NCDOT - TPB
Frances D. Bisby, EI	NCDOT – TPB
Derrick Waller	NCDOT - TPB
Matt Day, AICP	Triangle J Council of Governments, Triangle Area RPO
Debra Ensminger, CZO	Moore County, Planning and Community Development
Jeremy Rust	Moore County, Planning and Community Development
Jimmy Melton	Moore County
Carol Sparks	Carthage
Kathy Blake	Southern Pines
Ralph Harris	Aberdeen
Pat Ann McMurray	Aberdeen
Carol Lucas	Cameron
Landon Russell	Southern Pines
Ray MacKay	Seven Lakes
Milton Dowdy	Carthage
Chris Smithson	Southern Pines
Mark Packard	MC BOCC
Nancy Roy-Fiorillo	Pinehurst
Andrea Correll	Pinehurst
Jerry Williams	
Maurice Holland, Jr.	Midway Community Association
Claire Barrow	
Tom Daniel	
John Cashion	Pinehurst
Dick Moore	
George Erickson	
Earl Ingram	
Tom Carr	West End
Nancy Roy-Fiorillo	Pinehurst
Stephen Later	
O'Linda Gillis	
Jonathon Poverud	

**Introductions:** Mr. Jimmy Melton, Moore County Commissioner, opened the meeting with introductions and traditional salutations. The meeting was turned over to the NCDOT project engineer assigned to the Moore county CTP, Frances Bisby. NCDOT explained the meeting's agenda reflected changes prompted by the December 14, 2011, MCTC meeting and the concerns expressed by the MCTC members, local officials, and Moore County Planning Department and Community Development Department over the next steps scheduled in the CTP process. NCDOT will continue to press forward with the CTP, but in deference to the feedback received - will move ahead with data collection and the development of the travel demand model while resolution of the US 1 strategic highway corridor are under consideration.

**Presentation:** The presentation and all associated handouts can be viewed on the project page with summary outline provided below: <http://www.ncdot.gov/projects/moorechoices/>.

## **I. Updates and Preliminary Information from Strings and Ribbons**

- a. Draft due from Neighborhood Solutions February 17<sup>th</sup>
- b. Charrette maps will be compiled and an assessment provided by NCDOT to accompany Charrette Report from consultant. The alternatives will be reviewed by MCTC and then analyzed in the travel demand model once developed.
- c. Demographics and mapping of the participants.
- d. Recent Moore County Resolutions are a clear indication of local priorities, but how to manage future growth remains to be addressed.
- e. Conti's response to Mr. Corso's letter; charrettes showed need for additional public involvement as there were several communities that were not represented. Review of the strategic highway corridor classification during CTP study analysis; O& D study underway; and recommendation for CTP to move toward data collection. Option for municipalities to stop the study.

## **II. Back to the Basics – The Standard CTP Process**

- a. January 3<sup>rd</sup> letter to the MCTC from Frances Bisby was a response to concerns expressed by MCTC, public officials, and the Moore county Planning and Community Development Department. Progressing with focus area consensus was causing division and conflict within the MCTC; County Resolutions passed in December and January were representative actions taken in conjunction with local municipalities that amount to strong statements of local priorities (relevant to CTP process, little impact on NEPA); Resolutions were made without offering solutions to accommodating future traffic growth, and there is mounting MCTC opposition to analyzing any possible alternatives or solutions for the US 1 corridor despite the fact the MCTC has to approve recommendations before they could be incorporated into the CTP or proceed outside of the committee.
- b. Since the reclassification of strategic highway corridor will require supportive data for consideration; NCDOT recommends moving ahead with the development of the travel demand model, O & D study, data collection, and the standard format for a CTP study.
- c. *The first step in a standard CTP process is to develop a clear Vision Statement for the decision making process.* Vision statement must be congruent with local land use plans

and local priorities, but also needs to balance local preferences with statewide goals and objections.

- d. *The second step includes identifying local roadways to incorporate into modeled roadway system.* Need to identify locally significant roads that are associated with the residents' primary travel patterns.
- e. January 6<sup>th</sup> TCC meeting was used to jump start these two processes and gather preliminary information:
  1. Each planning body was asked to develop a list of local priorities that included doctrines adopted and approved in local land use plans (just as a place to start) which NCDOT compiled into a "grab bag" to assist the MCTC develop vision statements, goals, and objectives. These will be used as the foundation of the decision making process as the committee moves forward. Forms the basis of the decision making process.
  2. Provided maps of focus areas and the county with the Functionally Classified (federally recognized) highlighted. TCC members were asked to identify additional roads that played important roles in travel patterns for residents and commerce.

### **III. MCTC Vision Statement Development**

- a. Your vision statement for the CTP – end goals for the future transportation system.
- b. List the key elements in your ideal future transportation system.
- c. Prioritize the list.
- d. Can you measure it? Goals and Objectives should be quantifiable. Can you look back after 5 or 10 years and measure if you were successful?
- e. Statewide goals and objectives.
- f. County goals and objectives.
- g. Congruent with local land use goals and objectives.
- h. Exercise: MCTC broke into three groups to work on Vision Statements using examples and "grab bag" of verbiage from previous Moore County plans. Results of workgroups are attached below.

### **IV. Review of Maps and Identification of Locally Significant Roadways**

- a. Building the Travel Demand Model.
  1. Working simulation of how existing traffic navigates through Moore County.
  2. Helps project future traffic and examine where facilities left unimproved will break down.
  3. Provides information about what kind of facilities will be needed to meet traffic demand.
- b. Consultant for the Travel Demand Model and the O & D Study is Parsons Brinkerhoff(PB for short).
- c. NCDOT, RPO, county and municipal planners will collect/provide field data to feed into the model.

- d. MCTC will review and approve data collected and results of the model.
- e. Identify Roads to include in the model.
  - 1. Functionally Classified roads.
  - 2. Locally significant roads.
- f. O & D study to determine travel patterns.
- g. Traffic Counts.
- h. Existing congestion and traffic issues.
- i. Mapping Session: Area maps were provided by NCDOT with Functionally Classified roads highlighted. NCDOT asked local planners to identify locally significant roads that represented dominant travel patterns for trips generated by area attractions such as commercial districts, schools, work centers, etc.
- j. Resulting maps will be provided at the next MCTC meeting and posted on the Moore County CTP project page.

**No Further questions from the MCTC.**

## **V. Other Discussions**

Floor was opened for questions and comments:

How will the information from the charrettes be used? What kind of results can we expect?

A: Originally, the plan was to compile input and alternatives collected at the charrettes and use them to create a “grab bag” of solutions to analyze. The Moore County Resolutions circumvented the intended process and, for now, has taken looking at other alternatives off the table. So, there is some question relating to how these results will be used going forward. One thing we learned from the charrettes materials collected is that there are still significant communities that were under represented where we will be continuing outreach efforts.

With no further questions, the meeting was adjourned.

## **Group Breakout Session Results for Vision Statement Development:**

### Group I

In general, we liked the Chatham County statement – specifically the length. However, would like to change the wording as follows:

The Moore county Comprehensive Transportation Plan will guide the development of a balanced and sustainable transportation system that provides mobility and access for people, goods, and services in Moore County. The plan is a blueprint for local, regional, and state transportation planners, elected officials, government staff, service providers, and community members. Its intent is to enhance connectivity and mobility while taking regional and statewide transportation initiatives into account and recognizing the transportation system's \_\_\_\_\_ to protect public welfare, economics, environment, and quality of life.

### Unmarked

This group also chose the Chatham County Vision Statement as a base with the following improvements:

The Moore County Comprehensive Transportation Plan will guide the development of a balanced and sustainable transportation system that provides mobility and access for people, goods, and services while protecting natural and cultural heritage qualities in Moore County. The plan is a blueprint for local, regional, and state transportation planners, elected officials, government staff, service providers, and community members. Its intent is to enhance connectivity and mobility within Moore County while taking regional and statewide transportation initiatives into account and recognizing the transportation system's impact to protect public health, economics, environment, inclusiveness, education, and quality of life.

### Group III

Group III submitted the following Vision Statement:

The Moore County Transportation Plan should be multimodal, move traffic safely and efficiently and be guided by the following:

1. Preserve the agriculture, rural and small town environment of Moore County by encouraging growth inside areas that wish to host it and encouraging continued farm, forest, and recreational uses outside the boundaries of these areas.
2. Preserve our rich history of agriculture, tourism, and family owned businesses.
3. Respect the individual rights and responsibilities of property owners, their neighbors, and the taxpayers.

## **Comments collected on the notecards:**

### **Regarding Vision Statement**

- Manages the transportation system to ensure that it operates safely and with a reasonable level of service.
- Development of a balanced and sustainable transportation system that provides mobility and access for people, goods, and services.
- Supports community structure and enhances community character.
- Preserve and protect rural and agricultural nature, etc.....of county including environment.
- Objectives and Goals: First improves existing roads before, or as opposed to, developing new ones.
- Ralph Harris: 1.) Preserve individual rights; 2.) Retain longleaf pines; 3.) Use bypasses wisely.
- Use the alright adopted Moore County Land Use Plan (adopted 1999). Need an opening statement:...(left blank).
- Orange County's Goal 1-4 (use broad statements).
  - An efficient and integrated multi-modal transportation system that protects the natural environment and community character.
  - A multi-modal transportation system that is affordable, available, accessible to all users, and that promotes public health and safety.
  - Integrated land use planning and transportation planning that serves existing development, supports future development, and is consistent with the county's land use plans which include provisions for preserving the natural environment and community character.
  - A countywide and regionally-integrated, multi-modal transportation planning process that is comprehensive, creative and effective.

### **Other Comments:**

- Ray MacKay: 1.) Eliminate US 1 and Western Connector; 2.) Commit US 1 to NC 24/27 to NC 73 and connect NC 73 south to Jackson Springs to Roseland Road as the Moore County Western Bypass.
- The MCTC would like to learn more about the NCDOT projects scheduled between 2012-2014 and specifically the following three projects:
  - Murray Hill Road – Smart Street Project
  - Aberdeen Bridge to US 1 (B-3680)
  - Morgan (Morganton Road Expansion)
- Mr. Earl Ingram: Provided TIP print out of R-2591 and submitted his request to have it removed from the STIP.