



Agenda

City of Lumberton Comprehensive Transportation Plan
CTP Steering Committee Meeting #2
April 3, 2014, 3:30 PM
Candy Sue's Restaurant, 111 West 3rd Street

- I. Introductions/Review of last meeting (minutes)
- II. CTP Steering Committee Agreement on Highway Network and Planning Area Boundary
 - a. Robeson County CTP and its planning area boundary for Lumberton
 - b. Guidance for Identification of Roads to be studied during CTP Process (enclosed)
- III. Vision statement for the CTP
 - a. From the Guidance for Crafting CTP Vision Goals, Objectives and Measures of Effectiveness.pdf, discuss potential themes for the CTP Vision Statement:
 - i. Congestion
 - ii. Safety
 - iii. Well-maintained
 - iv. Economic development
 - v. Connectivity, Accessible, Efficient, Mobility
 - vi. Integrated/Multi-modal
 - vii. Security
 - viii. Sustainability, Environmentally responsible
 - ix. Quality of Life/Livability/Context Sensitivity
 - x. Cost-effective
 - b. Example Vision Statements from other CTPs (enclosed) to help facilitate discussion and craft a final Vision Statement for the CTP
- IV. Public Involvement Plan
 - a. Draft Goals and Objectives Survey (enclosed)
 - b. Locations where this survey will be available (government buildings, online, other locations, etc.)
 - c. Possible advertising mechanisms for the survey (newspaper, online, etc.)
- V. Wrap Up/Next Steps
 - a. Upcoming Activities
 - i. Adoption of the Base and Future Socio-Economic Data by the CTP Steering Committee (May) AND City Council (May or June). We could do an introduction CTP presentation and the adoption of base and future year socio-economic data together for city council.

**Lumberton CTP Steering Committee
Kickoff Meeting
Thursday, March 6, 2014
Lumberton City Hall
500 N. Cedar Street
Lumberton, NC
3:30 p.m.**

Members Present

Larry Anderson, Joe Bailey, Alan Britt, Everett Davis, Mickey Gregory, Dr. Pam Hilbert, Cindy Kern, Dencie Lambdin, Bruce Mullis, William Tubbs, Susan Walker, Burnis Wilkins,

Staff Present

ArTriel Askew (City of Lumberton), John (Andy) Bailey (NCDOT Transportation Planning Branch), Wayne Davis (NCDOT Transportation Planning Branch), Janet Robertson (Lumber River RPO)

The meeting began with introductions of those present. Mr. Andy Bailey reviewed the CTP Brochure. The CTP will include all modes of transportation: Highway, Public Transportation, Rail, Bicycle and Pedestrian. A computer based "Travel Demand Model" will be used to develop forecasts. The Base Year for data used in the study is 2014; the year 2040 will be used for Future Year projections. The CTP Study Schedule (pg. 7 of the Steering Committee Handbook) and Timeline (pgs. 8-9) were discussed – this is a preliminary schedule that is flexible based on the needs of the community.

Mr. Bailey discussed the development of the CTP Vision Statement and highlighted the Vision Statement used in the Town of Mayo's CTP as an example. He reviewed information from the "Guidance for Crafting Vision Statements, Goals & Objectives and Measures of Effectiveness" document, especially examples of common themes often found in Vision Statements (pg. 13). Developing the City of Lumberton's Vision Statement will be a primary focus of the next meeting.

Another focus of the next meeting will be the development of a Goals and Objectives Survey, which will be used to gather public input. Examples of a survey will be reviewed at the next meeting with emphasis on developing pertinent questions for the Lumberton area. The survey us the first state of Public Involvement; there will be at least two Public Meetings. The first Public Workshop will probably be held in the Fall of 2014. Another workshop will be held after recommendations have been formulated and before approval of the CTP is sought.

Mr. Larry Anderson noted that there are three resources in the Lumberton area that the committee should try to capitalize on: the Lumber River, Rail, and I-95. The committee began discussing what the future plans for I-95 might be. Mr. Bailey noted that while the CTP will make recommendations about possible improvements to I-95, it will not address tolling or other financing options.

The CTP Steering Committee Handbook was reviewed. Mr. Bailey highlighted the Steering Committee's Roles and Responsibilities found on pg. 4. A list of tentative meeting topics/times were listed on pages 6 and 7. The Committee decided to establish the first Thursday of each month at 3:30 pm as the standing meeting date and time. The next meeting is April 3; it will be held at Candy Sue's Restaurant. In the event that in some months there is not sufficient business to cover, the meeting would be cancelled.

The City of Lumberton is also currently working on a Land Use Plan. It is an NCDOT requirement that the Land Use Plan be adopted prior to finalization of the CTP.

The Committee discussed bike and pedestrian issues. The Greenway is an asset to the community however its extension has been put on hold because of problems concerning the crossing of I-95.

The committee was shown the preliminary working maps of the Lumberton CTP study area and an inset of downtown Lumberton and asked to give input on any roads that needed to be added. The road network and planning area boundary will be discussed and will need to be adopted by the Steering Committee at the next meeting.

In closing, Mr. Bailey noted that in the near future there will be a presentation to the City Council about the CTP process. The Steering Committee and the City Council will also be asked to adopt the Base Year and Future Year Socio-Economic data.

Guidance for Identification of Roads to be studied during CTP Process

This guidance is intended to provide direction in identifying, in consultation with local representatives, which roads to include in a CTP study for **Developing the Highway Map** in a given planning area.

It should be noted that this is “guidance” and not a specific list because each study area is unique; thus the roads included in a Comprehensive Transportation Plan (CTP) will also be unique to your study area. This guidance will give a common starting point to those developing CTPs. A CTP is developed to ensure that the progressively developed transportation system will meet the transportation needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. It is not possible for a CTP to include every street within an urban or rural area, but should include the streets that provide logical and efficient movement within and through the study area. As the CTP should represent facilities that are of interest to both the State and local area(s) for moving people and goods, facilities whose primary function is to provide mobility (versus land access) are generally the facilities included in a CTP.

General guidelines for the inclusion of **existing facilities** in a CTP are as follows. For a modeled area, please also refer to the *Small Area Travel Demand Model Guidelines/Procedures/User Interface Manual*. Generally, a preliminary base map is developed to take to the first CTP Committee meeting. Then the committee’s input is sought, particularly on points 3, 10, 11, and 12 below.

- 1) All facilities with federal functional classification of collector or higher should be included. This should capture all “NC”, “US”, and Interstates.
- 2) All facilities identified as North Carolina Strategic Highway Corridors should be included.
- 3) All facilities that carry a significant level of traffic should be included. While it is difficult to concretely define “significant” in terms of what would apply to all areas covered by these guidelines, an AADT of 2,000 vpd (vehicles per day) or greater is a good place to start. If the road volumes are less than 2,000 vpd but future growth will increase on that road during the planning period, then the road may need to be part of the study. (Note that this traffic increase may be due to anticipated growth which may not be known until discussions with local staff or meetings with the CTP Committee are initiated).
- 4) In counties that are more rural in nature, this guidance may need to be modified to include roads with AADTs less than 2,000 vpd using the guidance in other points in this list. In a larger, more urbanized area, a 2,000 vpd threshold may include too many roads, and this guidance may need to be modified to include only roads with higher AADTs, e.g. 5,000 vpd.
- 5) Facilities that go through multiple municipalities or counties, serving external/internal and through trips, should be included.
- 6) Include all TIP projects that are on new location, add capacity, or are justifiably identified as important facilities by the CTP Committee or Division Office. Most

of these projects will be an I-XXXX, U-XXXX, or R-XXXX project. TIP projects for minor improvements (e.g. safety improvements or maintenance) do not need to be added.

- 7) All facilities included as part of the Federally designated Strategic Highway Network (STRAHNET) and National Highway System (NHS) should be included. These should already be captured by the Strategic Highway Corridors but you should verify.
- 8) Roads not already captured by previous steps that provide access to intermodal connectors (such as airports, ports, rail yards, park and ride lots, bus stations, and local truck routes) should also be considered if they are significant.
- 9) Any road that is part of a CTP in an adjoining area/county that crosses into the study area should be included. Also, if there is a facility that crosses planning area boundaries that your CTP committee feels should be part of the CTP (and you agree), but it isn't part of an adjoining adopted CTP; you may include it in your CTP. The intent will be to add it to the adjoining CTP at the time of its next update. When CTPs for adjoining areas are being developed at the same time, it is essential for the project engineers to coordinate those facilities that cross into each other's study area.
- 10) Locally classified, unclassified, or low volume roadways that are needed to provide a reasonable representation of travel patterns and to allow for connectivity. This may be particularly important in rural areas where there may be large areas that are not covered by a "major" roadway.
- 11) Any other road that the CTP committee would like to be added due to transportation issues that need addressing (e.g. congestion, truck traffic, popular cyclist route, and safety issues). Note: These roads may be analyzed as a part of the study, but may or may not become part of the final CTP network based on the previous criteria.
- 12) Local streets are not ordinarily included in a CTP **unless** they are needed to provide a reasonable representation of travel patterns in the area. Generally speaking the primary purpose of local streets is to provide access to abutting property whether residential, commercial, and/or industrial in nature and not to meet a transportation need.
- 13) Unpaved roads are not generally part of a CTP study. NCDOT maintains an inventory of unpaved secondary roads and manages a priority status for paving them. If there is an unpaved road that the CTP Committee wants to add, and it is on the priority list to be paved in the near future then you could consider including it.

Transportation Vision for 2040

The transportation network in 2040 will serve the local manufacturing and tourism based economy. Improved transit, pedestrian and bicycle connectivity and protection of the Mayo and Dan River watersheds will increase the quality of life for residents who are unable to drive. Improved east and west access to US 220 will benefit existing and future industrial and manufacturing customers, increasing safety and mobility for all road users. New development will require sidewalks and bicycle accommodation and encouraged in areas with existing infrastructure and services.

Transportation Goals for 2040

Transit

- Fixed Route/Flex Route Transit Service County-Wide
- Passenger rail access for western Rockingham County

Road Connectivity and Safety

- East/West Highway improved connectivity and capacity
- Additional transportation facilities that encourage economic development
- Improved access for industrial truck traffic from west side of M-M to US 220
- NC 135 Bridge replacement over US 220

Bicycle and Pedestrian

- More bicycle and pedestrian connectivity between Madison and Mayodan.
- Bicycle lanes, trails and sidewalk to Mayo River State Park
- Sidewalks and bicycle lanes with new development

Other

- Protection of existing watersheds

McDowell County Vision Statement:

McDowell County provides a safe, efficient, accommodating, multi-modal transportation system that preserves and promotes the quality of life and economic vitality of the area.

Goal – Provide an efficient transportation system.

1. Objective – Able to access major arterials without having to use local streets to access them. (Connectivity between major arterials)
2. Objective –Main Street to serve primarily local traffic and not through traffic in order to maintain the walkability and character of Marion’s central business district (CBD).

Goal – Provide an accommodating transportation system.

3. Objective –Designated truck routes should also accommodate other modes of transportation e.g. mopeds, bicycles, pedestrians.)
4. Objectives – Bike lanes on facilities that connect the central business district to major residential areas and major residential areas to schools.
5. Match land use with the design of the road and vice versa.

Goal – Provide a multi-modal transportation system.

6. Objective – Sidewalks to connect residential areas 2 miles to schools and to the downtown area within municipality boundaries.
7. Objective – Increase the amount of multi-modal paths to offer non-road alternatives to key destinations: recreational, educational, employment, and shopping.
8. Objective – Fifty Percent of the population to have access to multi-modal options based on need and time of day by 2040.
9. McDowell County supports the availability of rail service through it.

Goal: A transportation system that supports economic development

10. Objective – Access to businesses from roads.
11. Objective –Industries have direct access to a major thoroughfare when feasible.
12. Objective – Designated truck routes that are also signed well, and trucks are encouraged to use bypass.

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

13. Objective – Residential areas within municipal boundaries have access to sidewalks.
14. Objective – A street network that allows vehicles to use major thoroughfares to get to key destinations in the area (e.g. schools and businesses) without having to primarily use residential streets.
15. Objectives – Have crosswalks at all major intersections within the CBD and, within 2 miles of schools within municipal boundaries.

16. Objective – Improve physical attributes of existing roads by installing guardrails at drop-off locations, and replacing long center turn lanes with a median with specific turn locations.
17. Objective – Add lighting at major intersections.

The following Goals/Objectives are not CTP specific but came from the CTP Committee and should be taken into consideration during the appropriate planning phase:

1. Objective – An efficient traffic signal system that allows traffic to flow at a LOS D.
2. Objective – Match design of road to desired speed limit of users.
3. Objective – Initiate a countywide education program by 2015 on the rights of bicyclist and pedestrians.
4. Objective – Have at least one electric vehicle charging station in the county by 2015 to accommodate electric vehicles.
5. Objective - Develop a transit system to assist aging by having a transit system that serves 45% of the population over the age of 62 by 2020.
6. Objective: Attractive, well-maintained shoulders, fencing, culverts, railing, and railroad right of way in CBD areas.
7. Objective – Local municipalities to develop a local collector street plan (responsibility of local officials)
8. Objective – Add appropriate, energy efficient lighting along sidewalks in town/city limits and on greenways with a goal.

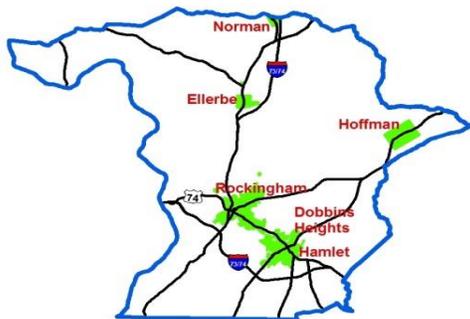
Richmond County Transportation Survey

This is a survey of Richmond County, the Cities of Hamlet and Rockingham, and the Towns of Dobbins Heights, Ellerbe, Hoffman, and Norman in conjunction with the NC Dept. of Transportation and the Lumber River RPO. It will be used to help develop a **Comprehensive Transportation Plan** for the area and to help us to understand the transportation needs of citizens.

This survey should only take about 10 minutes of your time. Your answers will be completely anonymous. You may complete this survey on line at the following address:

<https://www.surveymonkey.com/s/richmondcountytransportation>

If you have any questions, please contact Janet Robertson at the Lumber River RPO at 910-272-5049 or janet.robertson@lrcog.org. Thank you for taking the time to complete this survey. Your participation is important in developing a relevant transportation plan.



SECTION ONE

	0	1	2	3	4	5 or more
1. How many people live in your household?		<input type="checkbox"/>				
2. How many drivers are in your household?	<input type="checkbox"/>					
3. How many vehicles does your household have?	<input type="checkbox"/>					
4. Do any of the following apply to you or your household?				Yes	No	
Someone in the household is age 65 or older.				<input type="checkbox"/>	<input type="checkbox"/>	
Someone in the household is disabled.				<input type="checkbox"/>	<input type="checkbox"/>	
Someone in the household is unemployed and transportation is an obstacle to finding a job.				<input type="checkbox"/>	<input type="checkbox"/>	

SECTION TWO

	Yes	No	If Yes, where:
5. Are there areas where you would like to see sidewalks constructed or improved?	<input type="checkbox"/>	<input type="checkbox"/>	Where?
6. Would you use off-road bicycle trails or greenways for walking, running and/or bicycling?	<input type="checkbox"/>	<input type="checkbox"/>	Where?
7. Would you use on-road bicycle lanes and/or wide shoulders?	<input type="checkbox"/>	<input type="checkbox"/>	Where?
8. Would you use fixed bus routes if provided?	<input type="checkbox"/>	<input type="checkbox"/>	Where?
9. Would you use vanpools or carpools if available?	<input type="checkbox"/>	<input type="checkbox"/>	Where?
10. Are you concerned about traffic accidents in your area?	<input type="checkbox"/>	<input type="checkbox"/>	Where?
11. Are there any transportation related safety issues in your area? <i>Please explain the issue.</i>	<input type="checkbox"/>	<input type="checkbox"/>	Where?

12. Is large truck traffic a problem? <i>What is the nature of the truck problem (congestion, damage to the existing roadways, trucks on minor streets, noise, speed, debris coming off trucks, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	Where?
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SECTION THREE

	Daily	Twice a Week	Once a Week	Once a Month	Rarely	Never
13. How often do you use the on-demand bus service provided by Area of Richmond Transit (ART)?	<input type="checkbox"/>					

Please turn page over →

	Daily	Twice a Week	Once a Week	Once a Month	Rarely	Never
SECTION THREE (continued)						
14. How often do you go to Fayetteville?	<input type="checkbox"/>					
15. How often do you go to Raleigh?	<input type="checkbox"/>					
16. How often do you go to Greensboro?	<input type="checkbox"/>					
17. How often do you go to Aberdeen/Pinehurst/So. Pines?	<input type="checkbox"/>					
18. How often do you go to Charlotte?	<input type="checkbox"/>					

SECTION FOUR

19. Please rate the importance of each of the following goals:	High	Medium	Low	Very Low
More Transportation Choices <i>(Buses, sidewalks, bike lanes, multi-use paths, trains, etc.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved Safety and Maintenance <i>(Speed limits, intersections, road conditions, pot holes, site distance, etc.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Growth <i>(New and improved roads and railways to attract and expand business.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased Public Transit Options <i>(Bus service to more destinations. Park-n-Ride lots for carpooling.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community and Rural Culture Preservation <i>(Keep businesses downtown. Protect existing neighborhoods. Preserve rural landscape.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental Protection <i>(Protect wetlands, streams and wildlife. Reduce air and noise pollution.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Care for Special Needs Citizens <i>(Better transportation for elderly, low-income, and disabled residents.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved Connectivity <i>(Better connections from residential areas to goods, services, and jobs.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

20. What do you consider to be the major transportation issues in Richmond County and/or its cities and towns?

SECTION FIVE

21. What is your age group?

Under 18
 18-24
 25-34
 35-44
 45-54
 55-64
 65-74
 75-84
 85 and over

22. What is your race or ethnicity?

Caucasian (White)
 African American (Black)
 Native American
 Asian
 Hispanic
 Other

23. What is your zip code? _____

24. Are there any other Richmond County transportation related comments you would like to share?