

Moore County CTP Presentation
Moore County Transportation Committee Meeting Minutes
December 6, 2010, 1:30 PM

Attendees Present:

Scott W. Walston, PE	NCDOT - TPB
Frances D. Bisby, EI	NCDOT - TPB
Lauren Nicholls	NCDOT - TPB
Chuck Dumas, PE	NCDOT – District 2
Paul Black, AICP, GISP	Triangle J Council of governments, Triangle Area RPO
Joey Raczkowski, AICP	Moore County, Planning and Community Development
Debra Ensminger, CZO	Moore County, Planning and Community Development
Andrew Gardner	Moore County, Planning and Community Development

Jimmy Melton	Moore County
Kathy Liles	Aberdeen
Carol Sparks	Carthage
Ray MacKay	Seven Lakes
Kathy Blake	Southern Pines
Steve Debolt	Whispering Pines
Pat Ann McMurray	Aberdeen
Carol Lucas	Cameron
Jerry Williams	Pinebluff
Sharyl Carter	Whispering Pines
Martha Blake	Moore County
Arthur Barber	Carthage
Joyce Ritchey	Aberdeen
Fred Monroe	Southern Pines
Walter Wright	Aberdeen
Earl Ingram	Pinehurst
Harry Huberth	Southern Pines
Milton Dowdy	Carthage
Johnny Ransdell	Aberdeen
Larry Best	Southern Pines
Hu Poston	Vass
Greg Williams	Eagle Springs
David McNeil	Southern Pines
Joan Thurman	Pinehurst
Art Chaulker	Pinehurst
Bob McVey	Pinehurst
Andrea Correll	Pinehurst
Tom Daniel	Carthage
Bill Beardsley	Seven Lakes
John Monroe	West End
Patricia Brown	Carthage

(Attendees Present Continued)

David Wilson	West End
Joe McDonald	Hoffman
Matt Auman	West End
John McInerney	Southern Pines
Pamela Graham	Southern Pines/Aberdeen
John McDonald	Carthage
Martha Blake	
Mark Packard	Pinehurst
Frank Thigpen	Southern Pines
Catherine Graham	Carthage
Bart Nuchols	Southern Pines
Bruce Keyser	Seven Lakes
Marsh Smith	Carthage
Fred Walden	Southern Pines
Dorothy Phillips	Carthage
Reagan Parsons	Southern Pines
Bob Hunt	Carthage

Introductions: Mr. Jimmy Melton, Moore County Commissioner, opened the meeting with a brief summary emphasizing how important the CTP was to Moore County as well as working together to find the right solutions for the county. The Commissioner was followed by Joey Raczkowski, Director of the Moore County Planning and Community Development Department, who briefly hit upon the objectives for the day and introduced NCDOT's Moore County Comprehensive Transportation Plan Coordinator, Frances Bisby.

Presentation: The presentation topics included the Moore County Transportation Committee's (MCTC's) roles in the public involvement process; the development and execution of the charrette process; an overview of the focus areas; and an introduction to the materials and maps brought to the meeting. Also, Frances outlined Pre-CTP progress and events since the last meeting, August 17, 2010, citing collection of previous project histories, the Elected Officials Forum, discussions with Fort Bragg officials, research with NCDOT's Project Development and Environmental Analysis Branch, map preparation by RPO, and materials developed for charrette process today.

Ms. Bisby stressed that the day's meeting was not about finding solutions. Instead, she encouraged the group to think about the development of the process that would be used to conduct the upcoming charrettes through which NCDOT, RPO, and County staff could learn what the residents and stakeholders in Moore County preferred as resolution to focus area conflicts. A guideline was handed out that defined the purpose of CTP studies, the history of each project focus area in the Moore County Pre-CTP process, and a basic-level planning guide for the general public to use during the charrettes.

Next, there was a brief summary of the normal CTP process, its goals, and objectives including corridor protection, funding, state policies, Strategic Highway Corridors, Roadway Classifications, and modal elements of the CTP. Frances outlined the stages and progression of the Pre-CTP process followed by a thorough explanation of how the

Pre-CPT events would be part of the special public involvement plan chosen for Moore County.

She clearly stated that the charrette would provide the public with the opportunity to help find viable solutions and that all solutions offered would be looked at including those drawn up in the maps in the MCTC meetings. She further clarified that the charrettes would be an effort in Community Vision Planning and would not be intended to identify a final location for the facilities alignment. The modeling and forecasting processes associated with the CTP study would precede as normal, but the charrettes and pre-CTP consensus would be used to let planners and engineers know where to begin and what local preferences took priority.

The review of the handout material focused mainly on those items important for the general public to know as they approach the planning process and begin looking at maps including the following: what to accomplish in looking for solution; what to avoid; what impacts to minimize; what impacts are not allowed; focus areas and histories; and one example for the proposed Western Connector. The group broke up into the individual focus area subcommittees for approximately 30 minutes to test the process and the first draft materials provided.

When the main group reformed, the following comments were offered from the experience:

Public Comments Made and Recorded

Comments from Handout Surveys

1. How did the group sessions go?

- Unproductive
- Lots of discussion, not much long range (30 year) thinking.
- Fairly good.

2. Did you gain a new insight going through this process?

- No
- More of the same; but actually a good start.
- Yes

3. Trouble shooting – what would you do differently?

- A staff facilitator is needed.
- Perhaps try to focus on one of the issues at a time.

4. Do we need to have another meeting prior to the Charrettes?

- 2 Yes
- 1 No

5. Other questions and comments?

- One charrette will not be enough.
- May be productive to have those stakeholder issues, comments, or critiques of a given issue.

Comments from Note Cards

Carthage Subcommittee

- May a by-pass go through a voluntary agricultural district?
Yes, but there must be a public hearing.
- We would like a scaled-up map of Carthage with buildings and more roads shown.

Community concerns include:

- Needmore “North”
- Dowd Street Community “Southwest”
- Jeffers
- Sunset Drive
- Worried about economic impact of bypass around Carthage
- 5% of traffic goes through Carthage for reasons other than going to court
- Would like guidelines on specific projects included in the handouts

Unknown

- Any alternative should model future land use.

DeBolt

- Request for update on NC 22 near Whispering Pines.

US 1 Subcommittee

- Improve US 1 in place without any relocation. Suggest that we use the “pedestrian friendly 4-lane model” used in Blowing Rock for Hwy 321.
- Existing Road needs to be improved – not new road construction.
- Does US 1 need to be a freeway?
- There was also a petition submitted seemingly from the past study expressing objection to disturbing horse country. There were no signatures:

PETITION

FOR: Governor Michael F. Easley
Secretary of Transportation Lyndo Tippett

Since as far back as the 1930's Southern Pines Horse Country has been well-known in the worldwide equestrian community as an important center for equestrian activities. A drive through the area provides the viewer with mile after mile of beautiful farms in idyllic and pastoral settings. People come here from all over the world to participate in equestrian events and to train their horses. Some of the United States equestrian athletes for the Olympic Games train here. The centerpiece of Southern Pines Horse Country is the Walthour-Moss Foundation land, almost 3500 acres of pristine longleaf pine forest devoted exclusively to equestrian pursuits. The Foundation land is crisscrossed with mile after mile of sandy riding trails through the longleaf pine forest. The Foundation is also an important home to a prominent endangered species, the red-cockaded woodpecker, as well as to many other species of native wildlife. The farms in Horse Country provide a significant number of jobs for local citizens and they continuously pump money into the local economy in many other ways. Any new highway construction through this area would have major negative effects on the rural beauty and tranquility of the area and would therefore have a profound negative effect on the local economy. We hereby urge you to put a permanent end to any such planning by the North Carolina Department of Transportation. It would not be in the best interest of the citizens of North Carolina.

Closing: Closing comments were made by Joey Raczkowski and Jimmy Melton affirming progression going forward.

Tasks Ahead

- Continue to check status of BRAC Transportation Model from Wilbur Smith (currently under development).
- Mapping needs to be much more detailed, enlarged scale
- Tables with sub-committees need to have informed NCDOT staff available to direct and guide the process.
- Facility needs to be bigger even for MCTC meetings. Need tables and multiple maps for each table. Need a stand up at each table showing what the issues are and what to avoid.