

**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.