



# Moorsville

## Comprehensive Transportation Plan

### Executive Summary

The citizens of Moorsville have expressed a desire to implement a transportation plan that will add to the quality of life and unique character of the Town. The resulting *Moorsville Comprehensive Transportation Plan (CTP)* that follows represents the transportation recommendations that were determined to best accomplish the goals and objectives of the Town. These recommendations include project and policy suggestions as well as implementation and funding strategies related to transportation improvements. This plan was developed in coordination with the North Carolina Department of Transportation (NCDOT), Lake Norman Rural Planning Organization (RPO), and Iredell County. The Plan likewise reflects the hard work and dedication of a Citizens' Advisory Committee as well as area residents and business owners.

The *Moorsville Comprehensive Transportation Plan* is an innovative plan that recognizes the inherent relationship between land use and transportation. This plan was developed in conjunction with the *Moorsville Comprehensive Land Use Plan*; close coordination throughout both planning processes has provided the Town with a set of holistic recommendations that are sensitive to the surrounding context of the natural and built environment. Scenario planning was performed to analytically evaluate the influence of development intensities and land use patterns on the efficiency of the proposed transportation system. Through recognizing the relationship between land use and transportation, the Town of Moorsville will be able to better implement the vision of the Town. This approach to planning has been encouraged by NCDOT and the Federal Highway Administration.



The *Moorsville Comprehensive Transportation Plan* includes an evaluation and translation of *1997 Thoroughfare Plan*. During this planning process the Town's investment in previous plans was used to establish a basis of analysis and assessment. Where recently completed plans, such as the *Moorsville Pedestrian Plan* existed, the *Comprehensive Transportation Plan (CTP)* deferred to the current recommendations.



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The study area encompasses approximately 130 square miles. To accommodate the needs of such a broad area, an extensive public involvement process was conducted which included three public workshops and a fully involved Citizens' Advisory Committee that met on a regular basis throughout the planning process. In addition, surveys were conducted and also used to guide the transportation recommendations. Chapter 3 provides more detailed results of the public involvement process and survey results.



The *Mooresville Comprehensive Transportation Plan* addresses the NCDOT required CTP elements: Highways, Bicycles and Pedestrians, Transit, and Freight. Maps representing each of these elements are also included in the Appendix of the plan. In addition, the town of Mooresville considered community strategic corridors and collector street planning. Each of these elements has specific recommendations that are discussed in Chapter 5.

The Highway element includes specific improvement recommendations for roadways that were classified within the NCDOT standard classifications. The improvement recommendations were based on needs identified by the public and local staff, deficiencies found by the Metrolina Regional Travel Demand Model, or scenario planning analysis. **Figure 5.1** displays a summary of the highway recommendations by NCDOT classification type and segment (descriptions can be found in Chapter 5). The Town took additional interest in eleven community strategic corridors that were identified by the Citizens' Advisory Committee. Each of these corridors was considered more closely and feedback from the public, committee, and local staff was solicited to appropriately address the issues that were identified.



The *Mooresville Comprehensive Transportation Plan* also includes a Collector Street element that identifies recommendations for connections throughout the study area. It is expected that the collector street element will be used extensively in the site plan approval process to ensure a consistent, connected network of collector streets that will be implemented incrementally as development occurs. The implementation of this network will ease congestion and increase safety on the main



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arterials throughout the Town by distributing traffic and allowing for more accessible routes.

The Bicycle and Pedestrian element recommendations are summarized in Chapter 5 as well. This portion of the plan references the recently completed *Mooresville Comprehensive Pedestrian Plan* and soon to be completed *Mooresville Comprehensive Bicycle Plan*. In addition, general policy recommendations are provided to aide in the implementation of each plan.

The Transit and Freight elements summarize recommendations that will improve the ridership, efficiency, and connectivity of the current systems. The transit element recommends additional fixed-route services and park-and-ride facilities and considers future commuter rail service to Mooresville. The freight element recommends future connections and truck routes. More detailed information about these recommendations can be found in Chapter 5.



Chapter 6 provides general policy recommendations, reviews funding opportunities, and presents an action plan to assist local decision-makers and planning staff in the implementation of the *Mooresville Comprehensive Transportation Plan*. **Table 6.1** clearly defines action items to be accomplished and identifies key stakeholders as well as the lead party for each action item. The Town should use this action plan matrix as a guide in implementing the *Mooresville Comprehensive Transportation Plan*.

The first action item identified in the action plan matrix requires the adoption of the *Mooresville Comprehensive Transportation Plan*. The Town Board officially adopted the plan on September 4, 2007. NCDOT adopted the *Comprehensive Transportation Plan* maps on June 5, 2008. As with any planning document, it is anticipated that Mooresville will continually update and maintain the information presented in this plan; therefore it is expected that the plan is subject to change without notice, but that the vision and intent of the plan be maintained and implemented.

