VILLAGE COUNCIL
AGENDA FOR WORK SESSION OF DECEMBER 13, 2022
ASSEMBLY HALL
395 MAGNOLIA ROAD
PINEHURST, NORTH CAROLINA

1. Call to Order.

2. Discuss and Approve Proposed 2023 Village Council Meeting Schedule

3. Discuss and Approve 2023 Council Key Partners and Collaborators

4. Discuss McAdams Downtown Amenity Plan

5. Discuss speed limits on NC DOT roads within Village of Pinehurst.

6. Adjournment.

Vision: The Village of Pinehurst is a charming, vibrant community which reflects our rich history and traditions.
Mission: Promote, enhance, and sustain the quality of life for residents, businesses, and visitors.
Values: Service, Initiative,Teamwork, and Improvement.

DISCUSS AND APPROVE PROPOSED 2023 VILLAGE COUNCIL MEETING SCHEDULE

ADDITIONAL AGENDA DETAILS:

FROM:
Kelly Chance

CC:
Jeff Sanborn and Village Council

DATE OF MEMO:
12/7/2022

MEMO DETAILS:
At the end of each year the Village Council considers and approves the Council meeting schedule for the upcoming calendar year. Attached are the proposed Council meeting dates for the Regular and Work Sessions for the 2023 Calendar Year, based upon retaining the same 2nd and 4th Tuesday format.

ATTACHMENTS:

	Description
🗋	Proposed 2023 Village Council Meeting Schedule

2023 VILLAGE COUNCIL MEETING SCHEDULE

Held on the 2nd and 4th Tuesdays
Assembly Hall at 395 Magnolia Road, Pinehurst, NC 28374

January 10 at 4:30 p.m. – RM/WS
January 24 at 4:30 p.m. – RM/WS

February 14 at 4:30 p.m. – RM/WS
February 28 at 4:30 p.m. – RM/WS

March 14 at 4:30 p.m. – RM/WS
March 28 at 4:30 p.m. – RM/WS

April 11 at 4:30 p.m. – RM/WS
April 25 at 4:30 p.m. – RM/WS

May 9 at 4:30 p.m. – RM/WS
May 23 at 4:30 p.m. – RM/WS

June 13 at 4:30 p.m. – RM/WS
June 27 at 4:30 p.m. – RM/WS

July 11 at 4:30 p.m. – RM/WS
July 25 at 4:30 p.m. – RM/WS

August 8 at 4:30 p.m. – RM/WS*

September 12 at 4:30 p.m. – RM/WS
September 26 at 4:30 p.m. – RM/WS

October 10 at 4:30 p.m. – RM/WS
October 24 at 4:30 p.m. – RM/WS

November 14 at 4:30 p.m. – RM/WS *

December 12 at 4:30 p.m. – RM/WS *

RM/WS= Regular Meeting/Work Session
The date or time of a meeting may be changed, or additional meetings may be called by Council. These meetings will be given the title "Special Meetings" and will be announced.
**August, November, and December will only have one scheduled meeting.*

DISCUSS AND APPROVE 2023 COUNCIL KEY PARTNERS AND COLLABORATORS

ADDITIONAL AGENDA DETAILS:

FROM:
Kelly Chance

CC:
Jeff Sanborn and Village Council

DATE OF MEMO:
12/7/2022

MEMO DETAILS:
Each year Village Council reviews and approves the Council assignments for Key Partners and Collaborators. Attached is the current 2022 Key Partners and Collaborators Report Form for guidance.

ATTACHMENTS:

	Description
🗋	2022 Key Partners and Collaborators

Council Member to Report	Partners & Collaborators
John Strickland	Convention and Visitors Bureau
	FirstHealth
	*Moore County, NC - Rotating
	Moore County Transportation Committee
	NCDOT/TARPO
	*Neighborhood Advisory Committee - Rotating
	*North Carolina - Rotating
	Partners in Progress
	Pinehurst Resort
Patrick Pizzella	*Moore County, NC - Rotating
	NCDOT/TARPO
	*Neighborhood Advisory Committee - Rotating
	*North Carolina - Rotating
	Partners in Progress
	Tri-Cities Work Group (Pinehurst, So. Pines, Aberdeen)
Jane Hogeman	Beautification Committee
	Chamber of Commerce
	*Moore County, NC - Rotating
	*Neighborhood Advisory Committee - Rotating
	*North Carolina - Rotating
	Pinehurst Business Partners
	Tri-Cities Work Group (Pinehurst, So. Pines, Aberdeen)
Lydia Boesch	Bicycle and Pedestrian Advisory Committee
	Convention and Visitors Bureau
	*Moore County, NC - Rotating
	*Neighborhood Advisory Committee - Rotating
	*North Carolina - Rotating
Jeff Morgan	FirstHealth
	*Moore County, NC - Rotating
	Moore County Schools
	*Neighborhood Advisory Committee - Rotating
	*North Carolina - Rotating
	Triangle J. COG

DISCUSS MCADAMS DOWNTOWN AMENITY PLAN
ADDITIONAL AGENDA DETAILS:

FROM:
Jeff Batton

CC:
Jeff Sanborn and Village Council

DATE OF MEMO:
12/7/2022

MEMO DETAILS:
This item is to discus the specific recommendations found within the McAdams Downtown Amenity Plan and determine and prioritize which items Council wishes to pursue.

ATTACHMENTS:

	Description
🗋	Downtown Amenity Plan

SEPTEMBER 2022

DOWNTOWN PINEHURST AMENITY ACTION PLAN

Village of Pinehurst, North Carolina

McADAMS

REGENERATION BY DESIGN PLLC

RAMEY KEMP & ASSOCIATES

ACKNOWLEDGMENTS

VILLAGE OF PINEHURST

Pinehurst Village Council
John C. Strickland / Mayor
Patrick Pizzella / Mayor Pro Tem
Lydia Boesch / Treasurer
Jeff Morgan / Council member
Jane Hogeman / Council member

Village of Pinehurst Staff
Jeff Batton / Assistant Village Manager for Operations
Kevin Brewer / Buildings and Grounds Superintendent

Beautification Committee
Dee Johnson / Chairperson
Janice Cantelou
Janet Farrell
Tony Persico
Joanne Valdes

CONSULTANT TEAM

McAdams / Design Lead
Rachel Cotter, RLA / Project Manager
Beth Powell, RLA / Landscape Architect
John Hayton / Designer

Ramey Kemp Associates / Traffic Engineering
Adam Fischer, PE / Traffic Engineer
Jessica McClure, PE / Traffic Engineer

Regeneration by Design / Streetscape and Urban Design
Allison Platt, RLA, ASLA / Landscape Architect

RichardGrubb & Associates / Cultural Resource Consultant
Ellen Turco / Architectural Historian

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INTRODUCTION AND ANALYSIS

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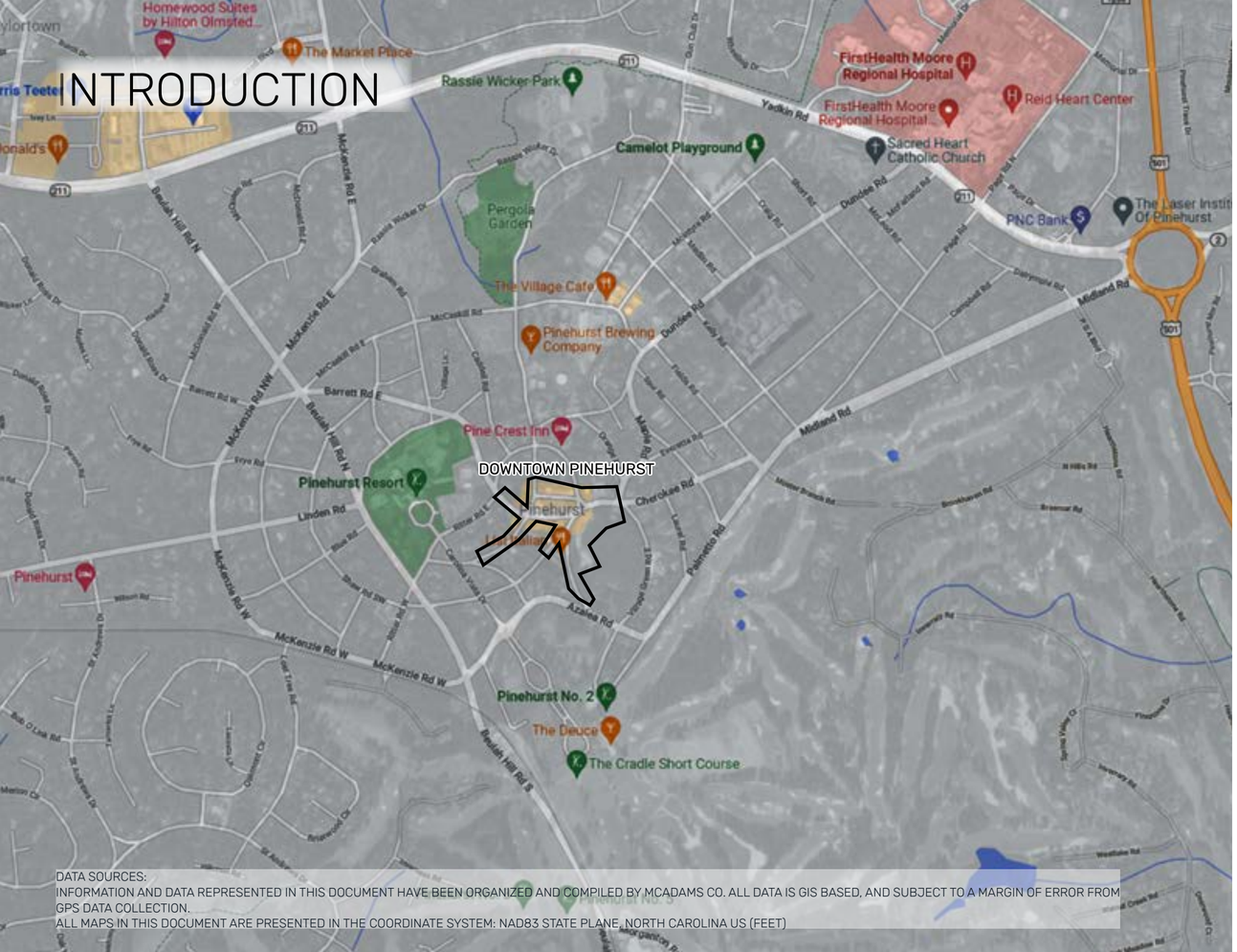
INTRODUCTION



DATA SOURCES:
INFORMATION AND DATA REPRESENTED IN THIS DOCUMENT HAVE BEEN ORGANIZED AND COMPILED BY MCADAMS CO. ALL DATA IS GIS BASED, AND SUBJECT TO A MARGIN OF ERROR FROM GPS DATA COLLECTION.
ALL MAPS IN THIS DOCUMENT ARE PRESENTED IN THE COORDINATE SYSTEM: NAD83 STATE PLANE, NORTH CAROLINA US (FEET)

Pinehurst is a small, vibrant community. Planned and developed at the turn of the 20th century, Pinehurst was envisioned to revolve around resort amenities. Annually, thousands of visitors come to the Village to enjoy the multiple golf courses, hotels, shops, restaurants and beautiful landscape.

This document outlines important observations about the current downtown experience for visitors, residents, and shop-owners. The intersection of multiple design facets determined the recommendations provided here. Pinehurst's unique character, pedestrian safety, and directional clarity for visiting drivers were primary considerations in developing the landscape amenity and parking plan presented in this document.

UNIQUE FEATURES IN DOWNTOWN PINEHURST

DONALD ROSS STATUE

FLAG POLE

COMMERCIAL SIGNS

INFORMATION KIOSK

VILLAGE PROPERTY OWNERSHIP

PROPERTY OWNERSHIP AND JURISDICTION

Both public and privately-owned property compose the Village of Pinehurst downtown experience. The Village manages and maintains the roads, sidewalks and median islands within the right-of-way, shown in light blue, as well as publicly owned properties, shown in dark blue. Within these areas, the Village has the jurisdiction for direct actions and interventions through public process. While Village zoning ordinances regulate landscape and architectural design and construction on private properties, the Village can most readily shape the downtown through efforts on land in their direct purview.

Of note are the private properties made available for public use. At the intersection of Cherokee Road and Chinquapin Drive, the right-of-way splits the parking lot with a brick-paved area for tables and chairs. The space directly next to the building is privately owned, but the space surrounding the flagpole is within the public right-of-way.

Two pedestrian alleys between Chinquapin Drive and Market Street and a third behind the department store building are privately owned but open for public use. In the case of the two linking Market Square, the alleys are enhanced with plantings and lighting making them more inviting for public use.

These private spaces made public are valuable assets to the community. Negotiation of their design and use within the historic downtown district should be careful to balance liability and maintenance to preserve the passageways for public use.

PRIVATE SPACES FOR PUBLIC USE

IMAGE 1. Tables and chairs at the department store building parking area

IMAGE 2. Privately owned alley connection to Market Square

IMAGE 3. Privately owned alley connection to Market Square

IMAGE 4. Privately owned alley connection to Cherokee Road

HISTORIC CHARACTER

J.W. Tufts envisioned open sand hills acreage as a planned community focused on human health. Around the turn of the twentieth century, he contracted the firm of Olmsted, Olmsted & Eliot to lay out the Village. William Manning, a senior landscape architect at the firm, led the design of Pinehurst in the distinctive Olmsted style. Arcing drives wrap and radiate from the three primary features: the resort hotel, the Village Green, and the length of Chinquapin recognized as the center of downtown. Gentle turns designed for horses and carriages resulted in Y-junctions with triangle-shaped islands at road intersections.

The Olmsted firm envisioned wide right-of-ways with drive aisles just wide enough to accommodate passing carriages. Very generous planting beds separated moderately sized walks on either side of the drive. Cross sections included on the Village General Plan shows crowned roads draining into the sunken planting beds.

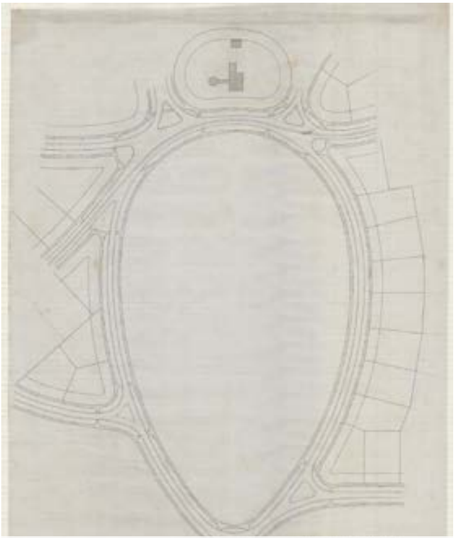
1903 VIEW FROM THE DEPARTMENT STORE BUILDING. THE VILLAGE GREEN IS ON THE RIGHT.

1903 VIEW OVER EVERETTE ROAD OF THE HOLLY INN. THE VILLAGE GREEN IS ON THE LEFT.

Designers of the Olmsted firm were well versed in plant selections and crafted distinct palettes for each project based on the unique soil and climatic conditions of each site. Species selections for Pinehurst were largely native to the North Carolina sand hills, southwest US desert regions, and the Mediterranean coast. The selections were well adapted to Pinehurst's warm weather and sandy soils. The palette reinforced the resort feel with loose and course textured groundcovers and shrubs with dense, tightly textured evergreen large shrubs behind. Though azalea bushes brought flushes of pink in spring, bloom color was generally white or yellow.

UNDATED POSTCARD SHOWING FULL PLANTINGS NEAR THE INTERSECTION OF CHINQUAPIN AND CHEROKEE ROADS.

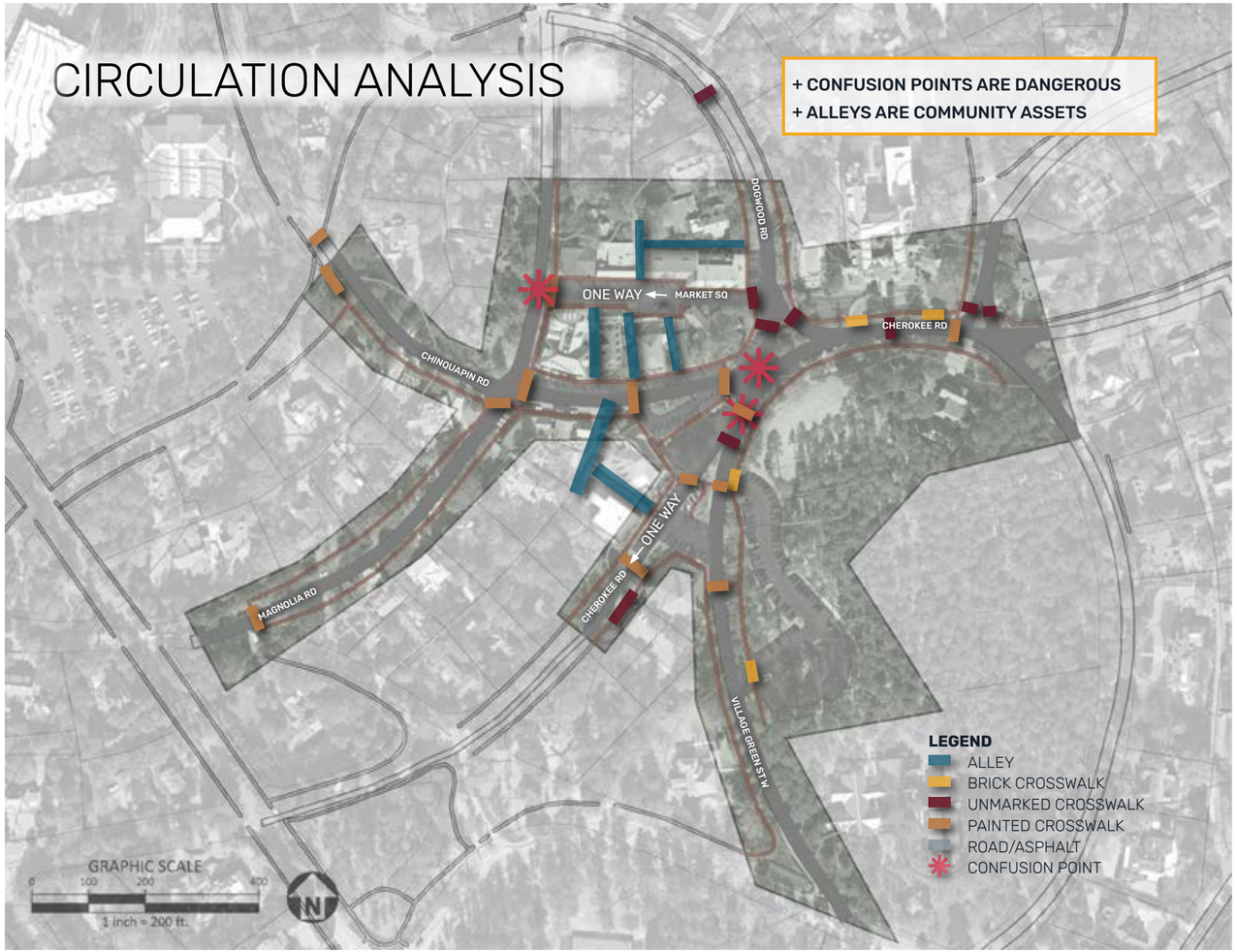
Recognized as a National Historic Landmark, the Village's historic character is a national asset. Many downtown buildings and landscapes have been successfully preserved in their historic form. Proposed plans and designs should preserve historic features which remain today and strive to bring back historic character which has been lost.



PLAN FROM THE OFFICE OF OLMSTED, OLMSTED, AND ELIOT FOR THE WALKS AND ROADS SURROUNDING VILLAGE GREEN.

CIRCULATION ANALYSIS

+ CONFUSION POINTS ARE DANGEROUS
+ ALLEYS ARE COMMUNITY ASSETS



ALLEY
Alleys throughout downtown are used by pedestrians to navigate between stores between stores and restaurants. While they are open for public use of the space, all of the alleys are privately owned.

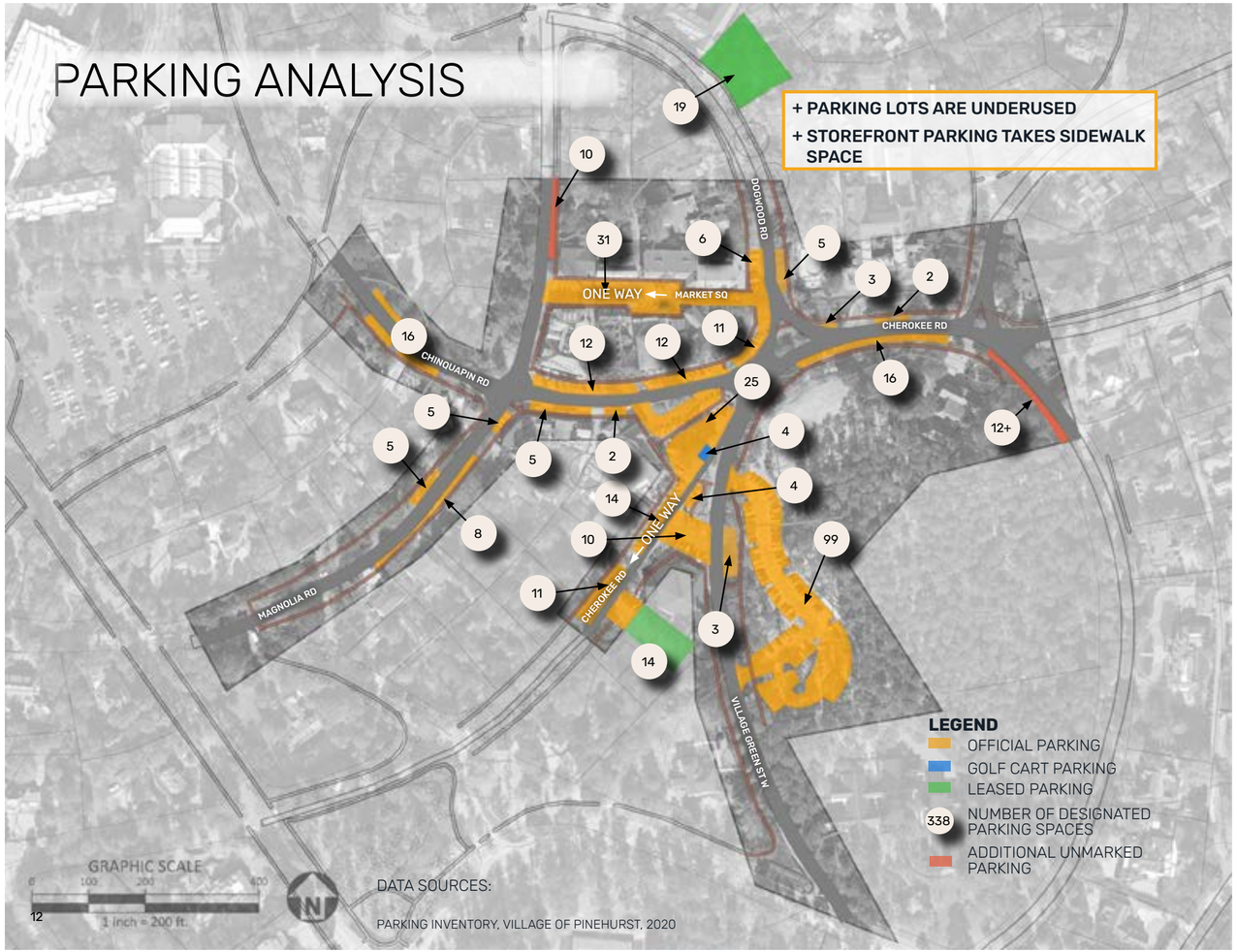
BRICK CROSSWALK
Brick crosswalks are used sparingly. They only occur where sidewalks cross the driveways to the Village Green public parking lot and the Holly Inn entrance drive. The Pinehurst brick crosswalks are laid brick pavers in a herringbone pattern.

UNMARKED CROSSWALK
Several locations have sidewalks that end at the street but lack ADA truncated domes and marked pedestrian crossing. These locations tend to be around planted islands and connections to the Village Green.

PAINTED CROSSWALK
Painted crosswalks are located in areas where the sidewalk crosses a road. These crosswalks are primarily painted with white paint.

CONFUSION POINT
The road system in downtown Pinehurst causes confusion for both pedestrians and vehicular traffic in several locations. These locations are potentially dangerous junctures with high pedestrian and vehicular use.

PARKING ANALYSIS



THE NUMBER OF PARKING SPACES IN DOWNTOWN PINEHURST MEETS THE VILLAGE'S DAILY NEEDS. PARKING CONFIGURATIONS AND WAY-FINDING COULD IMPROVE PARKING FUNCTION.

OFFICIAL PARKING

There are 338 official parking spaces in the downtown study area as identified by the Village. These parking areas are along downtown Pinehurst streets except directly along the Village Green in an effort to maintain the view of the Green from downtown. The Village Green lot is generally underused.

UNMARKED PARKING

Where there is not official designated parking, some locations have been utilized by the public for additional parking. There are two notable locations: on Magnolia Street north of Market Square and near the library. These total to approximately 24 additional parking locations.

GOLF CART PARKING

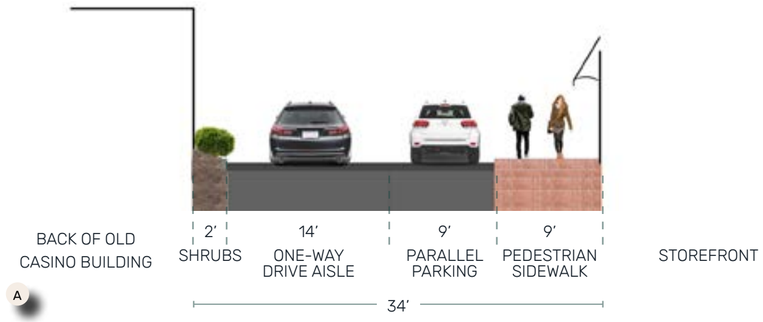
Downtown Pinehurst has one location with four golf cart-sized parking spots. However, drivers also use standard sized parking spaces for golf carts.

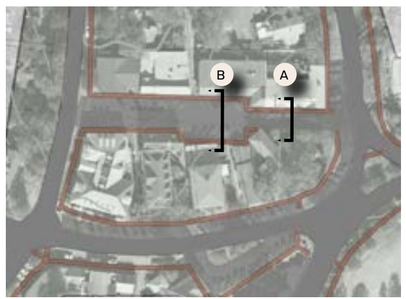
LEASED PARKING

The Pine Crest Inn leases parking property to the Village of Pinehurst to accommodate over-flow parking from the immediate downtown area. This small gravel parking lot can fit approximately 19 standard sized vehicles and is generally underused. Additionally, the Village leases half of the Maples Building Parking lot.

MARKET SQUARE TYPICAL SECTIONS

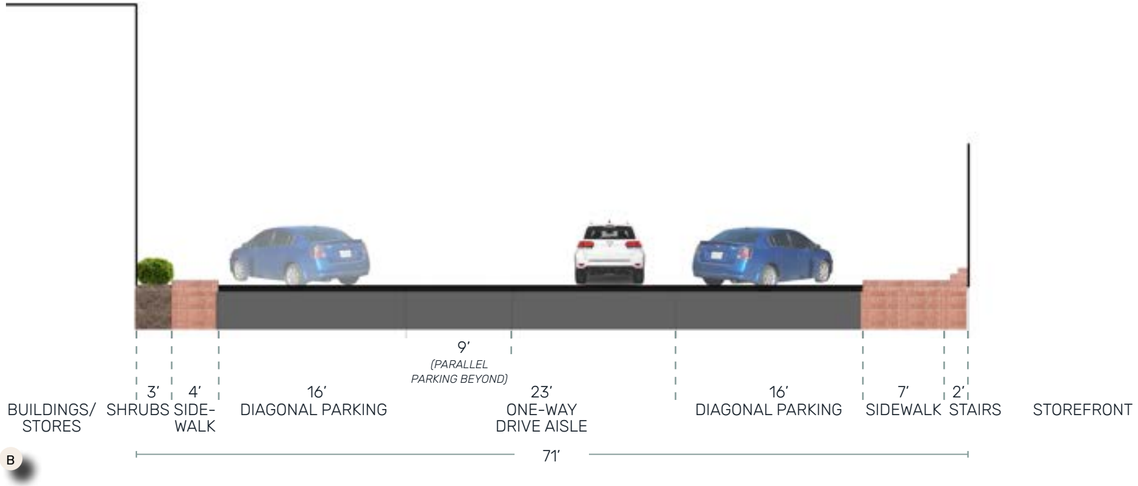
+ NARROW SIDEWALKS
+ MORE ASPHALT THAN NEEDED
+ NO SPACE FOR OUTDOOR FURNISHINGS





MARKET SQUARE TYPICAL SECTION (A)

Market square near the Dogwood Road entrance provides a one-way drive aisle and parallel parking. A brick pedestrian walk accesses shops on the north side. A narrow vegetative buffer separates the drive aisle and the building to the south.



MARKET SQUARE TYPICAL SECTION (B)

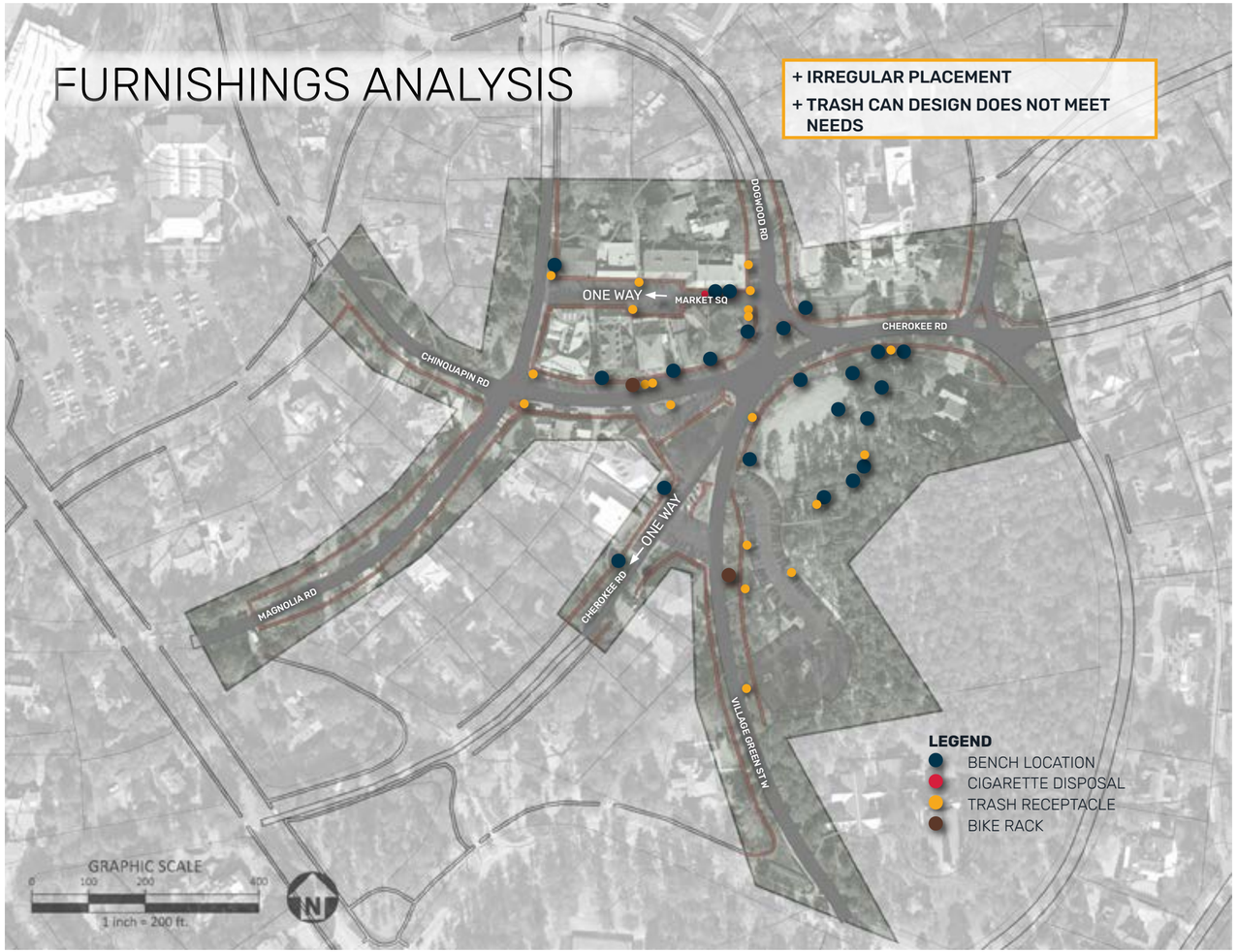
The widest part of Market Square has diagonal parking on each side of the one-way drive aisle. The brick sidewalk on the north side provides access to the shop. On the south side, the brick sidewalk provides access to alley cut-through to Chinquapin Rd.

The sidewalks are narrow on both sides of the asphalt.

FURNISHINGS ANALYSIS

+ IRREGULAR PLACEMENT

+ TRASH CAN DESIGN DOES NOT MEET NEEDS



BENCHES

Bench placement appears thoughtful with locations dispersed across downtown. Frequent use by residents, shop owners and visitors demonstrate their value. Recent bench replacements (ca. 2020) are Kings River Casting's Victorian bench, cast aluminum frame painted black with cedar wood slats.

TRASH RECEPTACLES

The current style of trash receptacles are green painted steel with an open top and approximately 36-gallon capacity. People sometimes miss the opening and spill drinks. Some trash receptacles located near parking can be overfilled with trash from people cleaning out their cars.

CIGARETTE DISPOSAL STATION

Placement of cigarette disposal stations appear irregular. During design team site visits, cigarette butts were not identified as a litter issue.

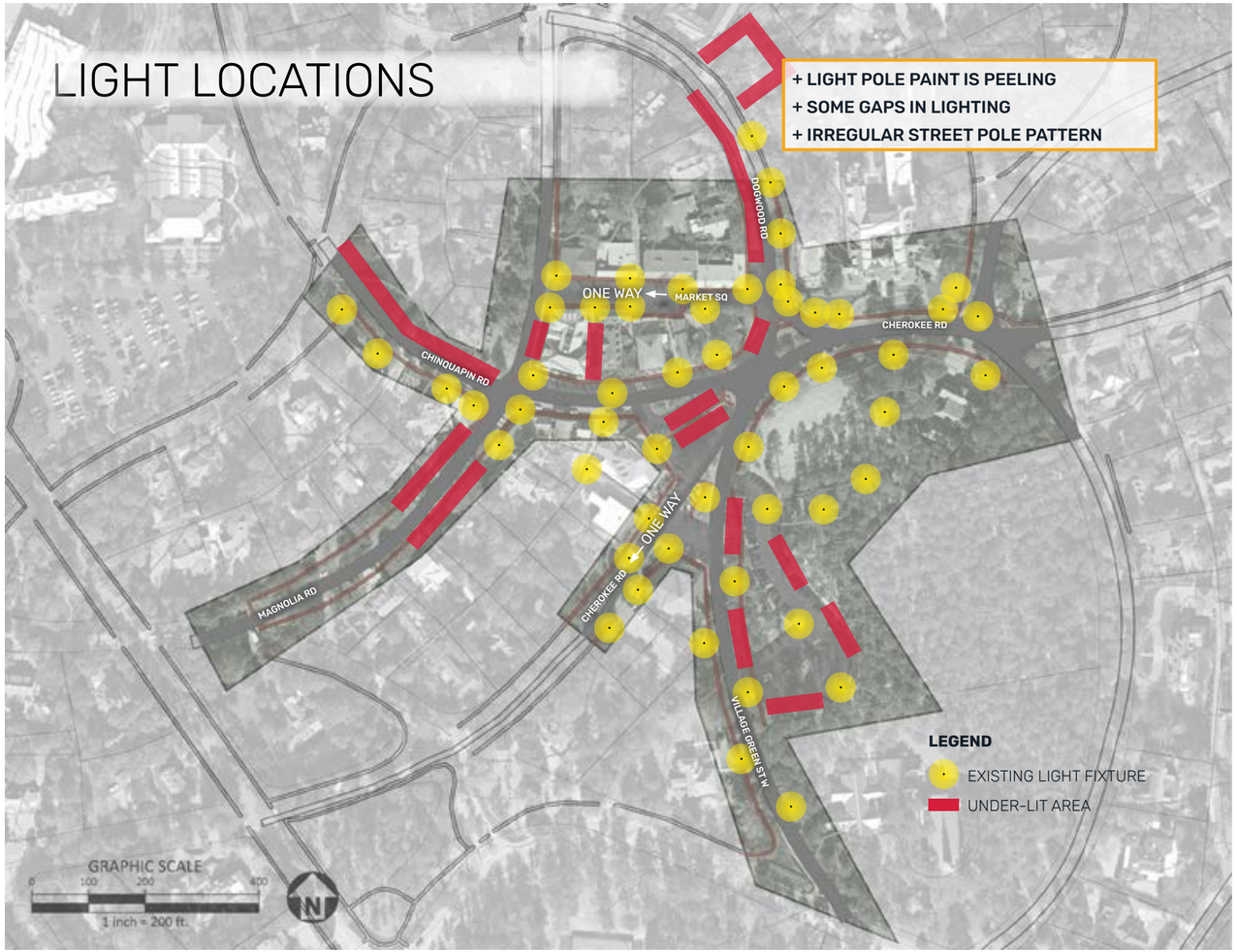
BIKE RACK

Bike racks are not commonly used downtown. Their use and appearance may be obstructed by holiday decorations during parts of the year. Cyclists have used trash receptacles and light poles as make-shift bike racks.

PLANTERS

There are two planter sizes in the same style throughout downtown. They are evenly distributed along sidewalks and gathering spaces to supplement in-ground plantings.

LIGHT LOCATIONS



ALTHOUGH STREET LIGHTS ARE DISPERSED THROUGHOUT THE VILLAGE, THERE ARE AREAS THAT APPEAR TO BE UNDER-LIT.

The standard Pinehurst downtown street lamp is a fluted pole with decorative base, painted green with an acorn style fixture. Paint is peeling at the base of most light posts. These lamps spill light from the whole light fixture rather than blocking skyward facing light, In the winter months, wreathes are hung from the light pole arms, and in the spring and summer months, annual hanging baskets are hung for decoration.

Although the street lamps are the dominate lighting feature in downtown Pinehurst, there are occasionally other styles of lights installed for special purposes. Below are examples of other landscape light features found throughout downtown Pinehurst.

The under-lit locations identified result from conversations with stakeholders and observations based on street lamp distribution.

FLAG POLE LIGHT
This light illuminates the flag pole in the center of downtown Pinehurst.

PLAQUE LIGHT
A small landscape light fixed to a tree illuminating a plaque in the Garden Club Garden.

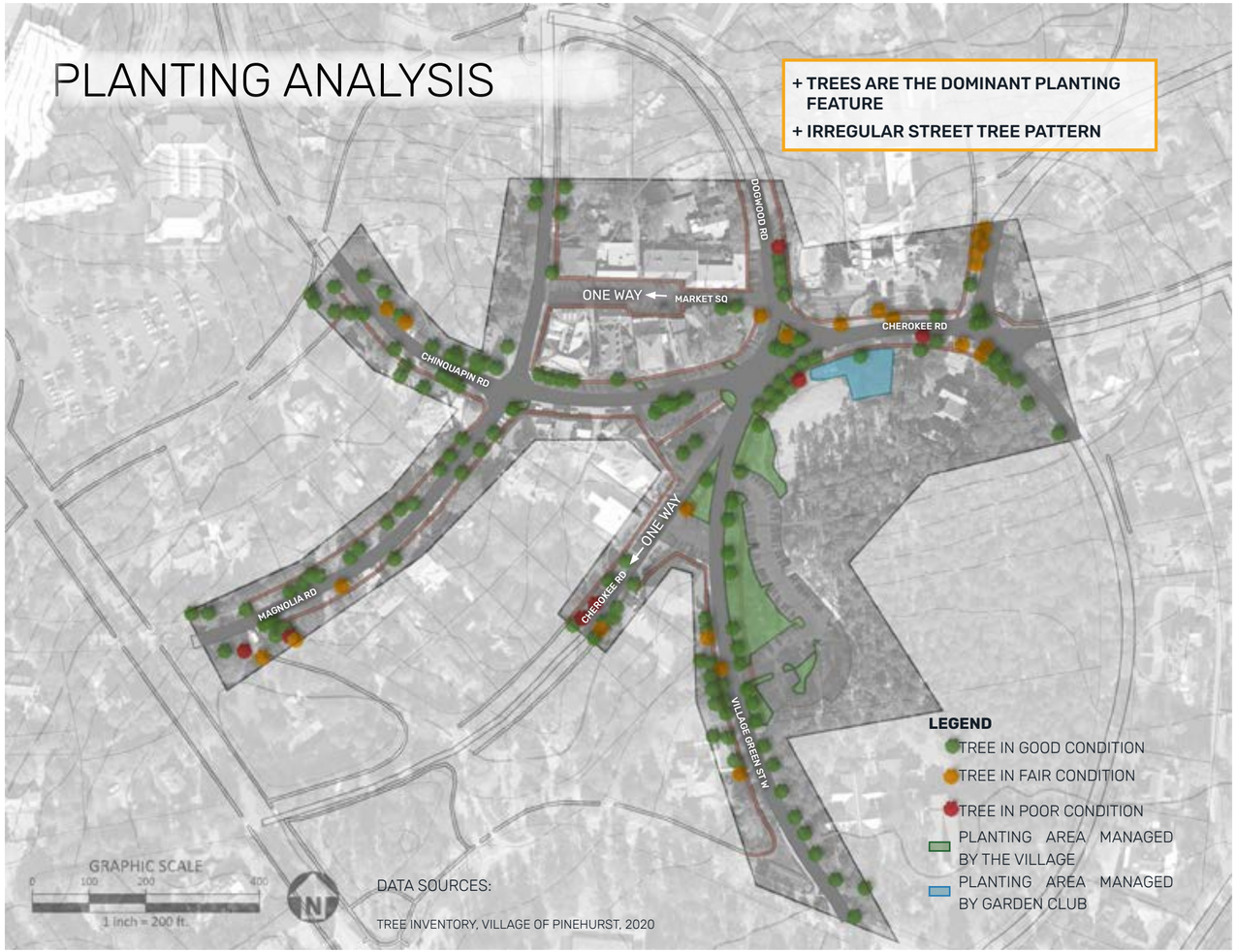
ALLEY LIGHT 01
Lights fixed to the facade of the building illuminating a pedestrian alley near Market Square.

ALLEY LIGHT 02
Lights illuminating a covered alley off of Chinquapin Road.

UPRIGHT LAMP
Lamp style light fixture illuminating the area near the downtown information kiosk.

PLANTING ANALYSIS

+ TREES ARE THE DOMINANT PLANTING FEATURE
+ IRREGULAR STREET TREE PATTERN



THE VILLAGE PLANTS AND MAINTAINS A VARIETY OF VEGETATION IN DOWNTOWN PINEHURST INCLUDING STREET TREES, SHRUBS AND ANNUAL BEDS.

VILLAGE MAINTAINED PLANTINGS

The Village is responsible for planting beds throughout the downtown area. Generally, these are small planting beds with shrubs and annuals along sidewalks and between drive aisles.

GARDEN CLUB PLANTING AREA

The Pinehurst Garden Club is responsible for a portion of the Village Green planting area. This garden has benches, a brick path, a statue, and informational plaques in addition to the planting material.

The Village of Pinehurst tree survey identifies street trees in good, fair and poor conditions. Examples of fair condition (left) and good condition (right) are displayed to the right. Common street trees throughout downtown Pinehurst are live oak *(Quercus virginiana)*, willow oak (*Quercus phillos)*, American holly *(Ilex opaca)*, and southern magnolia (*Magnolia grandiflora).*

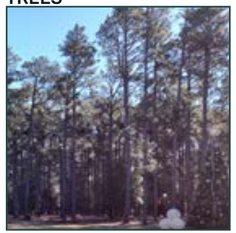
In addition to the street trees, the Village also provides a total of approximately 270 flats of annuals every year (120 planted by the garden club and 150 planted by Village Staff). Plants in hanging baskets and planters supplement the plantings in formal planting beds.

Irrigation is provided in the planting bed with the flag pole in the center of town.

Trees in “fair” condition in front of the Holly Inn.

Street tree in “good” condition at intersection of Dogwood and Cherokee Roads.

TREES



LONGLEAF PINE

SOUTHERN MAGNOLIA

LIVE OAK

EASTERN RED CEDAR

CREPE MYRTLE

AMERICAN HOLLY

SHRUBS/ GROUNDCOVER

DWARF YAUPON HOLLY

NEEDLEPOINT HOLLY

AUCUBA

INDIAN HAWTHORNE

CARISSA HOLLY

FATSIA

LEATHERLEAF MAHONIA

ENGLISH IVY

NANDINA

JAPANESE PLUM YEW

LIRIOPE

FERNS

SASANQUA CAMELLIA

WINTER BARBERRY

AZALEA

ICON KEY

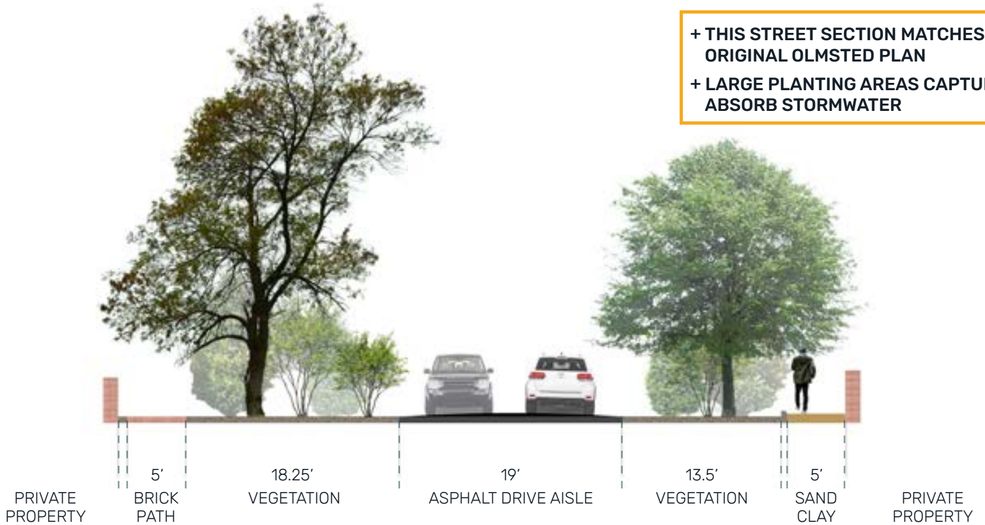
On the Warren Manning Plant List

On the Village Planting Guide

Native Plant

Invasive Plant

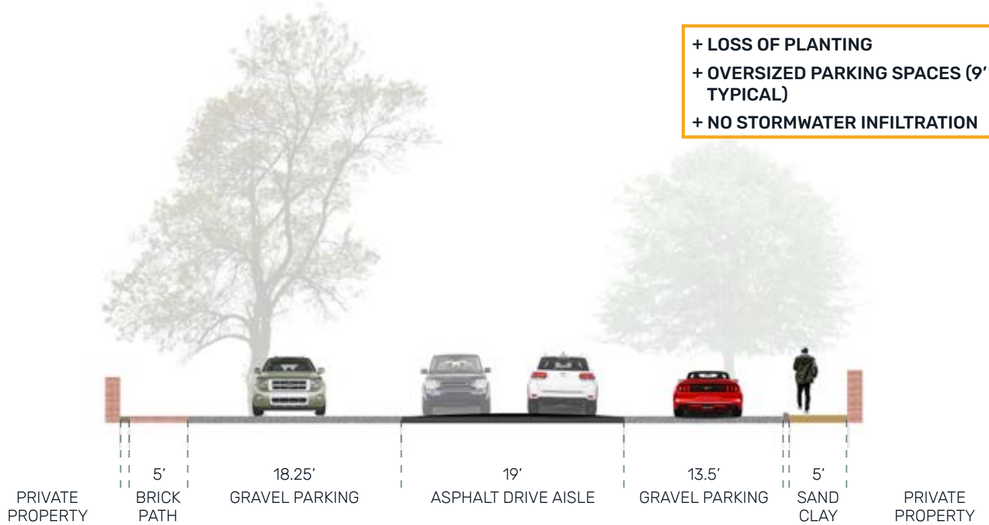
MAGNOLIA ROAD TYPICAL SECTION



+ THIS STREET SECTION MATCHES THE ORIGINAL OLMSTED PLAN
+ LARGE PLANTING AREAS CAPTURE AND ABSORB STORMWATER

MAGNOLIA ROAD TYPICAL SECTION (WITH VEGETATION)

Some segments of Magnolia Road have wide transition areas between vehicular and pedestrian zones planted with canopy trees and shrubs. These planted buffers include stately old tree specimens that provide shade for pedestrians, vehicles, and privately owned residential properties. The historic sand/clay walkway is located on the south side of the street. The wide planting buffers combined with the sand/clay path provide a naturalistic feeling and experience. This typical section largely represents the vision of Olmsted and Manning when first laying out the Village.



+ LOSS OF PLANTING
+ OVERSIZED PARKING SPACES (9' WIDE IS TYPICAL)
+ NO STORMWATER INFILTRATION

MAGNOLIA ROAD TYPICAL SECTION (WITHOUT VEGETATION)

There are also areas that contain additional parking rather than a vegetative buffer. These areas have transitioned from vegetated buffers to parking after the existing vegetation died out. Over time, vegetated buffers have been changed into additional parking. In some places, the historic sand/clay walkways are directly against the make-shift gravel parking. Although within the right-of-way and under Village purview, some homeowners filled the areas with gravel to create parking for the increasing number of cars and visitors. These parking areas have broken the continuity of the planting buffers along Magnolia Road and take away from the unique street character envisioned by Olmsted and Manning.

RECOMMENDATIONS

The provided recommendations represent a study of the downtown transportation network, parking, streetscape amenities, and plantings. This breadth of study enables a comprehensive set of solutions, which leverage planting and amenity improvements to resolve circulation and parking issues.

PERCEIVED LACK OF PARKING

The design team determined every reasonable space has been utilized as parking. With a straightforward re-striping plan eliminated as a solution to more parking, a more comprehensive approach was required. Observation of downtown parking showed a perceived lack of parking rather than an actual shortage. While vehicles circle the block for a store-front space, the spaces in the Village Green parking lot are often left vacant. Pinehurst is not unique in this phenomenon. Municipalities across the country grapple with a perceived lack of parking when the most convenient parking spaces fill up.

Our team aligned the recommendations for Pinehurst's parking with the prevailing approach advocated across the landscape architecture and planning professions: to improve pedestrian experience by limiting parking within the downtown core and encouraging parking in larger lots in the periphery.

During a collaborative design workshop, we developed bold alternatives to address identified circulation and parking issues. Discussion with the Village informed refinement of initial concepts and resulted in final recommendations that can garner community support for implementation.

› ENCOURAGE USE OF PARKING LOTS IN DOWNTOWN PERIPHERY

› IMPROVE PEDESTRIAN EXPERIENCE

ENHANCE PEDESTRIAN ACCESS FROM KEY LOCATIONS

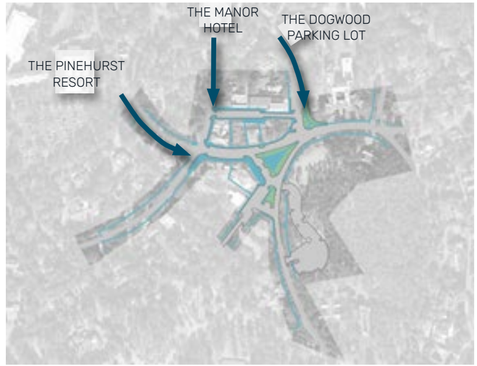
Leverage remote and privately owned parking areas by encouraging walking from nearby parking and accommodations. Recommendations support this goal through improved sidewalks, lighting and furnishings.

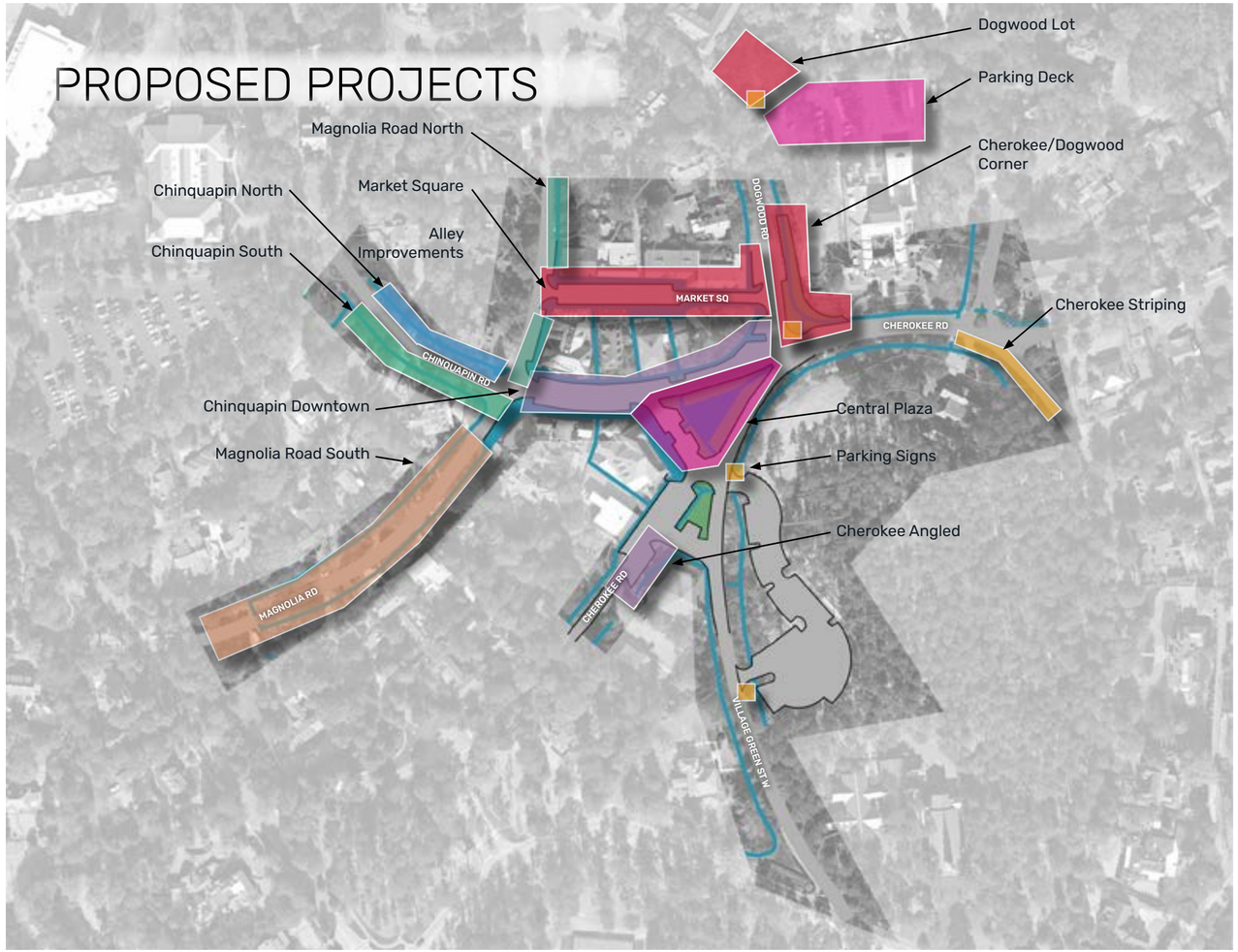
NEXT STEPS

Any design proposals should include discussion with the State Historic Preservation Office and National Parks Service Cultural Resources Directorate.

A boundary, utility and topographic survey will be required to develop construction documents.

KEY PEDESTRIAN CONNECTIONS





PROJECTS AND RECOMMENDED ORDER OF IMPLEMENTATION:

1. REMOVE TREES IN POOR CONDITION

2. PARKING SIGNS
+ CHEROKEE ROAD STRIPING

3. AMENITIES, FURNISHINGS, AND PLANTERS

4. MARKET SQUARE
+ CHEROKEE / DOGWOOD CORNER
+ DOGWOOD LOT IMPROVEMENTS

5. CHINQUAPIN SOUTH
+ MAGNOLIA NORTH

6. CHINQUAPIN DOWNTOWN
+ CHEROKEE ANGLED PARKING

7. CENTRAL PLAZA
+ PARKING DECK ANNOUNCEMENT

8. CHINQUAPIN NORTH

9. AT ANY TIME. MAGNOLIA ROAD SOUTH

10. AT ANY TIME. ALLEY EASEMENTS AND IMPROVEMENTS

› Implementing high visibility and easy-to-complete projects first helps garner public support for ongoing work.

NOTE ON THE REPORT FORMAT

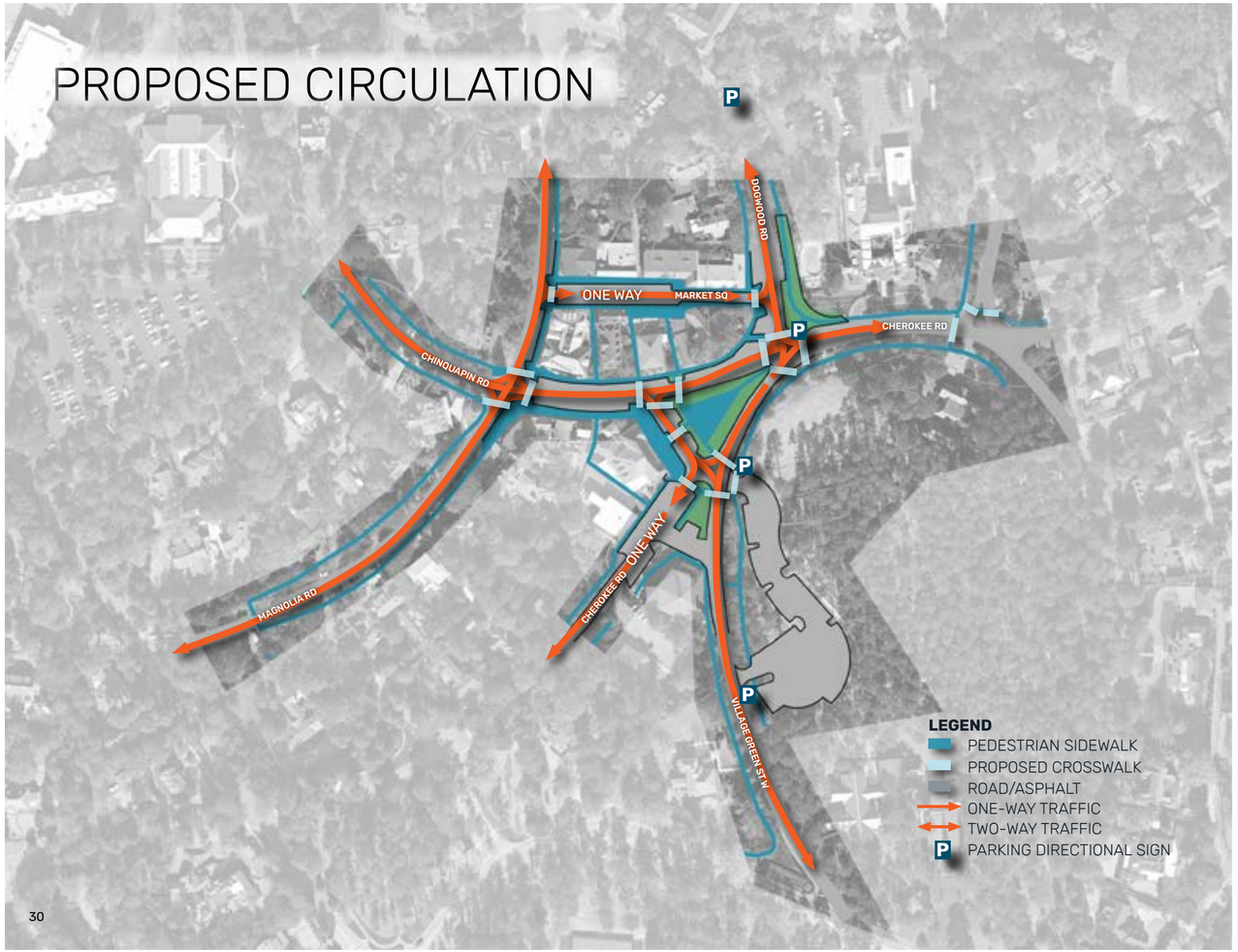
Implementation phasing is recommended to move forward by geographic area. For the purposes of this report, the recommendations described on the following pages are organized by subject rather than geographic area. As a result, the following descriptions do not directly follow the phasing and implementation sequence order.

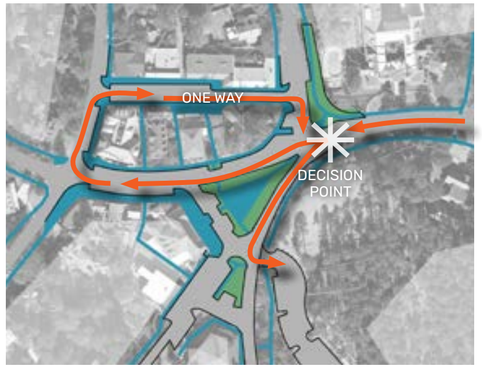
For example, phase 5. Chinquapin South encompasses all work for that geographic area including recommended changes to street section and parking, cross walk paving, lighting, and planting. Each of those items are described separately.

Phase numbers are included with each design recommendation.

- *These recommendations are conceptual and require field verification and detailed design.*
- *A boundary, utility and topographic survey will be required to develop construction documents.*
- *Any design proposals should include discussion with the State Historic Preservation Office and National Parks Service Cultural Resources Directorate.*

PROPOSED CIRCULATION





*Closing the slip lane at Dogwood and Cherokee Roads changes the historic circulation and removes the Olmstedian triangle island in favor of improved safety. The change can be mitigated by preserving the drive as a paved pedestrian area and marking the location of the historic curb with granite landscape curb.

› SIMPLIFY VEHICLE CIRCULATION

CLARIFY PRIMARY DECISION POINT — PHASE 2.
Add signage directing visitors to public parking.
Create 4-way stop at Cherokee-Chinquapin-Dogwood intersection. — 4.
Adjust curb lines to remove confusing slip lanes and small islands. — 4.

› IMPROVE ACCESS TO MARKET SQUARE

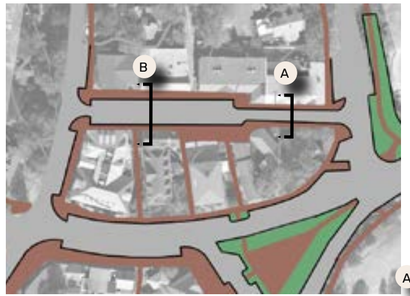
REVERSE ONE-WAY DIRECTION ON MARKET SQUARE — 4.
Creates a smaller loop for vehicles to circle as needed

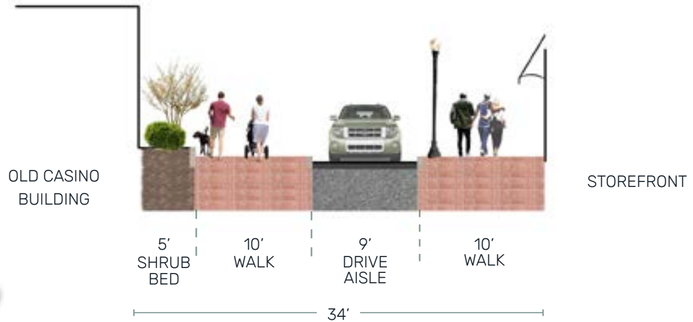
CLOSE RIGHT SLIP LANE FROM CHEROKEE TO DOGWOOD — 4.
Intuitively directs traffic along Chinquapin

› IMPROVE PEDESTRIAN EXPERIENCE

PROVIDE MARKED CROSSWALKS AT ALL INTERSECTIONS — 4. 5. 6. 7.
Use brick paver crossing or white painted crossings
at all crossing locations as shown on facing map.
Install pedestrian brick paving in running bond pattern in sidewalk areas.

PROPOSED MARKET SQUARE TYPICAL SECTIONS



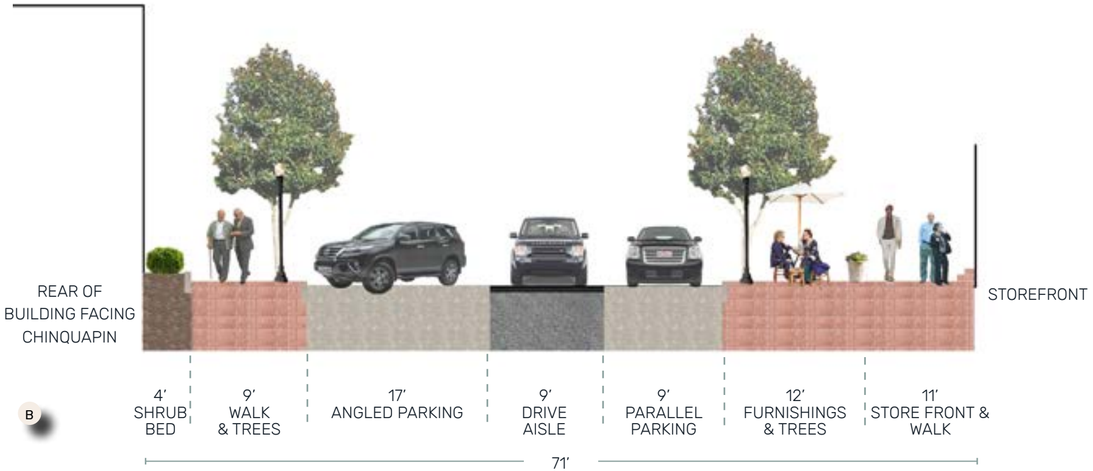


› IMPROVE PEDESTRIAN EXPERIENCE

PHASE

WIDEN SIDEWALKS ON BOTH SIDES OF THE DRIVE 4.
Replace existing angled parking with parallel parking and right-size the drive aisle to reallocate space for the pedestrian zone.

ADD SHADE TREES, LIGHTING AND FURNISHINGS 4.
Allocate a portion of the sidewalk cross-section for furnishings, trees and lighting. zone for bench groupings, plantings, and outdoor restaurant seating.



› PRESENT MARKET SQUARE AS THE VILLAGE SQUARE

PROMINENTLY MARK THE ENTRANCE 4.
Provide pedestrian-scaled identification at the entry.

CHANGE PAVING MATERIAL AT DRIVE ENTRANCE AND EXIT 4.
Expand brick paver pedestrian crossings to cue drivers that Market Square is not a thru-street.

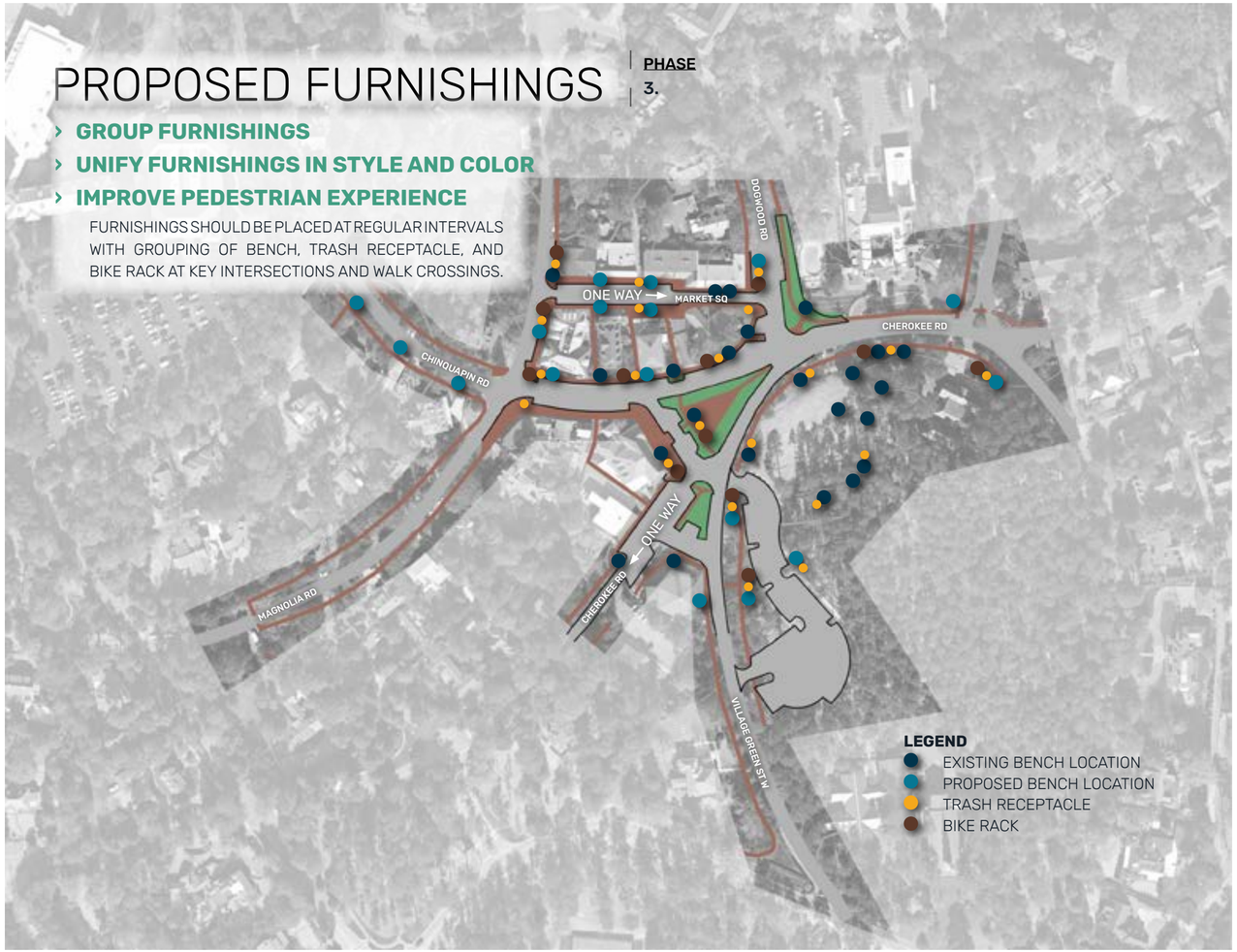
SCHEDULE TEMPORARY STREET CLOSINGS FOR SPECIAL EVENTS 4.
Parking spaces hold vendor tents with attendees walking on the asphalt drive aisle.

PROPOSED FURNISHINGS

PHASE 3.

- **GROUP FURNISHINGS**
- **UNIFY FURNISHINGS IN STYLE AND COLOR**
- **IMPROVE PEDESTRIAN EXPERIENCE**

FURNISHINGS SHOULD BE PLACED AT REGULAR INTERVALS WITH GROUPING OF BENCH, TRASH RECEPTACLE, AND BIKE RACK AT KEY INTERSECTIONS AND WALK CROSSINGS.



PRODUCT:
KINGS RIVER CASTING'S VICTORIAN BENCH, CAST ALUMINUM FRAME, GREEN WITH CEDAR WOOD SLATS

BENCHES

The classically styled metal and wood benches currently used in the downtown landscape are appropriate for the character and should continue use. Existing black arms and legs to be painted green to match other furnishings. Site additional benches as shown on the facing plan diagram.

PRODUCT:
DUMOR TRASH RECEPTACLE 107 & THOMAS STEELE ELEVATED DOME LID
FINISH: GREEN

TRASH RECEPTACLES

Replace existing trash receptacles with a receptacle of similar size in a classic, casual, unobtrusive style. Each receptacle should be fitted with an elevated dome lid. Remove all existing and site (20) new receptacles according to the facing plan diagram.

PRODUCT:
U-LINE CIGARETTE RECEPTACLE: TUSCAN SMOKER'S POLE
FINISH: GREEN

CIGARETTE DISPOSAL STATION

Remove cigarette disposals from downtown locations. If requested by shop owners or determined to be necessary at a later date, add cigarette disposal stations in character with other downtown furnishings.

PRODUCT:
DUMOR BIKE RACK 290
FINISH: GREEN

BIKE RACK

Increase distribution of bike racks by using smaller individual racks throughout downtown. Remove two existing and add (11) according to facing plan diagram.

PRODUCT:
URBAN STONEWORKS BASKET WEAVE PLANTER - JAS1056
HEIGHT: 22"
WIDTH: 23"
COLOR: 7

PLANTERS

Replace existing planters with new cast stone planters in a casual style and in a uniform size. Stone color should be a warm buff or light tan color as a reflection of the native soils and sand-clay paths. Avoid placing any planters between the street and Village Green.

PROPOSED CHINQUAPIN ROAD

A DRIVE ACCESSES ANGLED PARKING IN FRONT OF THE OLD DEPARTMENT STORE BUILDING.

A MODIFIED STREET SECTION CREATES A WIDE SIDEWALK, PARALLEL PARKING, AND 2-WAY DRIVE.

THIS 1903 VIEW FROM THE DEPARTMENT STORE BUILDING ILLUSTRATES THE PROPOSED 'VILLAGE POINT' TRIANGLE ISLAND

› IMPROVE PEDESTRIAN EXPERIENCE

PHASE

WIDEN SIDEWALKS ON SOUTH SIDES OF CHINQUAPIN

6.

Replace existing angled parking on north side with parallel parking and right-size the drive aisle to reallocate space for the pedestrian zone.

ADD SHADE TREES, LIGHTING AND FURNISHINGS

6.

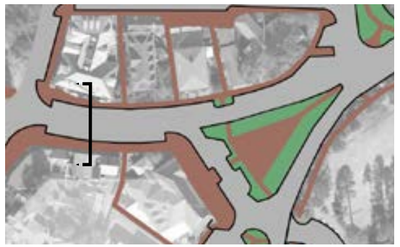
Create a furnishings zone for bench groupings, plantings, and outdoor restaurant seating.

› CREATE NEW CENTRAL PLAZA

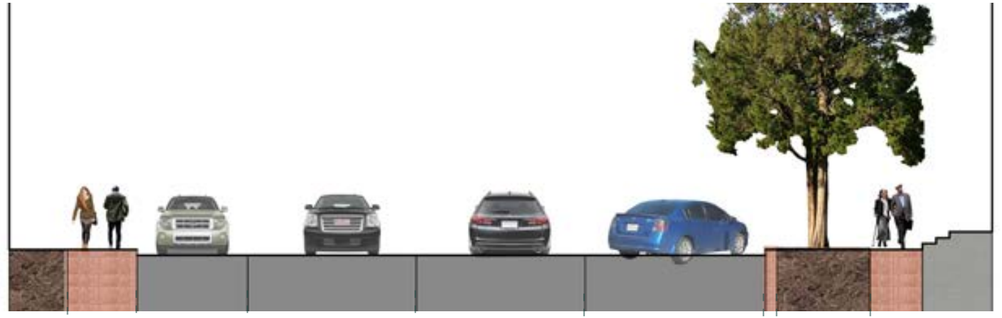
MODIFY STREET SECTION IN FRONT OF DEPARTMENT STORE BUILDING

6.

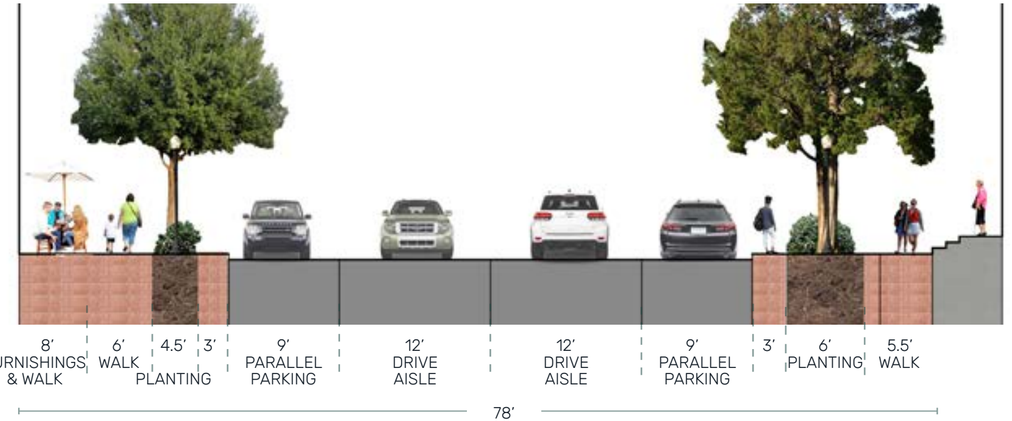
Create 2-way traffic in front of department store building.
Widen sidewalk for comfortable waking and dining tables.
Create central public open space. It may be paved with tables and amenities to contrast with the open lawn of the Village Green.
Name the new central plaza to give it an identity as a meeting place. For consideration: Central Plaza, Village Point, Flagpole Triangle, Pinehurst Plaza, Ross-Manning Park



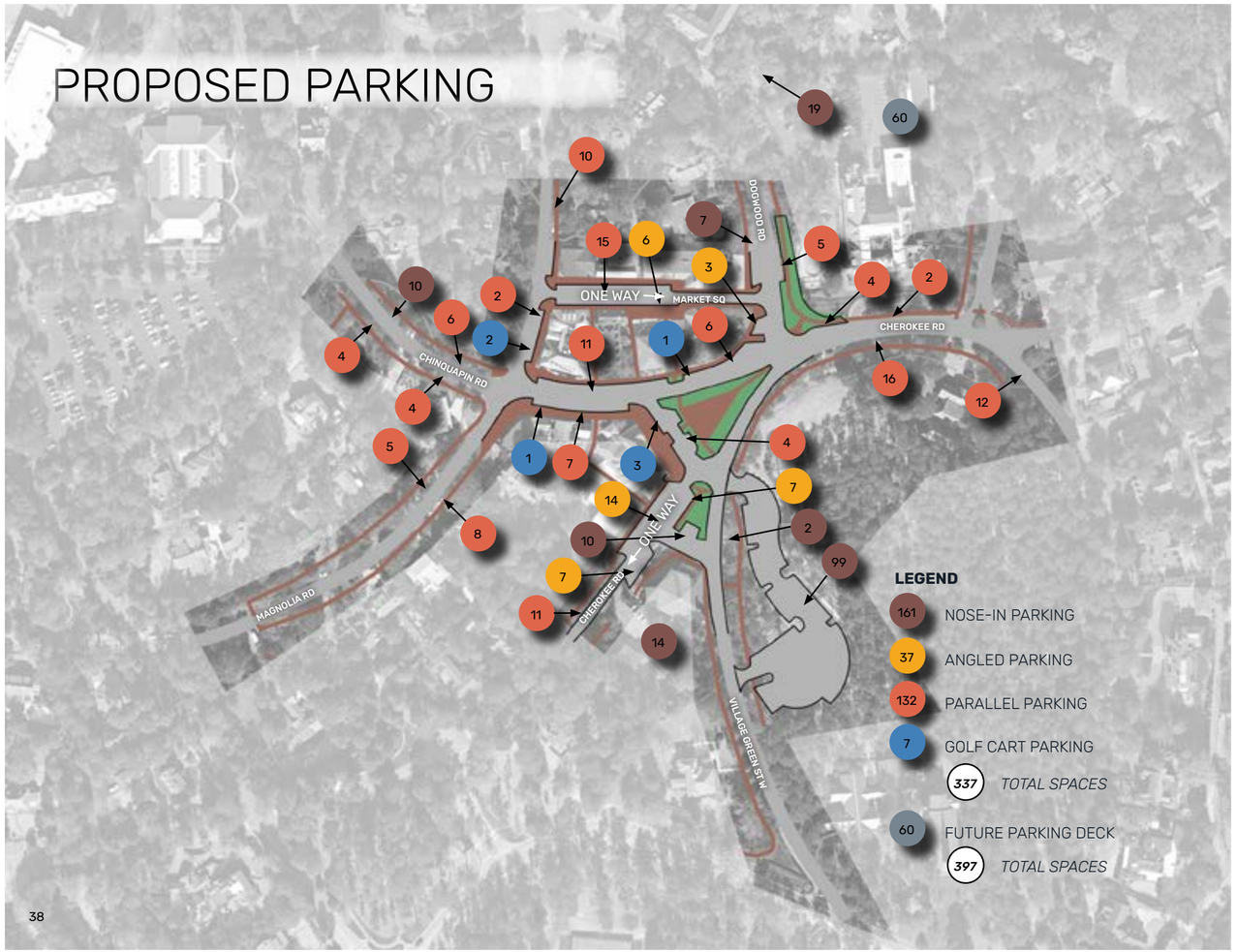
EXISTING CHINQUAPIN ROAD PROFILE



PROPOSED CHINQUAPIN ROAD PROFILE



PROPOSED PARKING



› STRIPE NEW PARKING

PHASE

FORMALIZE PARKING SPACES ON EDGES OF DOWNTOWN — 2.

Drivers are currently parking on unmarked pavement.
Painting spaces at a standard sizes fits more cars closer together than unmarked spaces.

CREATE NEW ANGLED SPACES WEST OF THE OLD THEATER BUILDING — 6.

Replace the existing drop-off lane with 7 angled spaces.

CREATE NEW SPACES RELATED TO CIRCULATION REALIGNMENTS

Create new parallel spaces with removal of Dogwood slip lane. — 4.
Replace angled spaces with parallel on the south side of Chinquapin west of Magnolia. — 5.
Create new parallel spaces in front of the department store building. — 7.
Create new parallel spaces on north side of Chinquapin west of Magnolia. — 8.

› INCREASE USAGE OF EXISTING PARKING

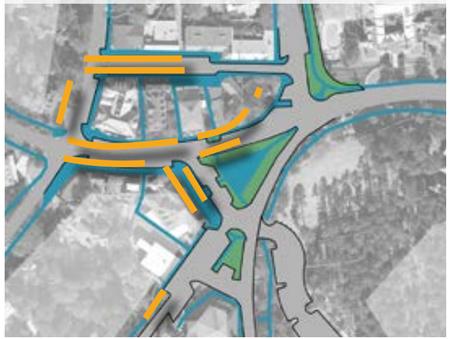
LEVERAGE EXISTING LOTS

Add parking directional signs at the Cherokee/Dogwood intersection to guide visitors to larger lots. — 2.
Improve the pedestrian experience between the lots and storefronts to encourage use. — 4.

LIMIT TIME AT STOREFRONT SPACES

Enforcing 2 hour parking limits increases vehicle turnover and opens spaces for customers. — 2.

2-HOUR PARKING AREAS

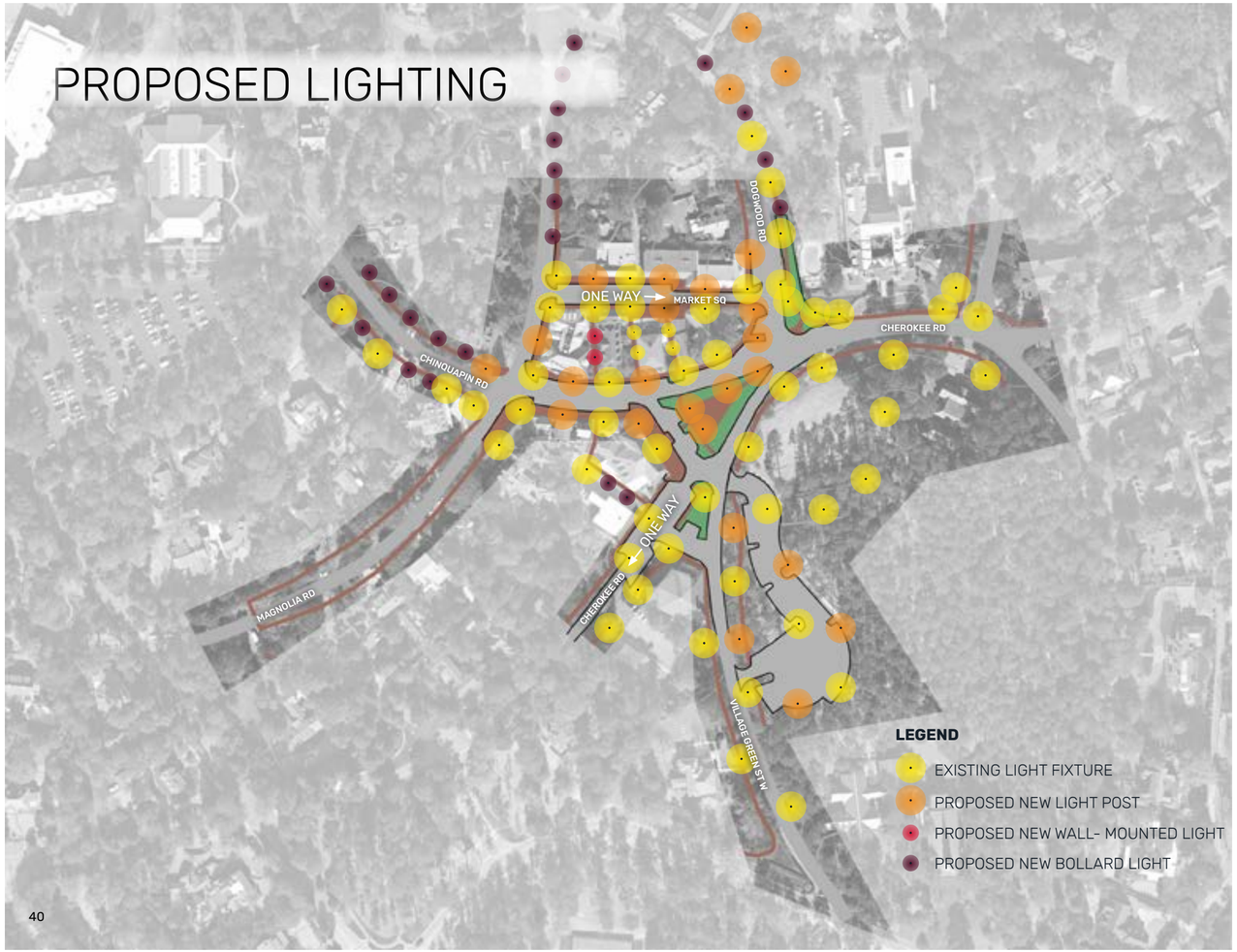


› IMPROVE STOREFRONT VISIBILITY

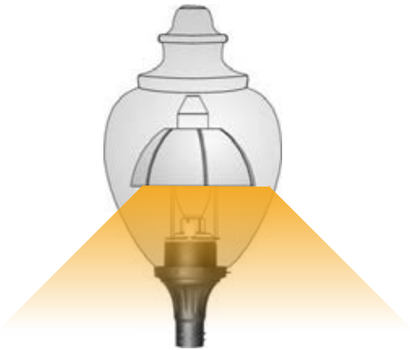
PROVIDE PARALLEL PARKING AT STOREFRONTS — 4. 6. 7.

Parallel parking reduces overall street width to provide more sidewalk.
Avoid nose-in or angled parking for a more pedestrian-friendly sidewalk.

PROPOSED LIGHTING



PRODUCT:
HOLOPHANE
CAST ALUMINUM, LED
CLBOL BOLLARD
HEIGHT: 45”
WIDTH: 13”



ADD LIGHT FIXTURES TO ILLUMINATE DARK AREAS DOWNTOWN
Add lamp posts where existing lights do not illuminate sidewalks.
Add standardized wall-mounted light fixtures in a uniform style to alley spaces.

PHASE
4. 5. 6. 7. 8.
10.

USE LOW-LEVEL LIGHTING TO SUPPORT WALKING FROM NEARBY LOCATIONS
Add lighted bollard along sidewalks to important pedestrian locations including the Dogwood remote parking lot, Pinehurst Resort, and the Manor Hotel.

4. 5. 8.

SUPPORT ‘DARK SKIES’ WITH LAMP MODIFICATIONS
Use a reflective cap product to prevent upward illumination and guide light to the ground.
Directing the cone of light toward the ground reduces light pollution, shown to have direct effects on energy efficiency, ecology, and human health.

3.

USE LIGHT AS PART OF UNIFIED DOWNTOWN
Use a unified green finish to match furnishings and street poles.
Match Kelvin across all fixtures for a unified warm white color.

3.

PROPOSED RESIDENTIAL ROAD IMPROVEMENTS

PHASE 5. 8. 9.

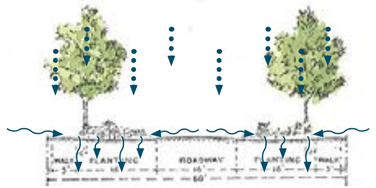
MAGNOLIA ROAD AND CHINQUAPIN ROAD (WEST OF MAGNOLIA ROAD)

The drainage and erosion issues on Magnolia Road are improved by reestablishing the historic cross section and enacting modern drainage best practices.

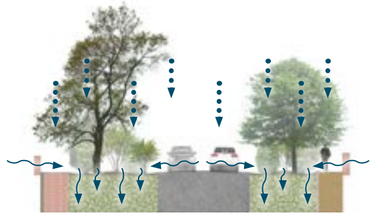
Implementing the same street section to Chinquapin Road west of Magnolia Road restablishes a standard residential street pattern.

The existing right of way does not include an urban curb and gutter or pipe drainage system. Rather than impose this solution on a historic landscape, planting areas serve as vegetated swales, accepting stormwater from both the adjacent walk and drive. The drive is crowned to direct stormwater sheet flow to the planting areas on each side of the road.

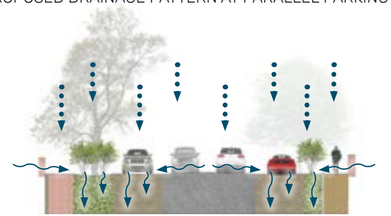
1895 DRAINAGE PATTERN



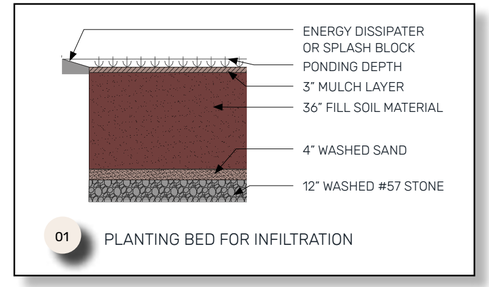
PROPOSED DRAINAGE PATTERN



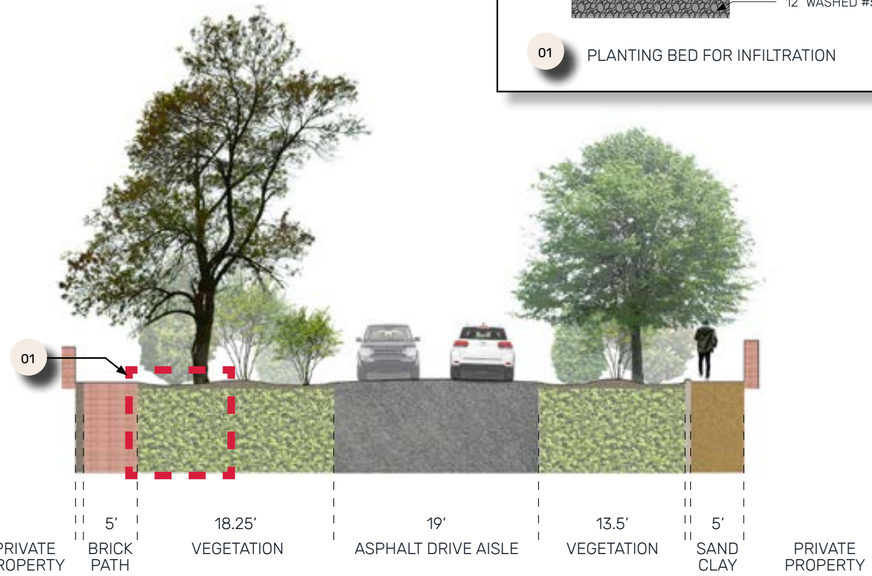
PROPOSED DRAINAGE PATTERN AT PARALLEL PARKING



Existing vegetation should be preserved as much as possible. As trees decline, excavate the planting area and rebuild the soil profile for plant health and infiltration. Replant with a tall tree under-planted with small trees, shrubs and groundcover.



PROPOSED RESIDENTIAL ROAD PROFILE



PROPOSED RESIDENTIAL ROAD IMPROVEMENTS

PHASE 5. 8. 9.

MAGNOLIA ROAD AND CHINQUAPIN ROAD (WEST OF MAGNOLIA ROAD)

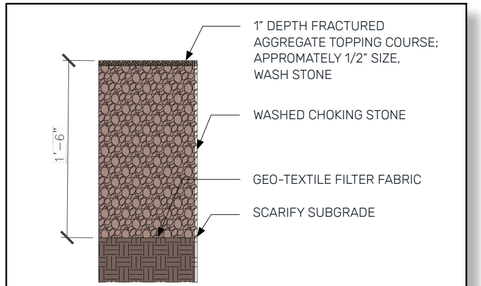
In conjunction with planting bed rejuvenation, rebuild adjacent gravel parking for infiltration and color as part of the same construction mobilization. Deep excavation and stone washed clean of small fines support rapid dissipation of stormwater. Select a warm buff gravel stone rather than cool gray to better represent native soils and visually minimize the road width.

Where gravel parking has replaced planting areas, the spaces are wider than standard parallel parking spaces. Reclaim some of the existing gravel parking are for vegetation between the walk and parking. This has a two-fold benefit of improving drainage and returning some historic character.

Detail 3 shows the existing sand/clay path graded to drain to the planting beds. This uniform sheet flow across the width of the path will scour far less than the existing drainage which moves along the length of the walk, gaining speed as it goes.

A continuous concrete curb holds the edge of path in place. The concrete should not be standard gray but instead be colored with an integral color product or with the native soils to better correlate with the naturalistic walks. Incremental concrete pouring and repairs over time will result in differing concrete colors. This variation is appropriate to the texture and varied color of the paths.

Sand/clay paths are not maintenance free and regular care throughout the year and after major rain events should be expected and planned for. The path will require raking and regrading to maintain cross slope. Shoveling should remove eroded sand from the edge of the planting beds.



02 PERVIOUS STONE AGGREGATE FOR PARKING SPACES

LORTON, VA
RSSY

PEA GRAVEL

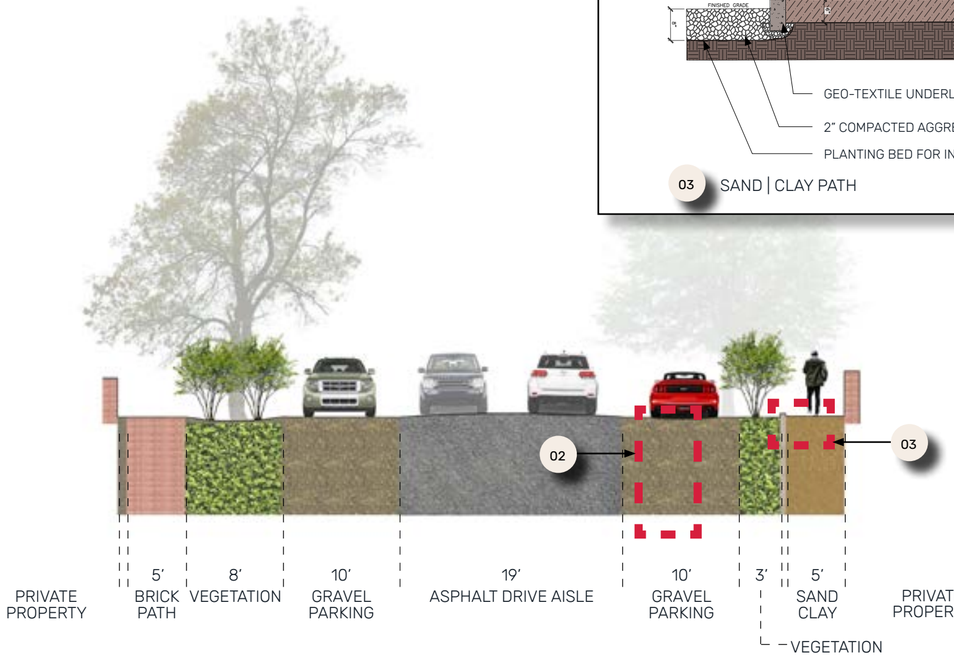
#57 WASHED GRAVEL

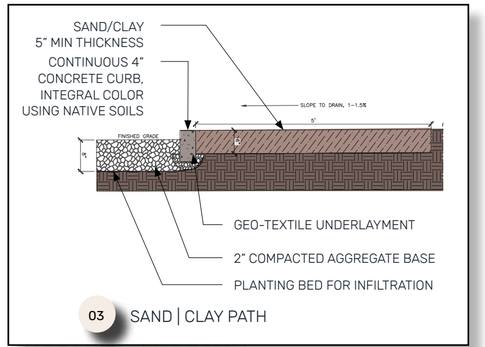
HARMANS, MD
AGGTRANS

PEA GRAVEL

#57 WASHED GRAVEL

PROPOSED RESIDENTIAL ROAD PROFILE WITH PARALLEL PARKING





03 SAND | CLAY PATH

PROPOSED PLANTING

› MAINTAIN AND IMPROVE HISTORIC PLANTING CHARACTER

INCREMENTALLY REPLACE AGING TREES — PHASE 1. 4. 5. 6. 7. 8. 9.

Remove trees in poor condition identified by an arborist immediately.
Remove trees in fair condition identified by an arborist as maintenance work is undertaken in that area.
Replace removed trees with a tall tree of similar character from the proposed plant palette, shown on the following page.
Space new street trees at 50' apart.
Site new street trees between sidewalk and asphalt where possible.

CULTIVATE A MORE CASUAL PLANT CHARACTER — 3.

Replace small, tightly textured evergreen shrubs with more open, deciduous shrubs and perennials.
Avoid continuous hedges in favor of mixed species plantings.

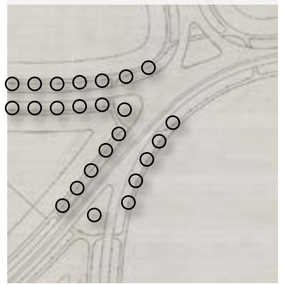
USE PLANTINGS TO CONTROL AND DIRECT VIEWS — 3.

Screen parking areas from sidewalks with small shrubs between 3 and 5' tall.
Use groundcovers below tall trees at corners and intersections.
Maintain clear views to the Village Green with tall trees and mulch or groundcovers along north and northwest edges.
Maintain clear views through alleys with small and pruned plantings.

1913 photo capturing the planting character between walks and drives.

Replace formal hedges with loosely shaped shrubs.

Tall trees are shown 50 feet apart on the 1895 plan.



PROPOSED PLANT PALETTE

TALL TREES

EASTERN RED CEDAR
Juniperus virginiana

SOUTHERN MAGNOLIA
Magnolia grandiflora

SOURWOOD
Oxydendrum arboreum

LONG LEAF PINE
Pinus palustris

LIVE OAK
Quercus virginiana

WATER OAK
Quercus laurifolia

WILLOW OAK
Quercus phellos

SMALL TREES

AMERICAN HOLLY
Ilex opaca

CAROLINA SILVERBELL
Halesia carolina

SWEET BAY MAGNOLIA
Magnolia virginiana 'Glauca'

SWEET OLIVE
Osmanthus x fortunei

SMALL SHRUBS

AZALEA
Azalea indica

CAMELLIA (WHITE BLOOM)
Camellia japonica

CAMELLIA (WHITE BLOOM)
Camellia sasanqua

DWARF BUTTON BUSH
Cephalanthus 'Sugar Shack'

PROSTRATE JAPANESE PLUM YEW
Cephalotaxus harringtonia 'Prostrata'

DAPHNE
Daphne laureola

JAPANESE ARALIA
Fatsia japonica

ST. JOHNS WORT
Hypericum 'Hidcote'

HARDY GARDENIA
Gardenia jasminoides 'Crown Jewel'

INKBERRY
Ilex glabra

RHODODENDRON
Rhododendron atlanticum

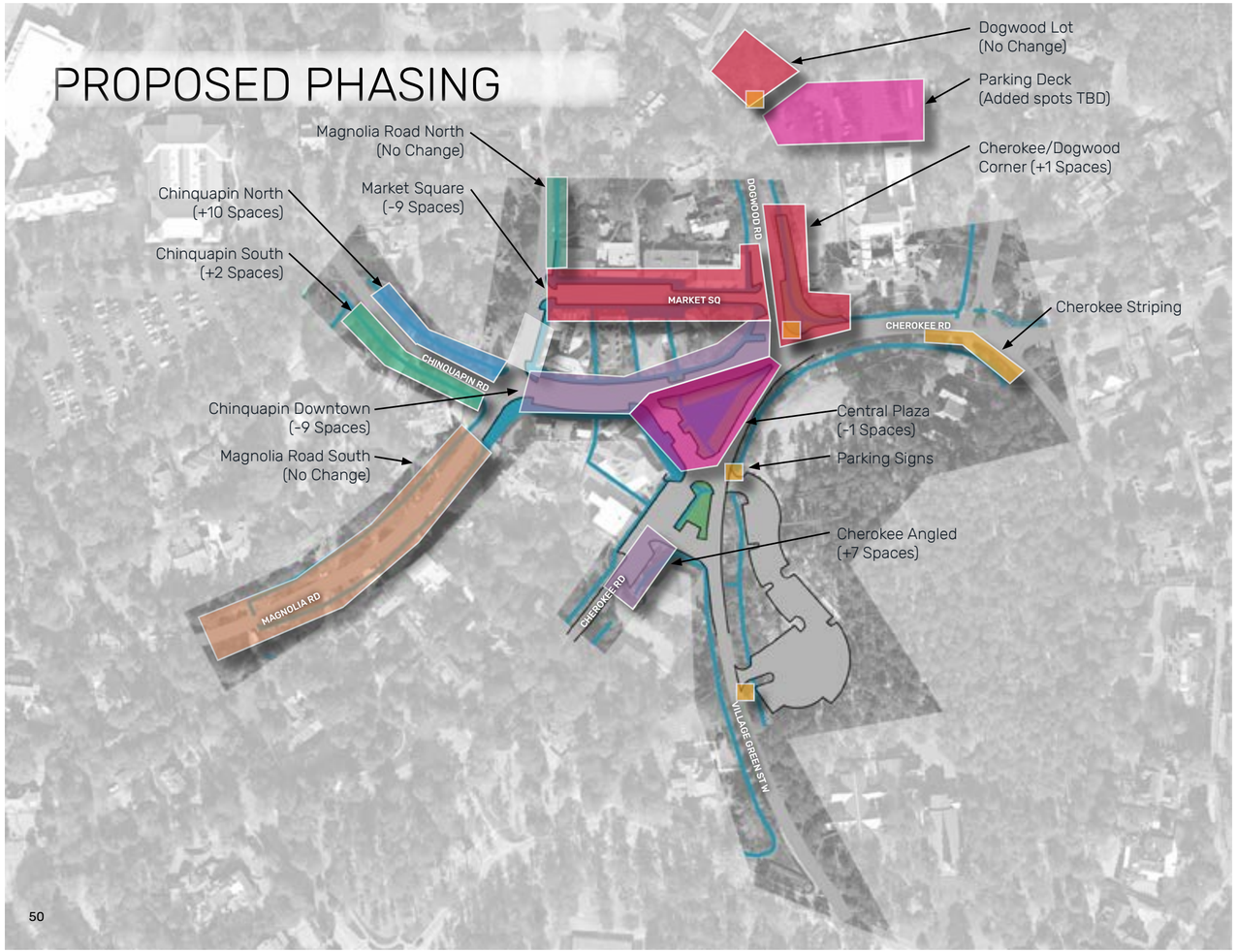
GROUNDCOVER

BLUE SEDGE
Carex flacca

LAMB'S EARS
Stachys byzantina

BIRDS EYE SPEEDWELL
Veronica persica

PROPOSED PHASING



Projects are grouped and sequenced to minimize construction disturbance, protect character of a full tree canopy, and balance downtown area parking to the extent possible.

- Change to parking count or improvements to existing parking are noted
- Change to tree canopy are noted

1. REMOVE TREES IN POOR CONDITION

2. PARKING SIGNS + CHEROKEE ROAD STRIPING

Anticipate the sign at the Cherokee and Dogwood intersection will be removed and reinstalled with the Slip Lane project.

- No loss in parking, improvement of 12 unmarked spaces.

3. AMENITIES, FURNISHINGS, AND PLANTERS

Paint existing light posts and replace furnishings as recommended. Hold off on placing new bike racks and light fixture in areas that will be changed by a later project.

- No loss in parking or trees.

4. MARKET SQUARE + CHEROKEE / DOGWOOD CORNER + DOGWOOD LOT IMPROVEMENTS

- Loss of 8 spaces, improvement of 19 spaces at Dogwood Lot to stimulate use.
- Loss of some trees at the Cherokee / Dogwood intersection, large trees surrounding the intersection will remain; new trees in Market Square.

5. CHINQUAPIN SOUTH + MAGNOLIA NORTH

- Addition of 2 spaces and bolsters walking between downtown and the Carolina Hotel.
- Tree removal only where necessary to rebuild a consistent sidewalk, parking and street cross section; new trees planted.

6. CHINQUAPIN DOWNTOWN + CHEROKEE ANGLED PARKING

- Loss of 2 spaces while improving walkability.
- No tree removal anticipated; new street trees added to south side of Chinquapin.

7. CENTRAL PLAZA + PARKING DECK ANNOUNCEMENT

Construction of the proposed parking deck may not be complete at the time Central Plaza should move forward. Public announcement with clear commitments of additional parking may help garner support for the added public space with the loss of downtown parking.

- Loss of 20 spaces downtown; anticipated ~100 in new deck.
- Large trees to remain, loss of some trees with replanting.

8. CHINQUAPIN NORTH

- Addition of 10 spaces.
- This project requires removal of large existing trees and should be undertaken after any new trees are well established at the Cherokee/ Dogwood Corner and Chinquapin South.

9. AT ANY TIME. MAGNOLIA ROAD SOUTH

Ongoing incremental work to reestablish a consistent and sustainable cross section.

- No loss in parking.
- Projects should proceed as existing trees decline with new trees planted.

10. AT ANY TIME. ALLEY EASEMENTS AND IMPROVEMENTS

DISCUSS SPEED LIMITS ON NC DOT ROADS WITHIN VILLAGE OF PINEHURST.

ADDITIONAL AGENDA DETAILS:

FROM:
Jeff Batton

CC:
Jeff Sanborn and Village Council

DATE OF MEMO:
12/7/2022

MEMO DETAILS:
This item is to discuss the various current speed limits on NC DOT roads within the Village of Pinehurst and determine if any should be requested to be changed or augmented.

NC DOT roads within Pinehurst have speed limits ranging from 20 mph to 55 mph. The attached map indicates the speed limits on the various state roads found within Pinehurst.

Discussion will be about whether requests to NC DOT should considered for any of these roads, or portions thereof.

Thanks.

ATTACHMENTS:

	Description
🗋	Speed Limit and Density of Development Comparison Presentation
🗋	Speed Limit Map
🗋	Speed Zone Study
🗋	NCDOT AADT Web Map

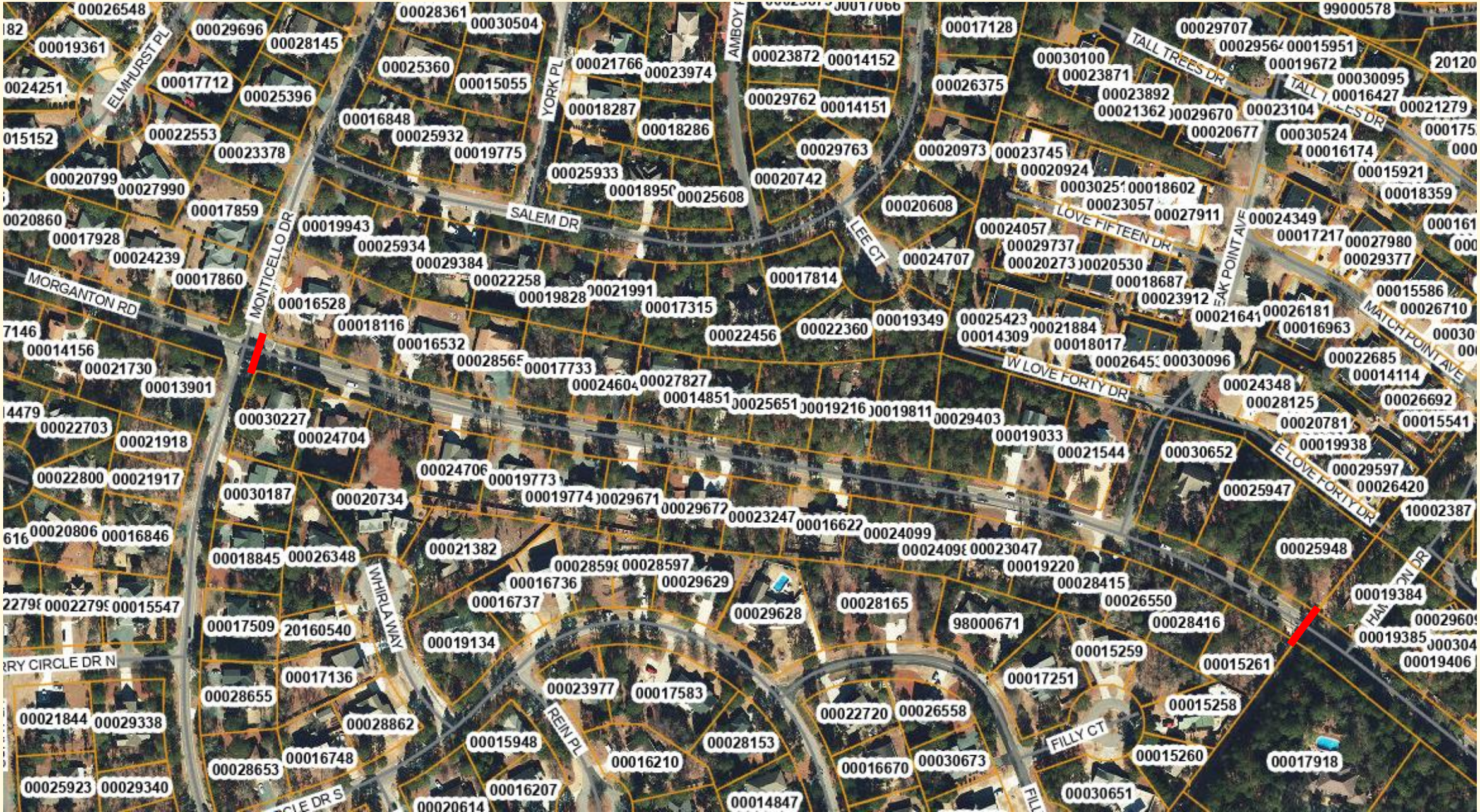
Comparison of Residential Development Density for Four Sections of NCDoT roads within Pinehurst with a Current Speed Limit of 35 mph

December 13, 2022

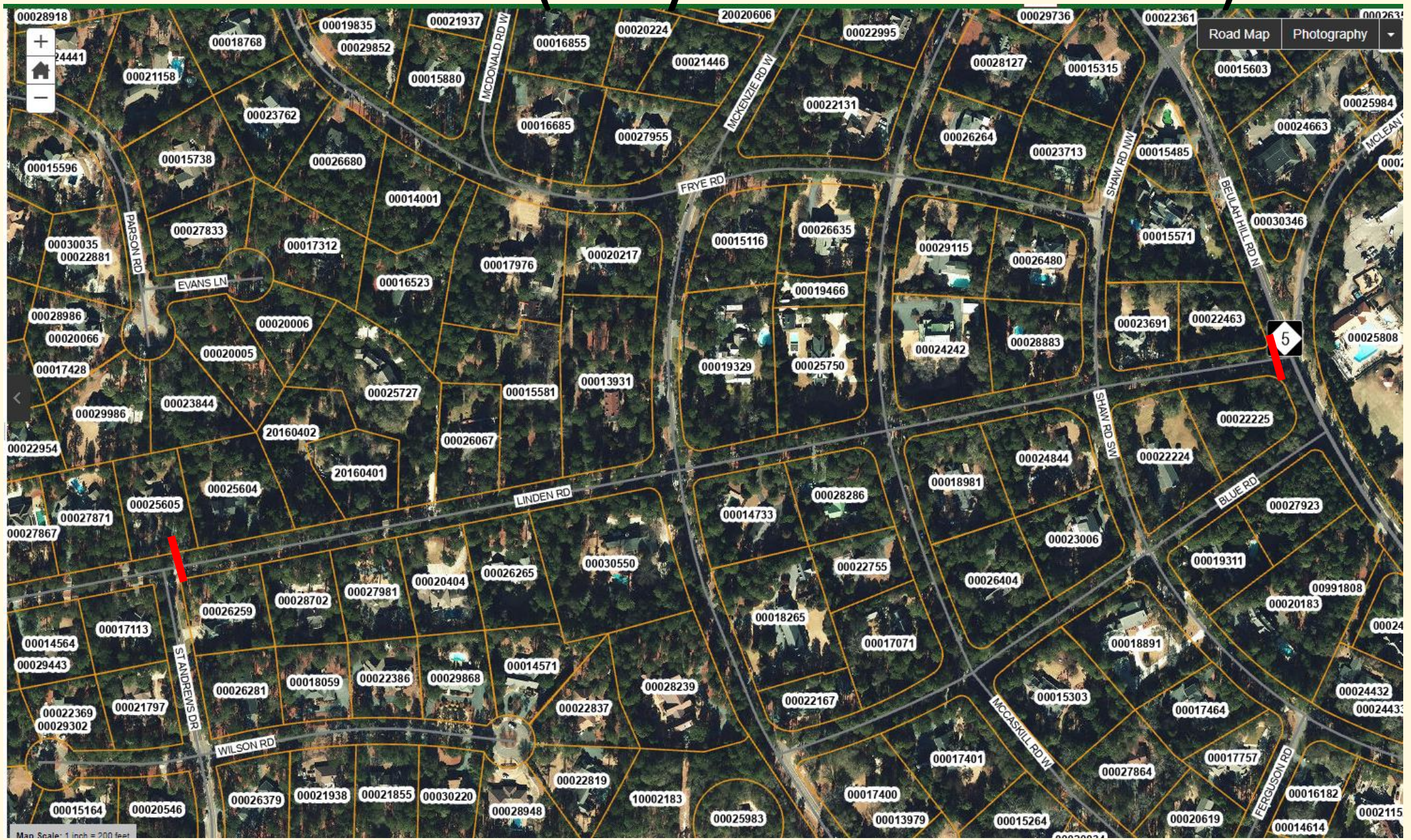
Page Rd


CROSSOVER
PAGE RD N
NC 211 HWY
211
MCFARLAND RD
DUNDEE RD
MCLEOD RD
PAGE RD
DALRYMPLE RD
CAMPBELL RD
MIDLAND RD
EVERETTE RD
KELLY RD
SHORT RD
CRAIG RD
WOODS RD
MEDLIN RD
MCTYRE RD
BOARD BRANCH RD
RATTLESNAKE TRL
FIELDS RD
MAPLE RD
PALMETTO RD
2

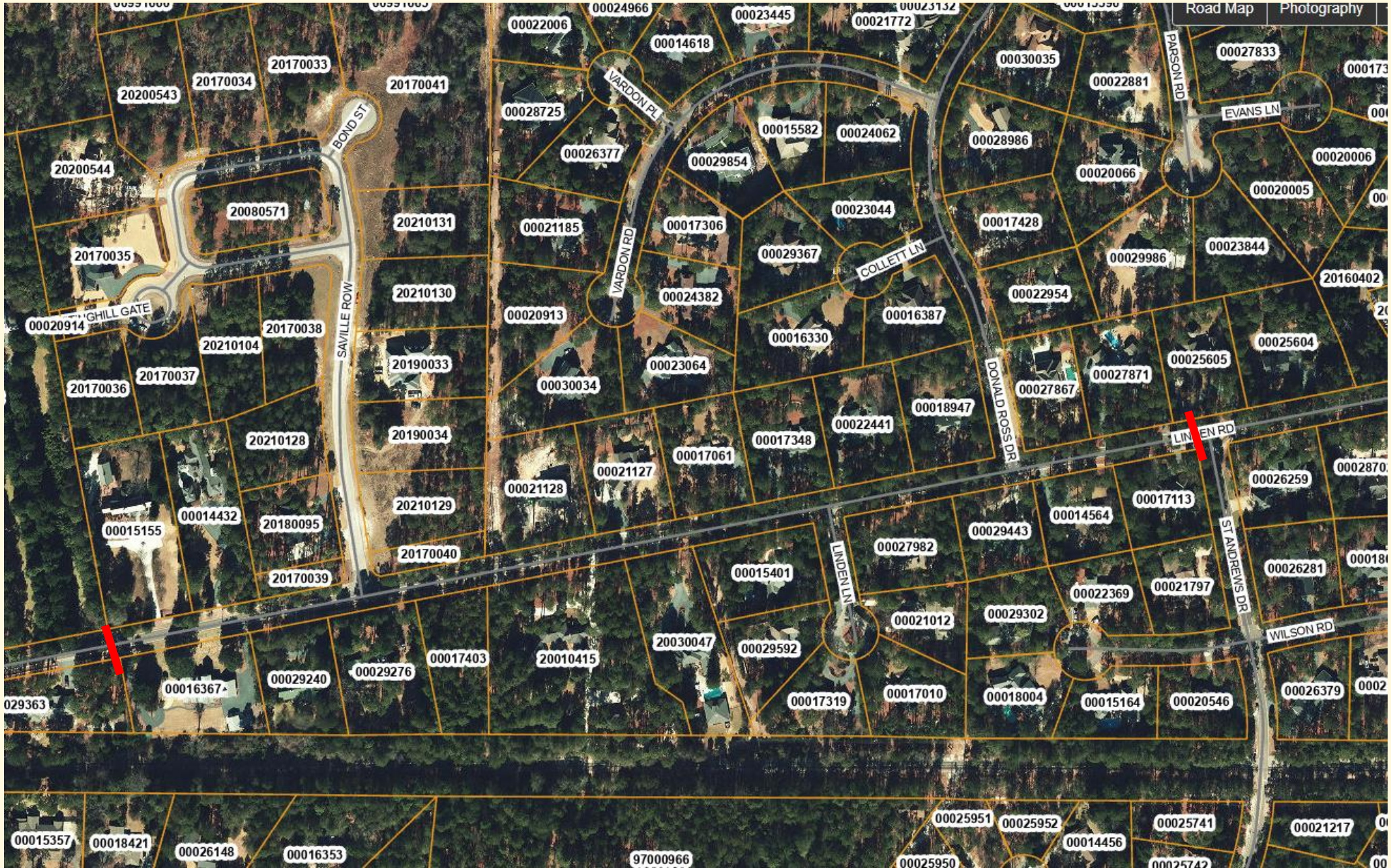
Morganton Rd (Monticello to CCNC)



Linden Rd (Hwy 5 to St. Andrews)



Linden Rd (West of St. Andrews)



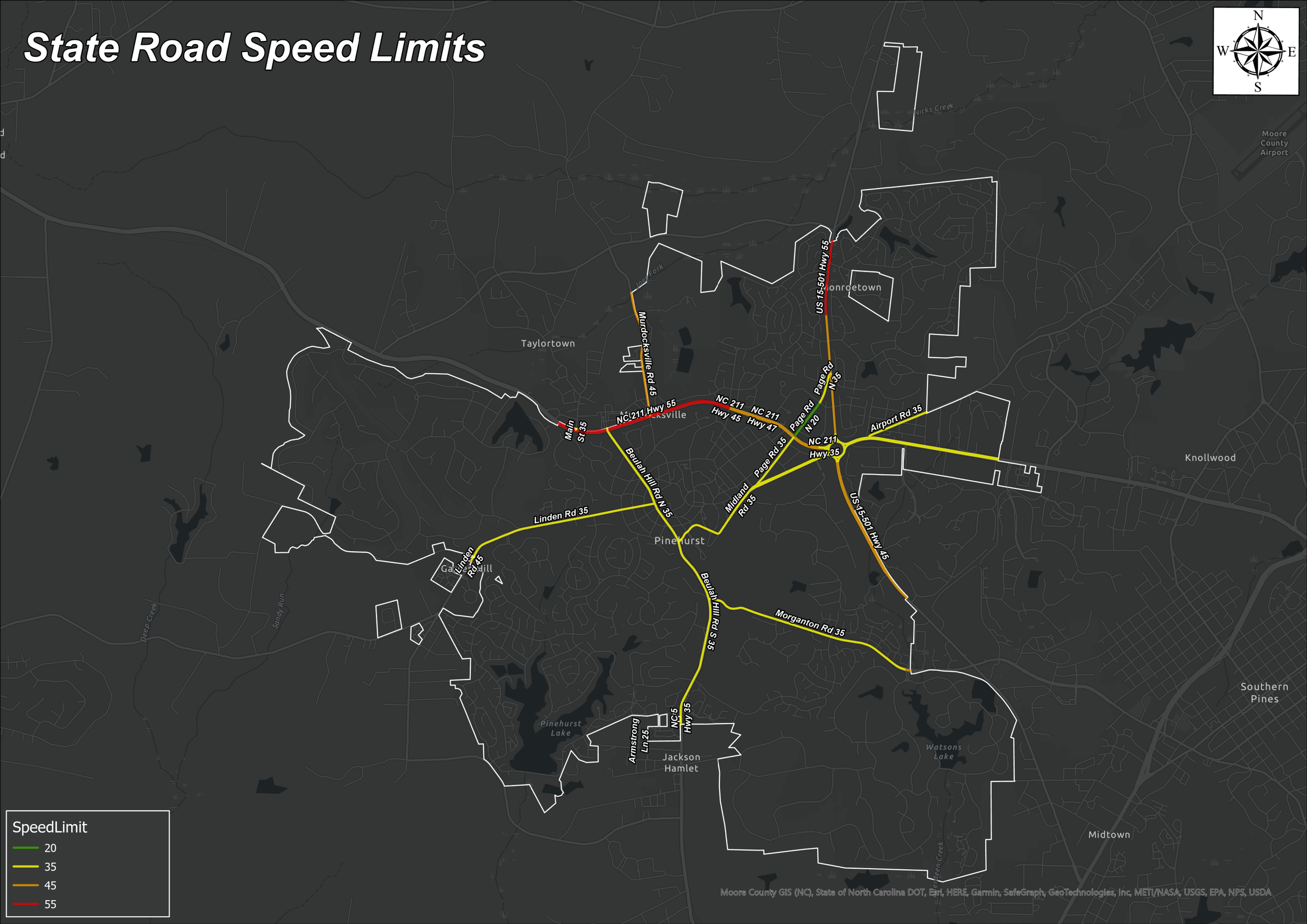
Comparison

	Morganton	Page	Linden (5 to St. Andrews)	Linden (W. of St. Andrews)
Length (ft)	1820	2130	2170	2480
Lots	35	27	24	26
Ft/Lot	52	79	90	95
Homes	26	21	23	25
Ft/Home	70	101	94	99
Driveway Cuts	27	20	28	25
Ft/Driveway Cut	67	106	77	99
Intersections	1	2	3	3
Ft/Intersection	1820	1065	723	827

Based on density of development, of the four NCDoT road segments compared, any need to consider reduced speed limits appears to be:

- Most compelling for Morganton Rd
- Least compelling for Page Rd

State Road Speed Limits



SPEED ZONE STUDY

	CURRENT STUDY	PREVIOUS STUDY
COUNTY	Moore	
ROUTE	SR 1208	
DATE REQUESTED	10/5/2022	4/11/2016
Study Length	0.491	0.491
From:	SR 1895	NC 2
To:	NC 211	NC 211
CURRENT SPEED LIMIT	35 MPH	35 MPH

COUNT DATA

Count Dates	10/24-26/2022	04/06-08/2016
Collection MP	0.3	0.298
85th Percentile	39.03 MPH	39.5 MPH
NB	38.81 MPH	39.5 MPH
SB	39.25 MPH	39.4 MPH
Volumes	4,481 VPD	4,759 VPD
Truck %	6.8%	5.8%
Car%	93.2%	94.2%

DEVELOPMENT

Overall Development Rate	30.3%	30.3%
# of Intersecting State Maintained Roadways	2	2
# of Intersecting Private Roads	0	0

ROADWAY DATA

Pavement Width	20' 10"	N/A
Lane Width	8' 8"	N/A
Pavement Type	PLANT MIX	PLANT MIX
Shoulder Width	4' - 6'	N/A
Shoulder Type	UNPAVED	UNPAVED
Horizontal Curves	0	0

ACCIDENT DATA

Total # of Accidents	0	0
Total # of Potential Speed Related	0	0
Total # DUI and/or Left Scene of Accident as Part of Speed	0	0
Overall # of Potential Speed Related	0	0

RECOMMENDED SPEED LIMIT	35 MPH	35 MPH

Speed Zone Study
Request to Evaluate Speed Limit
Page Road (SR 1208)
From NC 2 to NC 211
Moore County

INTRODUCTION

Mr. Michael Edwards through Representative Boles requested that the speed limit along Page Road (SR 1208) be evaluated for a reduced speed limit between NC 2 and NC 211. The study was conducted in accordance with the current NCDOT *Guideline for the Establishment of Restrictive Speed Limits dated May 15, 1995,* prepared and distributed by The Traffic Engineering Branch. This document establishes departmental policy in regard to establishing speed limits.

STUDY LIMITS

Page Road (SR 1208) in Moore County is a state secondary highway. The area covered by this study is approximately 0.49 miles in length, beginning at NC 2, milepost 0.00, and ends at the intersection of NC 211, milepost 0.49, north of Pinehurst.

ENGINEERING AND TRAFFIC INVESTIGATION

NCDOT *Guidelines for the Establishment of Restrictive Speed Limits dated May 15, 1995,* lists the topographic and traffic characteristics to consider with their probable effect on safe and reasonable speeds. These characteristics include:

a) 85th percentile speed: Traffic count data was collected at one site for this study area. The count location was established where traffic should be free flowing. Counters were set out at milepost 0.30 in both the northbound and southbound lanes. Count data was collected over a 48 hour period, beginning on Wednesday, April 6, 2016 and ending on Friday, April 8, 2016. All statistics were recorded in 15 minute time periods. Results are summarized below in Table I.

TABLE 1
85th Percentile Speeds

Milepost 0.30	NB 39.4 mph	SB 39.4 mph	**(2016)**

b) Condition and type of roadway surface: The condition of the roadway surface in the study area is acceptable. The roadway surface is a bituminous asphalt surface treatment.

c) Roadway type, width, and number of traffic lanes: The roadway is a state secondary rural paved road. The roadway width is 20'6' as measured at milepost 0.30. The roadway has two travel lanes, one northbound and one southbound.

d) Shoulder width, condition and type: The shoulder varies within the study area. The shoulder is generally 8' in width and is unpaved throughout the study area.

e) Horizontal and vertical alignment of the roadway: The study section of the roadway is in gently rolling terrain. The vertical grades range between 2% and 3% along the study section.

f) Roadside development: amount, type, and proximity to the travel way: The NCDOT *Guideline for the Establishment of restrictive Speed Limits dated may 15, 1995,* states that, "Restrictive 40, 45 , or 50 MPH speed limits should be considered when the overall amount of roadside development is less than 75% for a given roadway length of 0.25 mile." The development may be residential or commercial. A developed roadside lot is one, which has 100 feet of roadway frontage with driveway access. A roadway, which is 100% developed on one side and 0% developed on the other side is 50% developed overall. The overall development for the entire study segment was found to be 30.3%. The development is primarily residential. There were sixteen residential drives identified within the study area.

TABLE II
Roadside Development Levels

MP 0.00 to 0.25	30.3%	MP 0.25 to 0.49	30.3%

g) Composition of traffic using the roadway: The count data classifies the vehicles by length. Vehicles greater than 30' in length are classified as trucks or busses. The vehicle classification by count location is summarized in Table III. The average daily traffic at the count location was 4759 vehicles per day.

TABLE III
Vehicle Classification

Year	Milepost	Percent Cars	Percent Trucks
2016	0.30	94.2%	5.8%

h) Numbers and types of intersections, including private driveways and roads: There is one intersection within the limits of the study area. It is McLeod Road (Non-System). Traffic is free flowing between the stop sign controlled intersection of NC 2 and the signalized intersection of NC 211.

There is a restrictive 35 MPH speed zone ordinance (Ord. No. 1030709) in effect within the study area, from NC 2 north to NC 211, in Pinehurst.

RECOMMENDATION

The engineering data collected was reviewed giving consideration of the guidelines and philosophy stated in the NCDOT *Guidelines for the Establishment of Restrictive Speed Limits dated May 15, 1995*, FHWA Speed Limits Synthesis – Technical Summary, and the ITE Speed Zoning Guidelines. A review of accident records for the previous 5 years was performed along Page Road.

Based upon the review the following conclusions were made:

1. Traffic volumes are considered consistent with that of a 35 MPH secondary road.
2. The 85th percentile speeds indicate good motorist compliance with an average speed of 39.4 MPH.
3. Development is 30.3% and is considered to be below average for a 35 MPH secondary road.
4. A review of recorded accident reports for the past five years produced no accidents within the study limits in which speed may have been a contributing factor.

Therefore, it is recommended that no modification to the existing 35mph speed along Page Road (SR 1208) is warranted within the study limits.

Speed Zone Study
Request to Evaluate Speed Limit
Page Road (SR 1208)
From SR 1895 (was NC 2) to NC 211
Moore County

INTRODUCTION

Mr. Jeff Batton, with the Village of Pinehurst requested that the speed limit along Page Road (SR 1208) be evaluated for a reduced speed limit between SR 1895 and NC 211. The study was conducted in accordance with the current NCDOT *Guideline for the Establishment of Restrictive Speed Limits dated May 15, 1995,* prepared and distributed by The Traffic Engineering Branch. This document establishes departmental policy in regard to establishing speed limits.

STUDY LIMITS

Page Road (SR 1208) in Moore County is a state secondary highway. The area covered by this study is approximately 0.49 miles in length, beginning at SR 1895, milepost 0.00, and ends at the intersection of NC 211, milepost 0.49, north of Pinehurst.

ENGINEERING AND TRAFFIC INVESTIGATION

NCDOT *Guidelines for the Establishment of Restrictive Speed Limits dated May 15, 1995,* lists the topographic and traffic characteristics to consider with their probable effect on safe and reasonable speeds. These characteristics include:

a) 85th percentile speed: Traffic count data was collected at one site for this study area. The count location was established where traffic should be free flowing. Counters were set out at milepost 0.30 in both the northbound and southbound lanes. Count data was collected over a 48-hour period, beginning on Monday, October 24, 2022, and ending on Wednesday, October 26, 2022. Results are summarized below in Table I.

TABLE 1
85th Percentile Speeds

Milepost 0.30	NB 39.4 mph	SB 39.4 mph	**(2016)**
Milepost 0.30	NB 38.9 mph	SB 39.3 mph	**(2022)**

b) Condition and type of roadway surface: The condition of the roadway surface in the study area is acceptable. The roadway surface is a bituminous asphalt surface treatment.

c) Roadway type, width, and number of traffic lanes: The roadway is a state secondary rural paved road. The roadway width is 20'6' as measured at milepost 0.30. The roadway has two travel lanes, one northbound and one southbound.

d) Shoulder width, condition and type: The shoulder varies within the study area. The shoulder is generally 8' in width and is unpaved throughout the study area.

e) Horizontal and vertical alignment of the roadway: The study section of the roadway is in gently rolling terrain. The vertical grades range between 2% and 3% along the study section.

f) Roadside development: amount, type, and proximity to the travel way: The NCDOT *Guideline for the Establishment of restrictive Speed Limits dated May 15, 1995,* states that, "Restrictive 40, 45, or 50 MPH speed limits should be considered when the overall amount of roadside development is less than 75% for a given roadway length of 0.25 mile." The development may be residential or commercial. A developed roadside lot is one, which has 100 feet of roadway frontage with driveway access. A roadway, which is 100% developed on one side and 0% developed on the other side is 50% developed overall. The overall development for the entire study segment was found to be 30.3%. The development is primarily residential. There were sixteen residential drives identified within the study area.

TABLE II
Roadside Development Levels

MP 0.00 to 0.25	30.3%	MP 0.25 to 0.49	30.3%

g) Composition of traffic using the roadway: The count data classifies the vehicles by length. Vehicles greater than 30' in length are classified as trucks or busses. The vehicle classification by count location is summarized in Table III. The average daily traffic at the count location was 4,481 vehicles per day, compared to 4,759 from the previous study.

TABLE III
Vehicle Classification

Year	Milepost	Percent Cars	Percent Trucks
2016	0.30	94.2%	5.8%
2022	0.30	93.2%	6.8%

h) Numbers and types of intersections, including private driveways and roads: There is one intersection within the limits of the study area. It is McLeod Road (Non-System). Traffic is free flowing between the stop sign controlled intersection of SR 1895 and the signalized intersection of NC 211.

There are no speed zone ordinances in effect within the study area, from SR 1895 to NC 211, in Pinehurst.

RECOMMENDATION

The engineering data collected was reviewed giving consideration of the guidelines and philosophy stated in the NCDOT *Guidelines for the Establishment of Restrictive Speed Limits dated May 15, 1995*, FHWA Speed Limits Synthesis – Technical Summary, and the ITE Speed Zoning Guidelines. A review of accident records for the previous 5 years was performed along Page Road.

Based upon the review the following conclusions were made:

1. Traffic volumes are considered consistent with that of a 35 MPH secondary road.
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4. A review of recorded accident reports for the past five years produced no accidents within the study limits in which speed may have been a contributing factor.

Therefore, it is recommended that no modification to the existing 35mph speed along Page Road (SR 1208) is warranted within the study limits.

NCDOT AADT Web Map

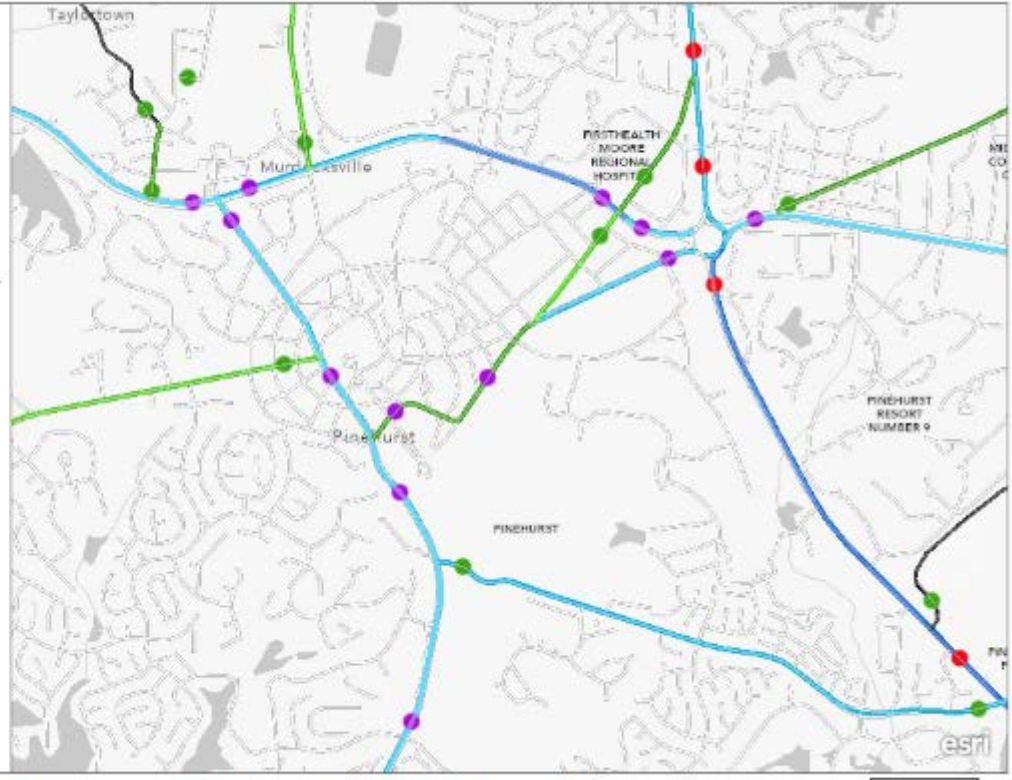
NCDOT_AADT_Traffic_Segmentation - NCDOT_AADT_Stations

- Interstates
- US Routes
- NC Hwys
- Secondary Routes
- Non-System Routes
- Ramps

NCDOT_AADT_Traffic_Segmentation - NCDOT_AADT_Traffic_Segments_Secondary_Non-System

AADT_2021

- 175,000+
- 125,000 - 174,999
- 85,000 - 124,999
- 55,000 - 84,999
- 35,000 - 54,999
- 20,000 - 34,999
- 10,000 - 19,999
- 5,000 - 9,999
- 2,000 - 4,999
- 500 - 1,999



This web map displays a group layer, containing three individual layers. Each layer is drawn with complimentary scales. As the viewer zooms in at larger and larger scales, increasing levels of detail and labels are drawn and displayed.