

Steering Committee Meeting #6 and #7 - Summary

Meeting Information

Date:	August 1, 2022
Time:	8:00-10:00 AM
Location:	Frederick B. Cooper Commissioners Room 3 rd Floor, Claude Mayo, Jr. Administration Building Nash County Planning & Inspections Department 120 West Washington Street, Nashville, NC 27856
Committee Attendees:	Kim Moore, Marvin Arrington, Robbie B. Davis, Kevin Q. Smith, Ethan Vester, Jonathon Boone, DeLeon Parker, Sue Leggett
Project Staff Attendees:	Adam Tyson, Adam Culpepper, Allison Evans, Andrea Radford

Agenda Items

- ▶ Plan Status
- ▶ Review and Discuss Draft Recommendations
- ▶ Next Steps

Meeting Materials

- ▶ Draft Recommendations (previously distributed)
- ▶ PowerPoint presentation including draft goals, big ideas, and action items

Summary

The recommendations were reviewed by the Steering Committee and discussed by the committee. The following action items occurred by consensus of the committee.

The following recommendations were removed per direction from the Committee:

- In order not to “box-in” existing communities and hinder their extension of their own infrastructure, avoid densities more intense than 1 dwelling unit per acre (maintain R40 zoning) within 2 miles of existing municipal jurisdictions that offer their own water and/or sewer services.
- 1.1.2 Consider establishing separate taxing districts to pay for those suburban, municipal-style services in County jurisdiction (particularly where lot sizes are less than 30,000 square feet). These services (sidewalk maintenance, trash pickup, police service, pedestrian-scale street lighting, public parks, road maintenance, etc.) might be coordinated with an existing, nearby municipality.
- 3.4.1 Coordinate with NCDOT to conduct vehicular movement & safety analyses for each school campus in Nash County's planning jurisdiction, which will highlight efficiency improvements for traffic flow and parking. The analyses should identify bicycle and pedestrian connections to the school and methods for improving overall safety.
- 3.4.2 Continue to demonstrate County support for Safe Routes to School programmatic and infrastructure efforts, such as walking school bus, walk-to-school events, school safety studies (including traffic flow assessments), and commonsense

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pedestrian/bicycle/safety amenities such as bicycle racks, high visibility crosswalks, and sidewalk connections to all schools.

- 3.4.3 Establish and pursue a goal that every student within 1 mile (network distance) of their zoned school should have safe and efficient access by walking or biking. Update zoning standards so that facilities are installed or funds are collected as lots are platted.
- 3.5.1 Invest (through grants and incentives) in electric vehicle (EV) charging stations throughout the county. Work with business leaders, the hospital system, and other agencies to incorporate charging stations at schools, public parking lots, hospitals, and commercial centers.
- 3.6.4 Collaborate with NCDOT, the Upper Coastal Plain RPO, and Rocky Mount MPO to develop a county-wide Greenway Master Plan to provide clear recommendations for expanding and improving the greenway trail system throughout the county. This Master Plan can be funded through state and federal grants and should identify short- and long-term project recommendations with implementation action items. For maximum return, ensure any planning effort aligns with state and neighboring jurisdictions.
 - Apply for State Transportation Research (SPR) funding through the UCRPO and commit to providing the required 5%-20% local match for a Nash County Greenway Master Plan.
- 3.6.5 Ensure that greenway planning efforts are integrated regionally, combining resources with municipalities, adjacent counties, NCDOT, and other key stakeholders to communicate and coordinate on joint-funding and maintenance opportunities. Rocky Mount greenways should extend and connect to a broader Nash County system.
- 3.6.6 Complete (or apply for a grant to pursue) a Nash County Greenway Master Plan. NCDOT will incorporate bicycle and pedestrian infrastructure into state-funded projects if they are previously identified in an adopted plan.
- 3.6.7 Work with NCDOT, Nash General Hospital, private businesses, property owners, Rocky Mount, and the school system to extend the Tar River Trail west from Sunset Park in Rocky Mount to Nash General Hospital and south to GR Edwards Middle School and Tree Park. This trail can extend beyond the Rocky Mount area along the river, establishing a bicycle commuting option and a regional outdoor recreation and tourism draw.
- 3.6.8 Communicate Nash County's multimodal priorities to the Upper Coastal Plain RPO, the Rocky Mount Urban Area MPO, and NCDOT to develop a County Greenway Master Plan to ensure that those priorities are expressly identified and can be incorporated into state-funded roadway improvement projects.
- 3.6.9 Work with NCDOT, the Rocky Mount Urban Area MPO, and the Upper Coastal Plain RPO to identify priority corridors to incorporate a shared use sidepath into roadway widening projects. For rural areas, a separated sidepath is adequate for bicycle and pedestrian needs (rather than sidewalks and bike lanes on each side) and should be listed as an acceptable option for many county roads in a proposed Nash County Greenway Master Plan.
- 3.6.10 Explore feasibility for a rail-with-trail project along the existing freight rail line that links Spring Hope to Nashville to Rocky Mount.
 - A county trail that links each of these downtown job centers could spur recreational tourism and economic development along the corridor, while linking urban areas to scenic rural/agricultural parts of Nash County. Also explore options on the rail line between Zebulon and Wilson, which would connect to Middlesex and Bailey.
 - Include this as part of the development of the Nash County Greenway Master Plan.
- 3.8.1 Public transit plays a vital role in a holistic transportation system providing transportation to work, medical services, shopping, and entertainment. This is even more

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critical as the County begins to see accelerating growth. Where practical, use transit-oriented planning to help support public transit.

- 4.2.2 Consider a partnership with Halifax County to develop the Fishing Creek as a shared recreational resource.
- 4.2.3 Explore opportunities to participate in state greenway expansions (e.g. – Great Trails State Plan via NCDOT Integrated Mobility Division).
- 4.2.4 Explore the pros, cons, and costs of the County becoming involved in regional and state greenway planning and maintenance efforts. These include the NCDOT Great Trails State Plan and the Triangle Trails Initiative.
- Objective 4.3 Connect planned greenways with existing and planned greenway and parks.
- 4.3.1 Require developers to build greenway segments within their proposed developments that have existing or planned greenways in them, or to provide facilities that will connect if they are nearby (within a half-mile or less). These improvements should count toward any required recreation fees.
- 4.3.2 Identify priority connections based on location of nearby schools and residential developments.

The following objectives were added to the recommendations:

- Objective 5.4 Consider partnering with municipalities on regional utility solutions so municipalities can support denser growth if they so desire.
- Objective 5.5 Consider increasing the minimum distance from existing public utilities where new development is required to connect.
- Objective 5.6 Improve coordination with emergency service providers on land use planning decisions.