

**Lumberton CTP Steering Committee
Meeting #4
Thursday, September 4, 2014, 3:30 PM
Lumberton City Hall
500 N. Cedar Street, Lumberton, NC**

Members Present

William Tubbs, Everitt Davis

Staff Present

ArTriel Askew (City of Lumberton), Brandon Love (City of Lumberton), John (Andy) Bailey (NCDOT Transportation Planning Branch), Janet Robertson (Lumber River RPO), Joe Bailey (NCDOT Division 6 Planning Engineer)

The meeting began with introductions of those present. Mr. Bailey reviewed the minutes from the prior meeting. These minutes included the approval of the population and employment control totals approved by the CTP Steering Committee and recommended that these control totals be approved by the Lumberton City Council. These control totals were presented and approved by the Lumberton City Council at their June 4, 2014 meeting.

Mr. Bailey presented the bridge deficiency map. The bridge deficiency maps included bridges that were either structurally deficient or functionally obsolete, or in some cases, both. The term "structurally deficient" means that while the bridge remains safe, it requires repairs and was built to design standards no longer used for bridges. A bridge is considered structurally deficient if it is in relatively poor condition, or has insufficient load-carrying capacity. The insufficient load capacity could be due to age, the original design or to wear and tear. The term "functionally obsolete" means the bridge is safe, but needs to be replaced to meet current and future traffic demands. A bridge is considered functionally obsolete if it is narrow, has inadequate under-clearances, has insufficient load-carrying capacity, is poorly aligned with the roadway, and can no longer adequately service today's traffic.

Mr. Bailey presented the crash locations map. This map showed both crash intersections and crash sections with 4 or more crashes over a 5 year period from January 1, 2007 to December 31, 2011. A question was raised by Mr. Brandon Love if there was anyway a severity index crash map could be obtained. Mr. Bailey stated that this could be done, but would take some time to request that information from the Traffic Safety Systems Section of NCDOT. Upon further investigation, fatal crash locations are provided for download in shapefile format by NCDOT for 2007-2011 and that map will be provided at the next CTP Steering Committee meeting.

Ms. Robertson presented the preliminary survey results. There were still about 40-50 surveys that had not been tallied as of the meeting and Ms. Robertson stated that these should be completed in the next couple of weeks. Overall, there were over 600 surveys received, both online as well as through the mail or in person. Once these survey results have been finalized, they will be compared against the CTP Vision Statement.

Mr. Bailey presented the Traffic Analysis Zone (TAZ) maps and information. These included the TAZ number maps, the 2014 population maps by TAZ, and the 2014 employment maps by TAZ. These data were also provided in a spreadsheet, giving each TAZ's population, employment, and 2014 school population. Mr. Bailey explained that these maps would be used to determine the growth of the area to 2040. Since the majority of the voting members of the CTP Steering Committee were not present as well as the draft land use plan was not ready to draw these growth areas from, a decision was made to table this item until next month's or possibly November's CTP Steering Committee meeting.

In closing, the next CTP Steering Committee meeting will be scheduled for October 2, 2014. At this meeting, the final survey results will be shared and discussed as well as discussion of non-highway mode (transit, bicycle, and pedestrian) needs for the area. If the draft land use plan is available to draw from, growth patterns to 2040 by TAZ will also be discussed. This meeting will be held at the Lumberton City Hall.

Lumberton CTP Vision Statement:

Lumberton seeks to provide a safe, efficient, accommodating, multi-modal transportation system that promotes economic vitality, while preserving the quality of life for the area.

Goal – Provide an efficient transportation system.

1. Objective – Ability to access interstates and major arterials without having to deal with recurring congestion due to adjacent land use (access management).
2. Objective – Ability to handle current and future congestion along interstates and major arterials. This includes providing additional capacity and the lengthening of acceleration lanes from interchanges onto interstates.
3. Objective – Provide more transportation choices and better access in and around the central business district and to Interstate 95.

Goal – Provide an accommodating transportation system.

4. Objective – Ability to better access land uses along Interstate 95 by upgrading existing frontage roads.
5. Objective – Create a more accommodating network of roads (wider, more welcoming) to enter the central business district.
6. Objectives – Bike lanes and/or pedestrian accommodations along facilities that connect the central business district to major residential and commercial areas and major residential areas to schools and the community college.

Goal – Provide a multi-modal transportation system.

7. Objective – Provide sufficient transit options to key local locations for the lower income, minority, and significant retirement populations in the area.
8. Objective – Increase the amount of multi-modal paths from the existing greenway system to offer non-road alternatives to key destinations: recreational, educational, central business district, employment, and shopping.
9. Objective – Increase the number of bicycle and/or multi-use paths along more rural roads leading into the city.

Goal: A transportation system that supports economic development

10. Objective – Improve access to the Lumberton Regional Airport from Interstate 95 and the central business district.
11. Objective – Improve access from existing industrial areas to interstates and major arterials where feasible.
12. Objective – Improve access from planned future industrial development to Interstate 74 and major arterials where feasible.
13. Objective – Improve access from major commercial areas to residences throughout the city.

Goal – A transportation system that preserves and promotes the quality of life in Lumberton

14. Objective – Residential areas within municipal boundaries have access to a network of sidewalks.
15. Objective – Connect the city sidewalk and bike network to Northeast Park, a regional facility capable of hosting large sports tournaments.

2014 Population, Employment, and K-12 Student Data

TAZ	Population	Households	K-12 Schools	Industry	Retail	HwyRet	Service	Office	Total Employment
1	211	84	0	0	2	0	3	1	6
2	652	280	0	0	0	0	0	11	11
3	137	59	0	0	2	0	0	2	4
4	202	94	0	0	0	0	5	0	5
5	1292	485	0	2	0	4	239	4	249
6	482	246	2069	10	128	36	368	75	617
7	6	2	0	28	83	512	153	63	839
8	0	0	0	0	0	84	42	0	126
9	140	99	0	205	439	161	111	300	1216
10	1248	491	708	65	158	409	395	154	1181
11	0	0	0	6	51	74	10	0	141
12	20	9	0	2	0	0	4	3	9
13	442	145	0	0	8	61	0	9	78
14	669	211	0	7	78	0	0	0	85
15	421	143	0	19	2	6	28	3	58
16	1272	520	0	27	144	9	167	16	363
17	298	147	0	0	1	7	31	2	41
18	239	119	409	11	3	74	2017	24	2129
19	38	20	0	0	0	0	3	0	3
20	71	39	0	0	32	0	82	3	117
21	0	0	0	15	274	137	91	44	561
22	0	0	0	4	0	6	2	36	48
23	0	0	0	25	38	0	30	98	191
24	82	52	0	22	71	10	23	2	128
25	1	1	0	19	57	4	4	0	84
26	222	108	0	38	3	0	98	268	407
27	48	28	0	3	11	0	24	7	45
28	121	62	0	24	15	11	18	7	75
29	164	79	0	1	6	0	0	1	8
30	58	26	0	0	0	0	4	2	6
31	439	206	0	1	0	0	3	1	5
32	173	86	0	0	0	0	0	1	1
33	538	245	0	0	3	4	9	10	26
34	483	207	0	60	3	0	44	5	112
35	276	141	0	0	3	0	12	62	77
36	54	27	0	0	3	0	31	1	35
37	101	58	0	0	0	0	24	60	84
38	88	36	0	1	0	0	0	0	1
39	36	16	0	0	0	0	1	0	1
40	110	47	0	0	0	0	9	0	9
41	0	0	0	5	0	0	0	2	7
42	0	0	0	5	0	0	6	11	22
43	0	0	0	4	0	0	2	17	23
44	3	2	0	14	12	48	9	10	93
45	256	132	0	0	0	0	5	6	11
46	276	132	0	47	0	0	90	127	264
47	1454	641	0	21	80	69	185	46	401
48	156	71	0	1	29	30	13	2	75
49	224	140	514	4	2	16	6	2	30
50	596	229	0	13	5	7	84	5	114
51	1634	656	0	32	32	57	26	5	152
52	440	210	0	23	6	6	76	7	118
53	478	234	0	12	3	0	0	0	15
54	174	70	0	20	0	0	2	0	22
55	56	23	0	9	0	0	0	208	217
56	1	1	0	0	0	0	0	5	5
57	0	0	0	0	0	0	38	12	50
58	3	1	0	0	0	0	15	68	83
59	0	0	0	2	7	0	5	31	45
60	0	0	0	0	0	1	12	23	36
61	7	4	0	4	13	50	25	216	308
62	3	4	0	0	7	0	3	17	27
63	0	0	0	16	6	0	18	80	120
64	8	3	0	15	4	0	17	13	49
65	6	2	0	4	7	0	6	8	25
66	40	17	0	3	0	0	19	47	69
67	9	9	0	10	5	9	4	7	35
68	0	0	0	0	6	27	0	0	33
69	15	8	0	68	6	4	9	0	87
70	25	8	0	0	3	4	2	0	9
71	11	3	0	0	0	1	1	0	2
72	5	1	0	0	0	0	0	4	4

2014 Population, Employment, and K-12 Student Data

TAZ	Population	Households	K-12 Schools	Industry	Retail	HwyRet	Service	Office	Total Employment
73	0	0	0	0	0	0	3	0	3
74	0	0	0	0	0	0	22	0	22
75	0	0	0	0	0	0	0	14	14
76	0	0	0	0	0	0	0	0	0
77	0	0	0	0	0	0	0	0	0
78	7	1	0	4	5	28	20	8	65
79	290	119	0	5	15	17	22	46	105
80	8	5	0	0	8	163	3	17	191
81	22	10	0	8	16	6	30	1	61
82	31	18	0	208	0	4	0	0	212
83	82	41	0	146	0	0	17	16	179
84	345	148	0	377	0	56	33	5	471
85	327	135	0	3	44	59	59	62	227
86	5	3	0	26	32	4	1	8	71
87	817	306	0	2	4	0	31	8	45
88	160	86	0	6	11	2	34	0	53
89	0	0	0	0	0	0	2	0	2
90	2	1	0	0	0	0	0	0	0
91	22	11	0	45	2	0	0	8	55
92	76	29	0	151	0	0	0	0	151
93	334	144	0	0	0	0	5	0	5
94	919	377	226	40	9	22	75	22	168
95	156	68	0	185	0	5	3	2	195
96	78	28	0	60	0	0	0	0	60
97	103	50	0	97	15	0	0	0	112
98	373	151	0	17	0	0	0	2	19
99	231	96	0	68	0	0	2	17	87
100	27	16	0	0	0	0	6	0	6
101	213	78	0	125	0	0	3	9	137
102	236	84	0	0	0	1	0	0	1
103	449	200	0	0	0	0	0	0	0
104	742	285	0	0	0	0	3	2	5
105	382	164	0	0	7	0	4	0	11
106	1637	698	0	3	3	20	70	0	96
107	49	18	0	0	0	11	32	0	43
108	893	457	266	65	3	8	97	99	272
109	378	147	526	407	0	3	85	5	500
110	37	10	0	34	2	2	8	0	46
111	126	56	0	24	0	0	12	502	538
112	53	22	0	0	0	0	0	0	0
113	225	91	0	0	0	0	0	0	0
114	230	110	0	0	0	0	1	0	1
115	57	19	0	0	0	0	0	0	0
116	627	249	0	0	0	0	2	0	2
117	212	88	0	0	0	0	25	0	25
118	113	52	0	330	0	5	50	0	385
119	843	224	0	73	0	0	0	105	178
120	0	0	0	0	0	0	0	0	0
121	323	157	0	0	1	9	292	688	990
122	518	228	0	643	0	4	381	58	1086
123	1914	726	0	32	27	5	21	10	95
124	590	222	0	0	0	0	3	0	3
125	657	243	0	50	3	31	29	43	156
126	0	0	0	12	0	156	68	31	267
127	878	341	655	24	331	37	54	31	477
128	542	220	0	15	5	0	99	9	128
129	559	185	0	0	0	0	93	0	93
130	434	166	0	5	0	4	0	0	9
131	493	182	0	38	1	0	10	17	66
132	69	28	0	3	3	17	303	0	326

2014 TOTALS	35,608	14,812	5,373	4,258	2,398	2,617	6,876	4,099	20,248
	Population	Households	K-12 Schools	Industry	Retail	HwyRet	Service	Office	Total Employment
2040 Growth	6054	~ 2,500	~ 900	737	219	473	1929	183	3541
2040 TOTALS	41,662	~ 17,312	~ 6,173	4,995	2,617	3,090	8,805	4,282	23,789