

Moore County CTP Presentation
Moore County Transportation Committee Meeting Minutes
September 21, 2011; 12:00 – 2:00 PM

Attendees Present:

Scott W. Walston, PE	NCDOT - TPB
Frances D. Bisby, EI	NCDOT - TPB
Ashley Clowes	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
Kathy Liles	Aberdeen
Carol Sparks	Carthage
Kathy Blake	Southern Pines
Carol Lucas	Cameron
Sharyl Carter	Whispering Pines
Fred Walden	Southern Pines
Joan Thurman	Pinehurst
Andrea Correll	Pinehurst
Ralph Harris	Aberdeen
Karen O’Hara	Carthage
William Garner	Pinebluff
George Erickson	Foxfire Village
Ray MacKay	Seven Lakes
Nick Picerno	MC BOCC-Alternate
Theron Bell	Robbins
George Blackwell	Vass
Robert Farrell	Aberdeen
Nancy Roy Fiorillo	Pinehurst
Chris Smithson	Southern Pines
Mark Packard	MC BOCC
George Hayfield	Robbins
Loretta Vanamana	
Laura Douglass	
Dave Bumpus	
Canara Bristol	
James Bristol	
Rodney Byrd	
Carl Ingram	
Jerry Williams	
Derek Black	
Dawn Lenz	
Don Cambell	

Joyce Ritchey
Edna Dix
David M. Wilson
David Cummings
Margaret Smith
Watts Auman
Joe McDonald
Nick Picerno
Sharon McDonald
Chris Nelson
Jim McDonald
Walter Wright
Robert Edwards
Kenneth McDonald
John Monroe, M.D.

Introductions: Mr. Jimmy Melton, Moore County Commissioner, opened the meeting with panel introductions. Frances Bisby introduced the topics for discussion and prepared the MCTC to expect a “clean slate” with the changes in the CTP process and charrette planning. She outlined the many delays encountered with staff changes and the need to change the public involvement plan.

Presentation: All presentations can be viewed on the Moore County CTP project page: <http://www.ncdot.gov/projects/moorechoices/>, but the summary is below:

Preparing for the Moore County Charettes Presentation (NCDOT)

- **Summary of Important CTP Points**
- **Developing at CTP versus just a STIP project (TARPO)**
- **Agencies working together in planning efforts**
- **Integrating the CTP and local land use planning is the first step toward a better quality of life.**
- **The areas surrounding the Western Connector and US 1 are experiencing significant growth.**
- **NEPA requirements**
 - Resources that need to be considered.
- **SEPA requirements**
 - Administered by DENR and Division of Water Quality
- **Regulations and the Moore County CTP**
 - Ensures Community Vision is incorporated into the long-range planning process.
 - Identifies mapping elements critical to NEPA and SEPA early in the planning stages.
 - Provides local agencies with the opportunity to preserve corridors for needed transportation improvements.
- **Example of alternative comparisons**
- **Tough Questions:**
 - What happens with no preservation of corridor?
 - What are the deal breakers?
 - Communicating with local boards ahead of MCTC decisions
- **Focus Areas**
 - US 1 Freeway
 - Carthage
 - Western Connector
 - West End
 - Cameron
- **West End**
 - R-2807
 - R-2812
 - R-2591
 - Widening NC 73

Western Connector Presentation (Moore County Planners)

- **Existing Conditions**
- **Existing Land Use Maps**

- Commercial, Office, Retail
- Industrial
- Golf
- Residential (High, Medium, Low)
- **Traffic Bottlenecks**
 - Hwy 73 and Hwy 211
 - Archie Rd. and Hwy 211
 - Hwy 211 and Pinehurst traffic circle
 - Hwy 5 train trestle to Morganton Rd.
 - Linden Rd. and Hwy 5
 - Hoffman Rd. and Foxfire Rd.
 - 15/501 and US 1
- **Area Developments Map**
 - Approved
 - Pineforest
 - Stonehill Pines
 - East Lake
 - Proposed
 - The Pit
 - Mace Project.
 - Pinewild IV
- **Area Residential Zoning Classes Map**
 - Currently Improved Properties
 - Submitted and Approved Projects
 - Conceptual Properties
- **Future Land Use Maps**
 - Pinehurst
 - Aberdeen
 - Southern Pines
- **Environmental and Cultural Resources**
 - Aquatic Based Resources
 - Watershed Overlay
 - Significant Habitat Areas
 - Cultural Resources

Questions, Comments, and Discussions:

- What is a charrette?
 - A: It is a planning tool used to promote public participation and bring local stakeholders together all at the same time to participate in the planning process. Creates ownership of the decisions and helps reach consensus when there are difficult decisions to be made.
- Will we actually have an influence on where the line is drawn?

- A: Yes, the maps collected at the charrettes will be brought back to the MCTC for consideration and then studied to make sure the County’s priorities will meet projected needs.
- Explanation of what a strategic highway corridor.
 - A: They are a select group of highways key to the economic prosperity of the state. They promote safety, mobility, and connectivity for the movement of goods and people while promoting environmental stewardship by maximizing the capacity of existing roads.
- Matt explains the process of getting projects funded.
 - Passed around a current TIP list.
 - What happens when it takes 10 years to build the roadways that are planned and development occurs during that time?
 - A: Corridor preservation needs to occur and land use plans need to be made to prevent this from happening.
 - Is it up to the individual municipalities to reserve corridors?
 - A: Yes. NCDOT has no control over the development that occurs in the municipalities.
 - Will a map with corridors be given to municipalities be produced?
 - A: Yes. A CTP provides a set of maps.
- Why do you never hear about context sensitive solutions during the planning process?
 - A: To make sure I understand, please clarify what you mean when you say context sensitive solutions. (Restated) A: I think that is exactly why we are here trying to provide a different public involvement process for the Moore County CTP and make sure we incorporate local priorities in the process.
- What about a “No Build” alternative?
 - A: No build is always the first alternative considered and, in the presence of growth, it is almost always the first to fail. NCDOT does not proactively build roads; it *reactively* builds roads. Growth in population and development coincides with the need for infrastructure improvements. If Moore County residents do not want transportation improvements and new roads – then, this needs to be communicated to the public officials in regards to the permitting of new development. If you bring in traffic NCDOT must address public safety.
- How are people getting to the business district?
 - A: Showed a map of the most common routes from the surrounding towns to the business districts. Routes included: NC 211 to 15-501, NC 211 to NC 5, Hoffman to Roseland Rd., Foxfire Rd. to Lyndon Rd. (See Power Point presentation for detailed maps that were shown.)
- Agricultural District: Creates billions of dollars in revenue for Moore County and represent 13 percent of jobs in Moore County.

- There are several protected agricultural districts. Are Voluntary Agricultural Districts protected?
 - Not in the same sense as an endangered species. It shows local preferences, but this is recognized on the local level and not federally protected.
- When will the committee get to draw the line on the map?
 - A: The MCTC is encouraged to be advocates at the charrettes and/or we can hold a workshop in conjunction with the review of the charrette maps.
- When do we communicate with you what the deal breakers are?
 - Southern Pines is not going to entertain a bypass.
- Comments from Mr. Wilson:
 - Long Leaf Pines make up 5 percent of all the trees in Moore County.
 - Need a charrette in West End. The people who live in West End will not attend the charrettes in other locations.
- It feels like the process is very rushed for the citizens. When will the public have another opportunity to provide input?
 - A: The Public involvement process occurs throughout the CTP process and there will be many opportunities for public comment. We expect to get through the initial charrettes and then re-evaluate where additional outreach is needed.
- If we don't want to draw a line, will NCDOT consider a no build option?
 - CTP recommendations are dependent on the solutions that answer the needs of deficiencies found. Where the SHC's are concerned for US 1 and NC 24/27, the CTP has to be congruent with the statewide plan to be adopted by the Board of Transportation.
- Survey done in 2002 showed that traffic on US 1 was not due to thru traffic.
 - A: Whether the congestion originates from through traffic or from local traffic, the fact remains that there is congestion and mobility and safety must be maintained.
- We should consider an alternative further west of Foxfire to truly provide a bypass and the growth that extends beyond 30 years.