

Village of Pinehurst Charrette Preparation
Staff Level Meeting Minutes
April 20, 2011, 10:00 AM

Attendees Present:

Frances D. Bisby, EI	NCDOT - TPB
Chuck Dumas, PE	NCDOT – District 2
Joey Raczkowski, AICP	Moore County, Planning and Community Development
Debra Ensminger, CZO	Moore County, Planning and Community Development
Jeremy Rust	Moore County, Planning and Community Development
Andrea Correll	Village of Pinehurst
Molly Goodman	Village of Pinehurst

Introduction and Purpose: Frances Bisby opened by saying that the meeting originated from an effort to push forward with the charrette maps for the Western Connector and identify the local issues with the Western Connector from the Pinehurst planning staff's perspective. Andrea Correll, Village of Pinehurst Director of Planning and Inspections, had graciously offered the assistance of her staff in the development of the maps pertaining to the Western Connector specifically to develop and refine the maps created by TARPO with the addition of planning elements specific to this area such as historic landmarks and new development.

Discussion: The Village of Pinehurst, under Andrea's direction, has planned to update their local thoroughfare plan which dates back to 1989-90. This action was approved by the Village Council as a means to prepare for the upcoming CTP study and better prepare/plan for their future infrastructure needs. Ms. Correll had previously requested available information on past zones used to create traffic models in the original NCDOT study in 2004. NCDOT provided the Pinehurst Planning and Inspections Department with the contact information for the private consultant, Wilbur Smith. Roberto Miquel, was the engineer that developed the BRAC transportation model which includes most of Moore County.

This model will likely be a starting point, or at least a reference, when the Moore County CTP analysis begins. The BRAC model delineates the county into traffic zones based primarily on the geographic boundaries and emphasizes the flow of traffic to and from Bragg. The CTP will need to capture a more realistic internal flow between the Moore County communities. However, the zones used in the BRAC model should provide a unified base for the Village to use as a guide in the collection of relevant data that will be used later in CTP to analyze the transportation network and identify future needs. Ms. Correll pointed out that they will likely be a need to adjust the estimated traffic based on jobs and residences as some building facilities are under utilized.

Ms. Correll outlined the annual efforts undertaken by their staff to address traffic and congestion in the Village citing the private consultant, Carl Simmons, who works with their staff to reduce congestion and improve facility efficiency through geometric and traffic signal/timing improvements. Other efforts include the following: annual review of NC 5 corridor traffic counts, geometric improvements associated with the traffic circle

(level of service improvement from D to a B), and maintenance and review of Community Indicator reports. However, concern was expressed that the area had no unified plan under which the governing entities could preserve corridor for future expansion and/or improvement to existing infrastructure. Corridors discussed for the western and southern connectors in 2008 under private and internal study with local governing agencies have since been compromised by new and proposed development.

Ms. Correll also suggested -- using the Pinehurst hospital campus as an example -- that some of their facilities have a long-range development plan. The hospital is currently in the midst of two additions with others in the complex to follow. Ms. Correll continued that efforts should be made to collect the build-out scenario for employment and facility capacity to ensure the accuracy and sustainability of the study outcomes. NCDOT, Moore County and Village of Pinehurst staff agreed that those facilities that either are, or are expected to be, significant generators, or destination attractions, should be identified and included in the preliminary data collection. The build-out criteria should also be recorded.

Development of Charrette Material: Ms. Bisby brought mapping based on work completed by TARPO and adjusted to reflect comments taken in the December 6th MCTC meeting as well as a previous meeting with Carthage. Changes made included removal of aerial photography and a reduction in scale. Group discussion lead to the following conclusions in moving forward:

- Need to include local elements of significance and that these elements should be provided by the local planning offices. Those municipalities that do not have staff proficient in Arc GIS can coordinate the inclusion of these elements with Moore County Planning Department staff (Jeremy Rust).
- Base map will be the one provided and originating from TARPO.
- Need to develop an additional sub-committee within the MCTC that specifically addresses the technical elements of mapping, data collection, analysis. This is an item that will require MCTC approval.
- Elements for inclusion by local entities -- any substantial local element that should be considered in the identification/location of transportation system improvements.
- Especially need to add more environmental features, historical landmarks, national landmarks, development (conceptually planned, proposed, permitted but not built). It would be helpful to include number of units in new developments so that future traffic can be projected. Hatched notation on the map would be best from a plot and reproduction aspect of forthcoming development. Include with build-out unit estimates.
 - Conceptually Planned
 - Proposed
 - Permitted
- Moore County will assemble and include local ArcGIS layers for map and will then submit to NCDOT's TPB staff. This should also help ensure all local concerns are addressed in CTP process.
- Need to reach out to other municipalities that have ArcGIS staff and input and meet again prior to upcoming MCTC meeting tentatively scheduled for May 25th.

Entities and communities that will be mapped by Moore County staff also need opportunity to include their elements and review maps.

- Aberdeen – Liles
- Southern Pines – Blake
- Pinehurst – Correll, Goodman
- Foxfire – Mayor Erickson
- Cameron, Foxfire, and Pinebluff (Rust)
- Taylortown, Whispering Pines, Robbins, Vass, and Carthage (Bisby)

MCTC Meeting Planning: Since the Moore County Planning and Community Development Department and NCDOT staff were present, the opportunity was taken to discuss agenda for upcoming MCTC meeting and materials needed.

- Location – size and layout of facility. May need to hold as many as 100 since this is an open meeting. The December meeting facility was inadequate for agenda. Maps planned for review -- need tables available, MCTC chair positions to be separated from sub-committees and general public. This will be a voting meeting. Ms. Correll suggested the Fair Barn in Pinehurst. Arrangements made.
 - Update of MCTC members and sub-committee members since elections and time passed. Jeremy to contact.
 - Opportunity for smaller jurisdictions to review, comments, and make additions to maps prior to meeting.
 - Possible Agenda
 - MCTC bylaws, reviewed, and endorsed
 - Elect chair positions
 - Vote to formalize sub-committees, including TCC
 - NCDOT presentation of talking points and visual aides for focus areas
 1. Collection of opposition/conflict points to focus areas
 2. Horse Country/US1 visualization and current incoming traffic data. Importance to Bragg.
 3. Introduction of Bragg Representative (Don Belk, Tim Shea?)
 4. Need to preserve corridor using Western Connector as an example.
 5. Carthage Bypass – land use and transportation design working together maximize opportunities for economic development.
 6. Introduction of Monita McLaurin
 7. MCTC review and comment on mapping (at tables then return to seating, fill out survey)
 8. Questions and Comments, NCDOT outreach to communities to come and present update and CTP process
- Other points: nametags, seating plaques for MCTC, table
- Focus area issues unaddressed – Seven Lakes/West End Highway 73 Re-alignment. Bruce Keyser and Dr. Monroe are West End stakeholders to consider for sub-committee. Need to contact PDEA engineer, Henry Esealuka, for update on projects in this area and determine plans for DOT's upcoming

Rail Road crossing upgrade at NC 73. No further questions or issues, meeting adjourned.