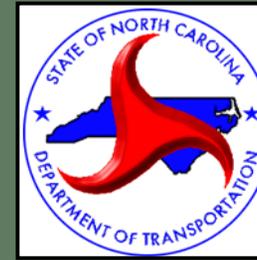


The Moore County Comprehensive Transportation Plan

October 24, 2012



**Our last meeting was January 25th and
much has happened since then...
Where to start?**



**I'm just going to jump in!
Let's get caught up....**



House Keeping

- What has happened since January 25th?
- Data Collection, O & D, and Model Development
- Request for re-classification and response.
- Secretary's visit, his message, and what it means to the Moore County CTP.
- Articles in the Pilot.
- Why the report is late.
- Results of the Report

What has happened since January?

Summary of Significant Events

1. MCTC Meeting Visioning and Objectives
2. Parson's and Brinkerhoff (PB)
3. Re- Classification and NCDOT response
 - TARPO Quarterly Meeting in February
 - Request for re-classification of US 1 SHC
 - NCDOT's response to TARPO and Moore County
4. Secretary's Visit to Moore County
 - The Pilot Articles
5. Delays in receiving Charrette Report
 - NCDOT's role change with Neighborhood Solutions

PARSONS BRINCKERHOFF

- **Began working with PB at the end of January about O & D study.**
 - Optimal survey methods given construction concerns
 - Cell phone technology much higher rate of capture - AirSage
 - Need to validate rate of success against existing, calibrated model

- **Added model development to scope in April**
 - PB worked ahead to develop model and the model foundation.
 - Waiting for Airsage to provide validation
 - Full scope PB developed in July
 - Activated once details of O & D survey data collection was confirmed.

- **Introduction to Contact**
 - Rhett Fussell
 - Statewide model for the 2040 plan



Milestones Going Forward for O & D Study and Model Development

1. Data Collection is a Collaborative Process

Between now and the middle of November – TCC Can We Do It?

TCC Huddle After the MCTC Meeting..... To Talk about Game Plan

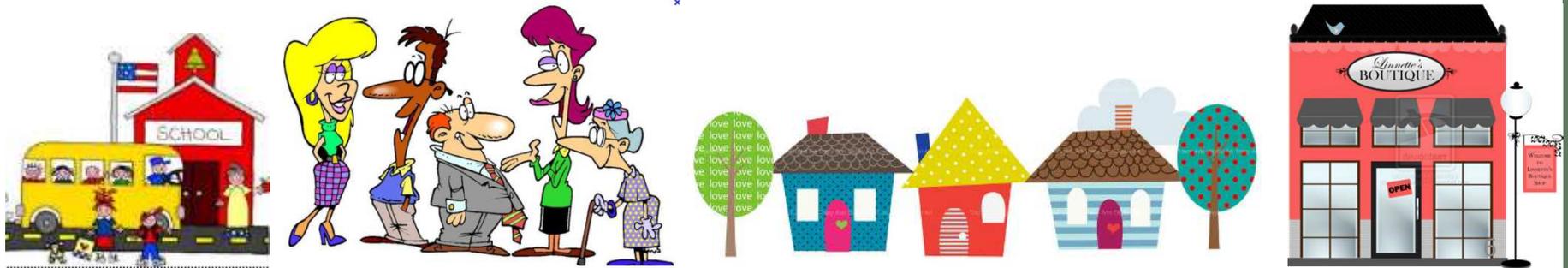


Socio-economic data (population, household, employment, area data)

A. PB - Population and Household

B. TARPO, Local planning staff, NCDOT - Employment, School, Hospital, Military data

C. MCTC, local planning staff, local county and municipal Boards – Endorsement



Milestones Going Forward for O and D Study and Model Development

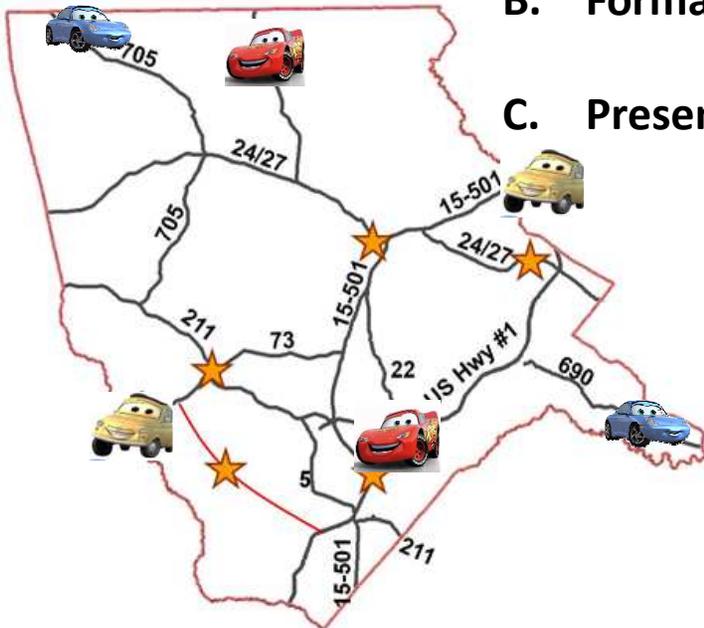
2. Origin and Destination Study Results

— By the End of January

A. MCTC Meeting

B. Formal introduction to PB staff

C. Presentation on Model Development and Results of O & D



Milestones Going Forward for O & D Study and Model Development

3. Base year data and results

- By the End of March
 - A. MCTC Meeting
 - B. PB to present base year data
 - C. MCTC, local planning staff, local county and municipal Boards



4. Future year data and results

- By the End of April
 - A. MCTC Meeting
 - B. PB to present 2040 No Build
 - C. MCTC and local planning staff to provide NCDOT on next steps





Strategic Highway Corridors Vision Plan Revision Request

History

- **TARPO resolution and support of request submittal - February 16, 2012.**
- **TPB recommendations to Strategic Management Committee - March 6, 2012.**
- **NCDOT Received the request on April 10, 2012.**
- **NCDOT Provided decision July 16, 2012.**



Strategic Highway Corridors Vision Plan Revision Request

NCDOT Response: July 16, 2012

- The 2040 Plan, the statewide 2040 model, and the North Carolina Multi-modal Investment Network (NC Min) update and re-classification request.
- Re-classification decision on hold until deficiencies are quantified.
- Development of the Moore County CTP multi-modal plans and solutions deferred.
- CTP study, O and D study, model development, and specific corridor analysis to continue as part of the Moore County CTP.
- NCDOT will quantify the deficiencies and work collaboratively with TARPO and Moore County stakeholders to solve the issues around the five focus areas.



Strategic Highway Corridors Vision Plan Revision Request

Consideration of all possibilities:

Strategic Management Committee's decision includes investigation of viable alternative facilities for US 1.

Viable Alternatives Must:

- Be safe.
- Provide effective access to and efficient passage through the county.
- Accommodate projected future traffic.
- Comply with state regulations for intrastate system facilities.
- Meet Federal requirements of evaluating impacts to under-represented populations.

Providing Clarity



First Steps in the CTP Process: CTP project engineer goes forth and provides information...

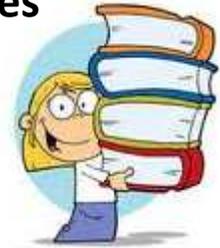
What is a CTP?

Why is a CTP is important?

How is the CTP is used in the project ranking and prioritization process.

Where state and federal laws, policies, and processes regarding transportation planning apply to the CTP and the study area.

Why US 1 is designated as a freeway in the Strategic Highway Corridor Vision Plan?



Because the CTP is an important topic to the community, much discussion outside of our MCTC meetings has taken place...

Amongst friends and neighbors

Stakeholders and public officials

In the media



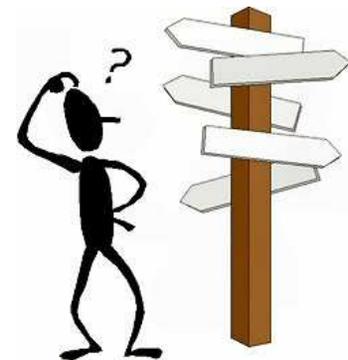
Much of what I have seen and heard, includes points of confusion.

Misinformation

Incorrect information

Incomplete information

Information taken out of context



Providing Clarity

1. Connectivity
2. Interstate Connectivity
3. Interstate Reliever
4. Inclusion in Highway System
5. Background/Description
6. Evacuation Route

**Final recommendation :
Strategic Highway Corridor**

US 1 – Corridor 34

Connectivity: Connects an existing Major or Regional Activity Center to another Major or Regional Activity Center, Seaport, Major Airport, or Military Base. Connects **Rockingham** (Regional Activity Center) to **Pinehurst/Southern Pines** (Regional Activity Center) to **Sanford** (Regional Activity Center) to **Raleigh/Cary** (Major Activity Center/Major Airport) to **Henderson** (Regional Activity Center).

Interstate Connectivity: Connects an Existing Interstate facility to another Existing or Planned Interstate facility, Connects I-85 at Henderson to I-40 and I-440 at Raleigh to Future I-73/I-74 at Rockingham, Connects to I-74 in Rockingham and to Wilmington and to Charlotte.

Interstate Reliever: Currently serves or has potential to serve as a Reliever Route to an Existing Interstate facility. Combined with I-85 from I-95 at Petersburg, VA to Henderson, and Future I-73 at Rockingham to I-95 in South Carolina, US 1 could be a major relief route for I-95 for motorists traveling the interstate corridor between South Carolina and the Richmond Area. Congestion, collisions, and construction are frequently found on the I-95 in North Carolina and having a good alternate and relief route is necessary in order to avoid slowing down travel and commerce along the east coast.

Highway Systems: Inclusion in other Federal or State Highway Systems - Entire Corridor is part of the NHS National Highway System; Entire Corridor is part of the NC Intrastate System.

Other: Special Circumstances or Historical Studies that suggest improvement of the corridor - US 1 was traditionally the main route along the eastern US seaboard before construction of the interstate system and I-95. Today it still connects activities centers and can be an important alternate for I-95.

Background/Description of Corridor: The corridor between I-85 at Henderson and Raleigh is mostly rural, until just north of Wake County, where the area transitions to suburban followed by urban closer to Raleigh. The Corridor follows the western half of the I-440 around Raleigh, transitioning to a suburban area southwest of the city. Between Apex, Sanford, Pinehurst/Southern Pines, and Rockingham areas, the corridor is mostly rural, while urban in nature within the cities. The Pinehurst/Southern Pines is a major golfing community and Rockingham is home to the North Carolina Speedway.

Evacuation Route: Moore County is within the 50 mile Plume Emergency Planning Zone Shearon Harris Nuclear Plant. US 1 is a designated evacuation route through Lee and Moore Counties (See Moore County Hazard Mitigation Plan). US 1 provides connectivity inland for Hurricane evacuation routes.

Recommendation: *Statewide Strategic Corridor*

Providing Clarity

MOORE COUNTY



Multi-Jurisdictional Hazard Mitigation Plan

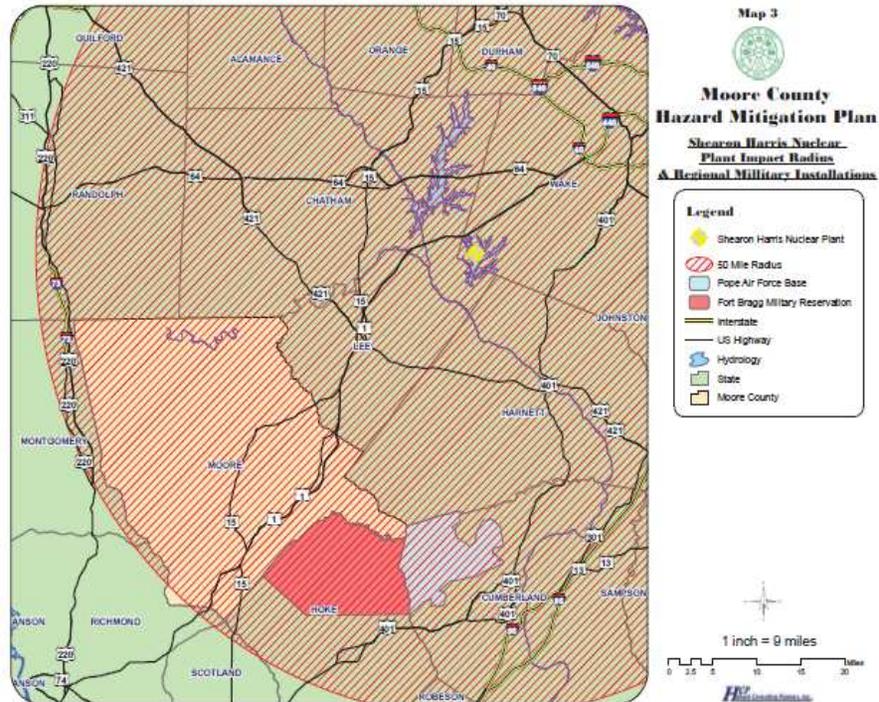
*Participating Jurisdictions: Aberdeen, Cameron, Carthage,
Foxfire Village, Pinebluff, Pinehurst, Robbins, Southern Pines,
Taylortown, Vass, Whispering Pines*

August 26, 2010
Revised December 6, 2010

Prepared By:



WILMINGTON, NORTH CAROLINA



Setting the record straight....

- 1. Strategic Highway Corridor (SHC) Vision Plan was a conceptual plan. It did not determine alignments or the path of facilities.**
- 2. The SHC plan is being updated and enhanced with the development of a statewide travel demand model.**
- 3. The model is being used to make sure corridor classifications align with future needs. That will be accomplished for US 1 through the CTP.**
- 4. NCDOT is moving ahead with the O and D study, Moore County Travel Demand Model, and additional US 1 analysis.**
- 5. NCDOT has agreed to consider viable alternatives to freeway classification for US 1.**
- 6. NCDOT has made a concerted effort to ensure the county has a meaningful opportunity to determine the future of its transportation system.**
- 7. It is time to stop arguing about the WHYs of decisions past and start bringing constructive input to the table.**

Moore County November 2011 Charrette Report

Moore County
November 2011

Charrettes and Long-range
Planning Process





Delay of November 2011 Charrette Report

- **Strings and Ribbons Charrettes 11/1-4/2011**
- **TPB received raw datasets from charrettes. 12/12/11.**
- **TPB received draft graphics of preliminary data sets. 1/19/2012.**
- **TPB received notice from Neighborhood Solutions of 2 server crashes. 3/19/2012**
- **TPB received first draft of report in summary format. 4/30/2012**
- **TPB received revised draft of report still in summary format. 5/28/2012**
- **Meeting with Neighborhood Solutions to resolve differences in expected and provided report. 5/29/2012**



Delay of November 2011 Charrette Report

- **TPB received draft revisions 6/11/012.**
- **TPB provided final comments and provided to Human Environment Unit for additional comment and confirmation. 6/17/2012**
- **TPB provided final and detailed comments to Neighborhood Solutions requesting format change and additional analysis. 8/2/2012**
- **As Neighborhood Solutions provides public involvement services and not planning services, Neighborhood Solutions opted to provide NCDOT with data collection, database development, and graphics support. 8/3/2012**
- **NCDOT provided expansion of the summary document to include analysis as well as all data extracted from submitted charrette maps, the associated database development, and associated analysis. 8/3/2012 – 10/18/2012**

Moore County November 2011 Charrette Report

**Moore County
November 2011**

**Charrettes and Long-range
Planning Process**





The Transportation Planning Branch would like to thank all county, municipal, TARPO, and NCDOT volunteers that assisted in the November 2011 Charrettes for your long hours, creative ideas, and dedication.

The Report

The Document - Seven sections

1. Executive Summary
2. Introduction
3. Census Data, Demographics, and Charrette Participation
4. The Strings and Ribbons Exercise
5. Data Collection and Charrette Results
6. Charrette Maps
7. Conclusions

Available On-line Only

<http://www.ncdot.gov/projects/moorechoices.com>

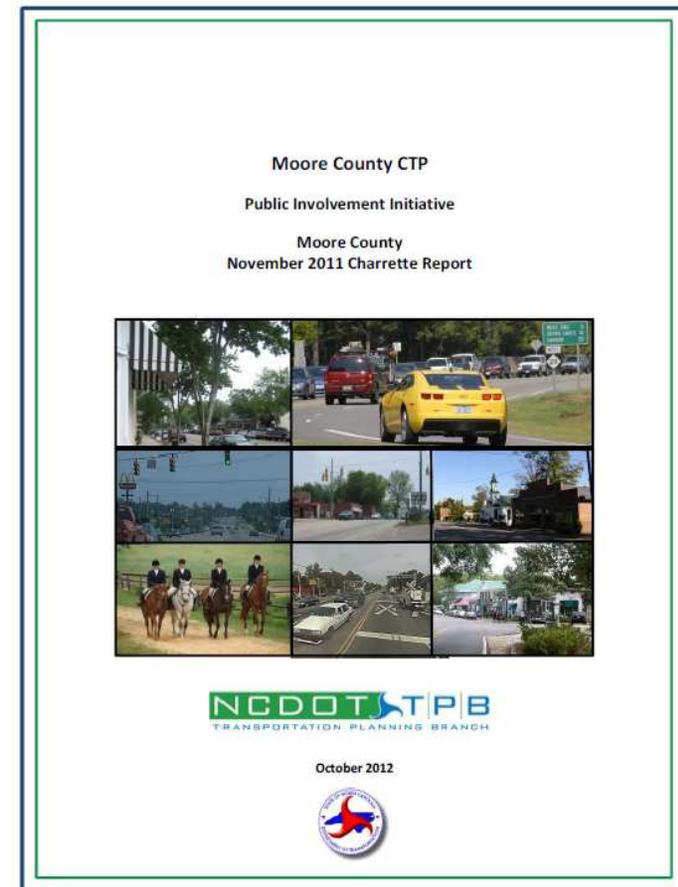
The Appendices – Reference Material

Appendix A-H

The Databases

Charrette Solutions Mapping Database

Moore County November 2011 Public Comment Database



INTRODUCTION (page 11)

Overview

Answers general questions like ...

- What is a CTP?
- Why it is important?
- Who are the collaborating partners?

Key Point: The Moore County CTP will ...

- Identify both existing and future transportation deficiencies of Moore County's multimodal transportation system
- Identify solutions substantiated by engineering analysis to address the projected deficiencies through study year 2040.

INTRODUCTION (pages 11-12)

Background

Why the charrettes were initiated...

- Dissemination of information;
- Determine local preferences for general corridor concepts and direction;
- Identify local priorities and resources; and
- Provide public forum for public comment.
- Help build consensus among residents and stakeholders

Defines the five focus areas...

- NC 24/27 near Carthage
- NC24/27 near Cameron
- NC 73 and NC 211 near West End
- The US 1 Corridor through Moore County
- A proposed route to connect western developments to eastern destinations or Western Connector

Key Points:

- Public involvement initiatives will occur at multiple stages of the CTP process.
- The November 2011 charrettes are only the beginning of the public's involvement in the CTP process.

INTRODUCTION (page 13)

Purpose

Focus of Public Involvement Initiative for the Charrettes

- Dissemination of information about CTP and county's existing system.
- Collection of input on local priorities and preferences for future system.

Why Strings and Ribbons...

- Engage public beyond standard public meeting;
- Provide an interactive process;
- Help resident understand more about the planning process; and
- Provide engineers with detailed information about communities and pertinent planning elements from the local perspective.

Key Point: Strings and Ribbons was chosen because it could be expanded to accommodate large, diverse groups, and identify locally preferred solutions to specific transportation issues.

Census Data, County Demographics, and Charrette Participation (page 15)

Census Data

2000 Versus 2010 Census Data

- Preparation for the charrettes utilized 2000 Census data.
- Report utilized 2010 data as the county demographic profile for income, race, and ethnicity.

Title VI/Environmental Justice Communities

Federal Regulations seek to ensure:

Initiatives consider the needs of traditionally underserved populations

- Specifically low income and minority.
- Public funds are not spent in such a way that results in discrimination.
- Underserved populations are safeguarded from denial of benefits or the burden of disproportionate impacts.

Census Data, County Demographics, and Charrette Participation (page 15)

Title VI/Environmental Justice Communities

Definition: Individuals protected under the federal legislation and FHWA guidelines are cited as *environmental justice populations* when notably higher concentrations of ethnic and racial minority groups and/or low-income populations can be identified within a defined study or project area.

Key Points: In the CTP process, the primary public involvement objectives are :

- To identify the presence of special population communities within the study area ;
- To promote equitable and meaningful participation opportunities for the public.

Census Data, County Demographics, and Charrette Participation (page 17)

Implementing Federal Regulations concerning Title VI One Tool - NCDOT's Public Involvement Form (PI Form)

Purpose of the PI Form:

- To ensure federally protected populations have a meaningful opportunity to participate.
- To determine presence of Environmental Justice communities.
- To help track the cumulative participation of federally protected populations in the planning process.

Key Point: Helps answer questions important to public involvement plans...

Who was present?

Who was not present? and

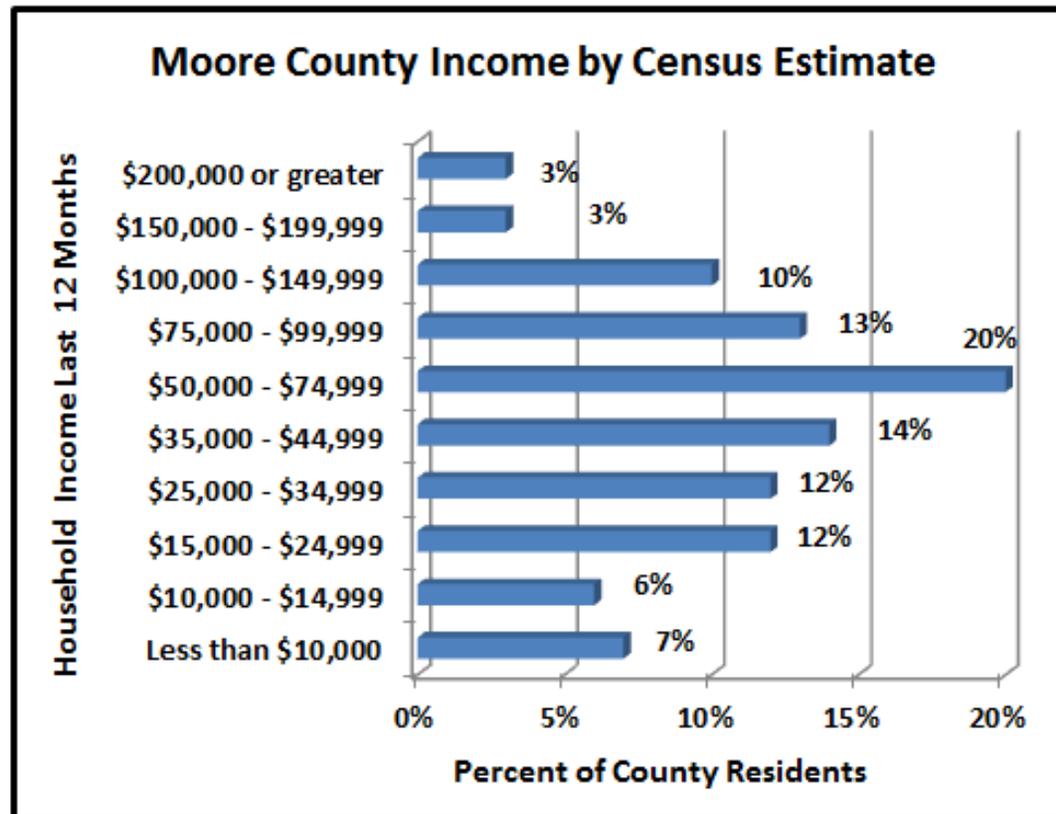
Who do we need to work harder at finding?

TITLE VI PUBLIC INVOLVEMENT FORM	
Completing this form is completely voluntary. You are not required to provide the information requested in order to participate in this meeting.	
Meeting Type: Charrette	Date: November 1-4, 2011
Location: Moore County (Various)	
TIP No.: N/A	
Project Description: Moore County CTP Charettes	
In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the North Carolina Department of Transportation (NCDOT) assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.	
Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the NCDOT Office of Civil Rights, Title VI Section at 1511 Mail Service Center, Raleigh, NC 27699-1511.	
All forms will remain on file at the NCDOT as part of the public record.	
Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 - \$69,999 <input type="checkbox"/> \$12,000 - \$19,999 <input type="checkbox"/> \$70,000 - \$93,999 <input type="checkbox"/> \$20,000 - \$30,999 <input type="checkbox"/> \$94,000 - \$117,999 <input type="checkbox"/> \$31,000 - \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____
How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____	
For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1808 or toll free at 1-800-522-0453, or by email at slipscomb@ncdot.gov .	
Thank you for your participation!	

Charrette Participation and Income Data (pages 17 & 18)

Moore County by Income

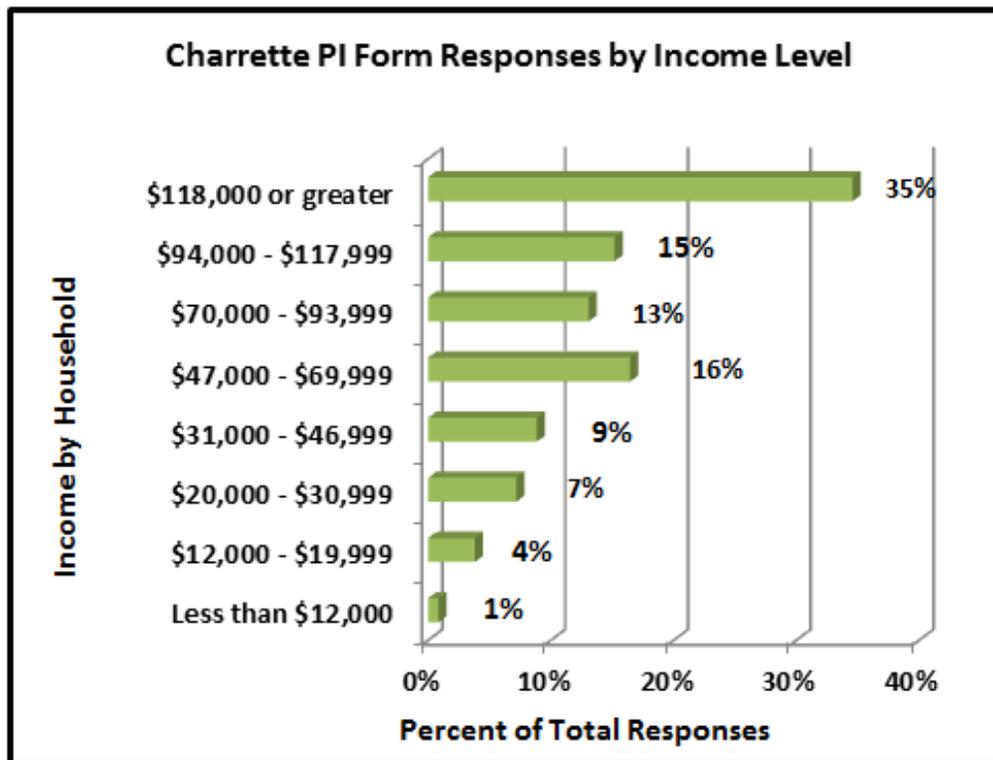
Census and ACS Income Brackets	Moore County Residents % by Income Brackets
Low Income - Less than \$25,000 per	25
Mid-range Between – \$25,000 - \$75,000	46
High Income - Greater than \$75,000	29



Charrette Participation and Income Data (pages 17 & 18)

Charrette Population Sample by Income

NCDOT Income Brackets on PI Form	% of Charrette Participants by Income Brackets
Low Income - Less than \$20,000	5
Mid-range Between – \$20,000 - \$70,000	32
High Income - Greater than \$70,000	63



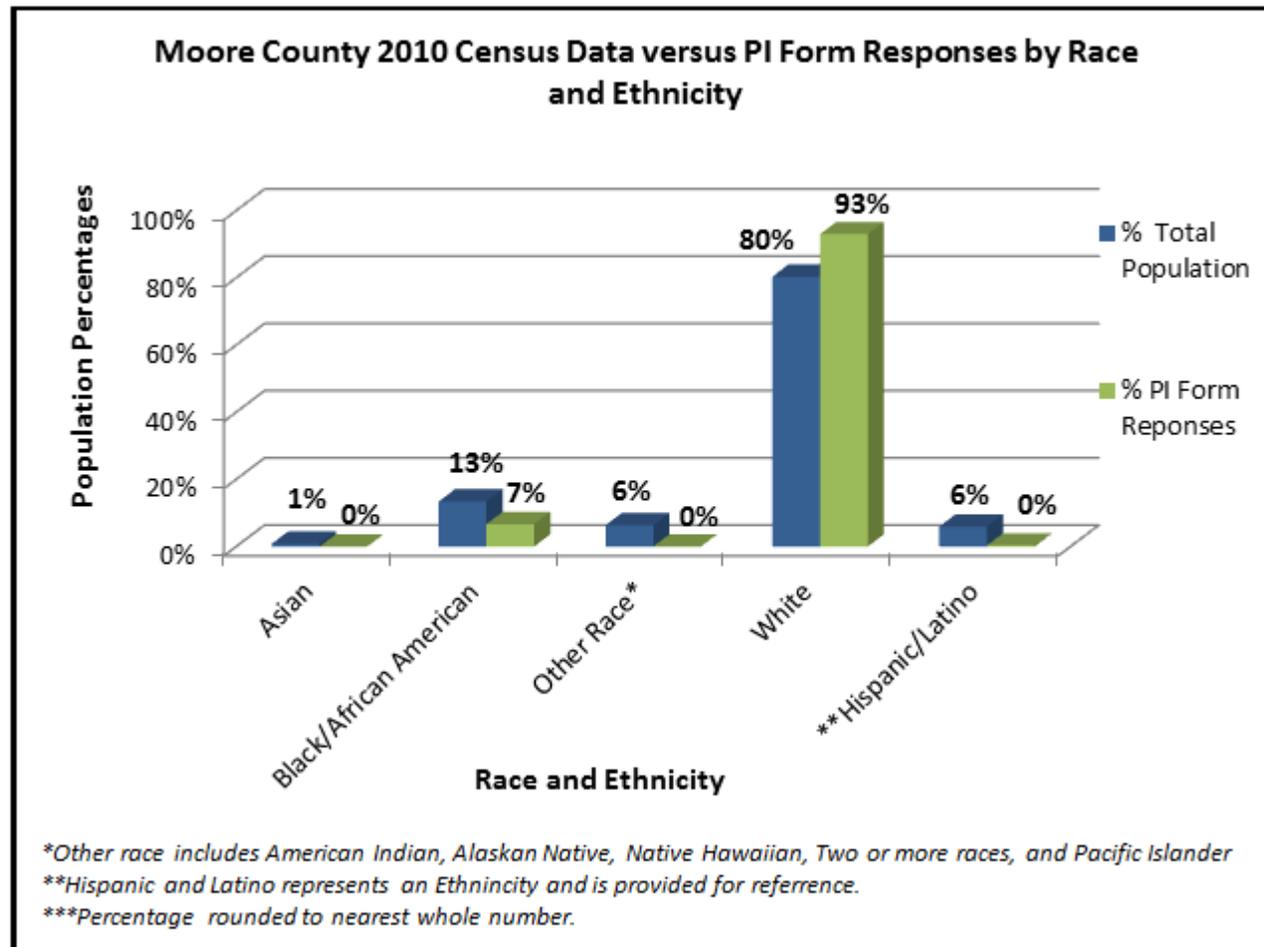
Moore County Municipalities with Relevant Concentrations of Poverty Level Populations

(page 18)

Municipalities with Significant Concentrations of Below Poverty Populations	% of 2010 Moore County Below Poverty Level Population*
Aberdeen	17
Cameron	17
Carthage	15
Robbins	31
Taylortown	24

*Rounded to the nearest whole percentage.

Charrette Participation – Race and Ethnicity (page 20)



Moore County Municipalities with Relevant Concentrations of African American Population (page 19)

Moore County Municipality	% of 2010 Moore County African American Population*
Aberdeen	25
Cameron	22
Carthage	23
Foxfire	9
Southern Pines	24
Taylortown	65

*Rounded to the nearest whole percentage.

Moore County Municipalities with Relevant Concentrations of Hispanic/Latino Populations (page 19)

Moore County Municipality	% of 2010 Moore County Hispanic/Latino Populations
Aberdeen	5
Cameron	2
Carthage	3
Robbins	50
Seven Lakes	2
Southern Pines	4

*Rounded to the nearest whole percentage.

Summary Points For Participation by Income, Race, and Ethnicity (page 20)

Participation by Income:

Charrette participant's income distribution shows a disproportionate representation of high income participants in comparison to middle and low income participants.

Participation by Race and Ethnicity:

Using the PI Forms in conjunction with the 2010 Census data, each of the aggregate minority groups was under-represented.

Key Point:

Going forward, public involvement strategies to capture and increase Moore County's minority population input within the five focus areas will need to be addressed.

The Strings and Ribbons Exercise

Pages 23 – 29 cover the Strings and Ribbons exercise and its development ; with your permission, I am going to skip ahead to the data collection and results.



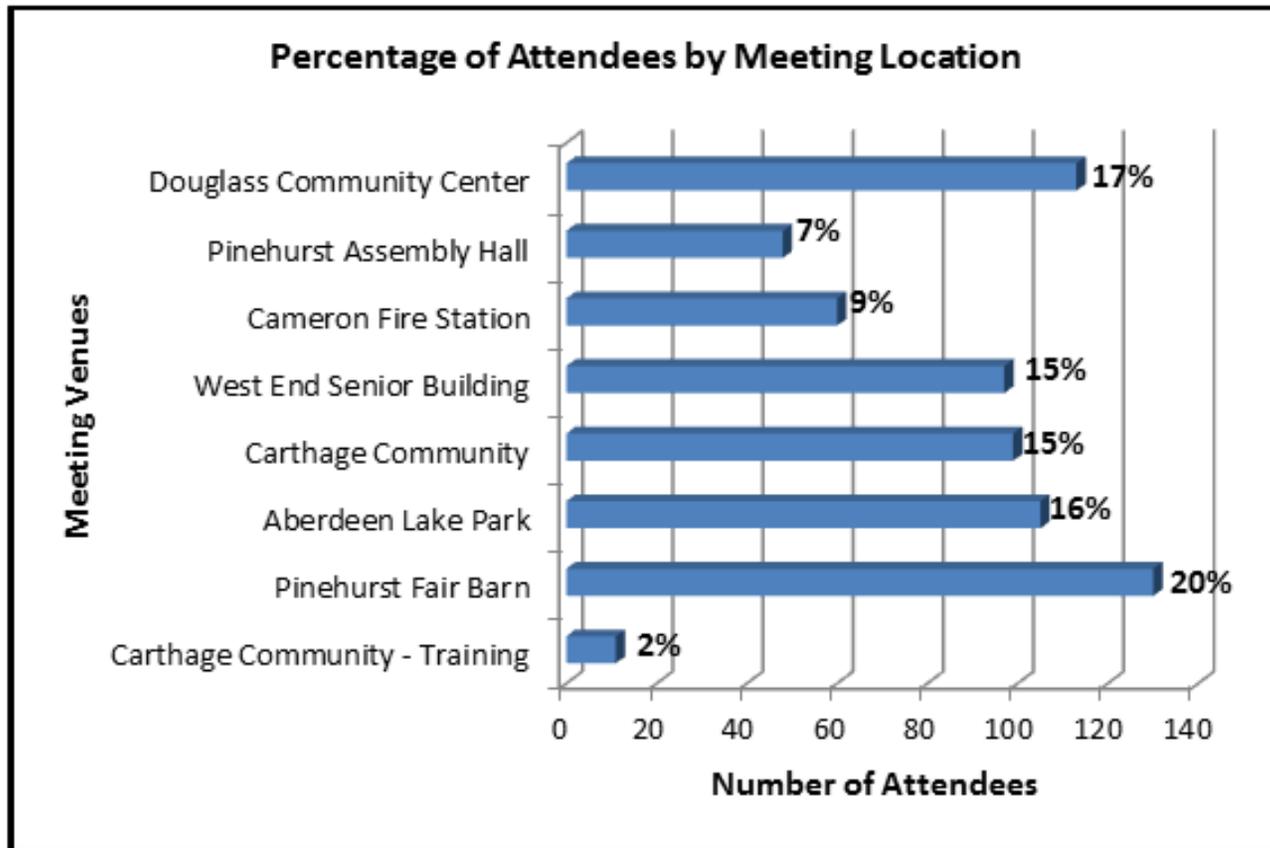
Data Collection and Charrette Results (page 31)

The results have been divided into data set categories:

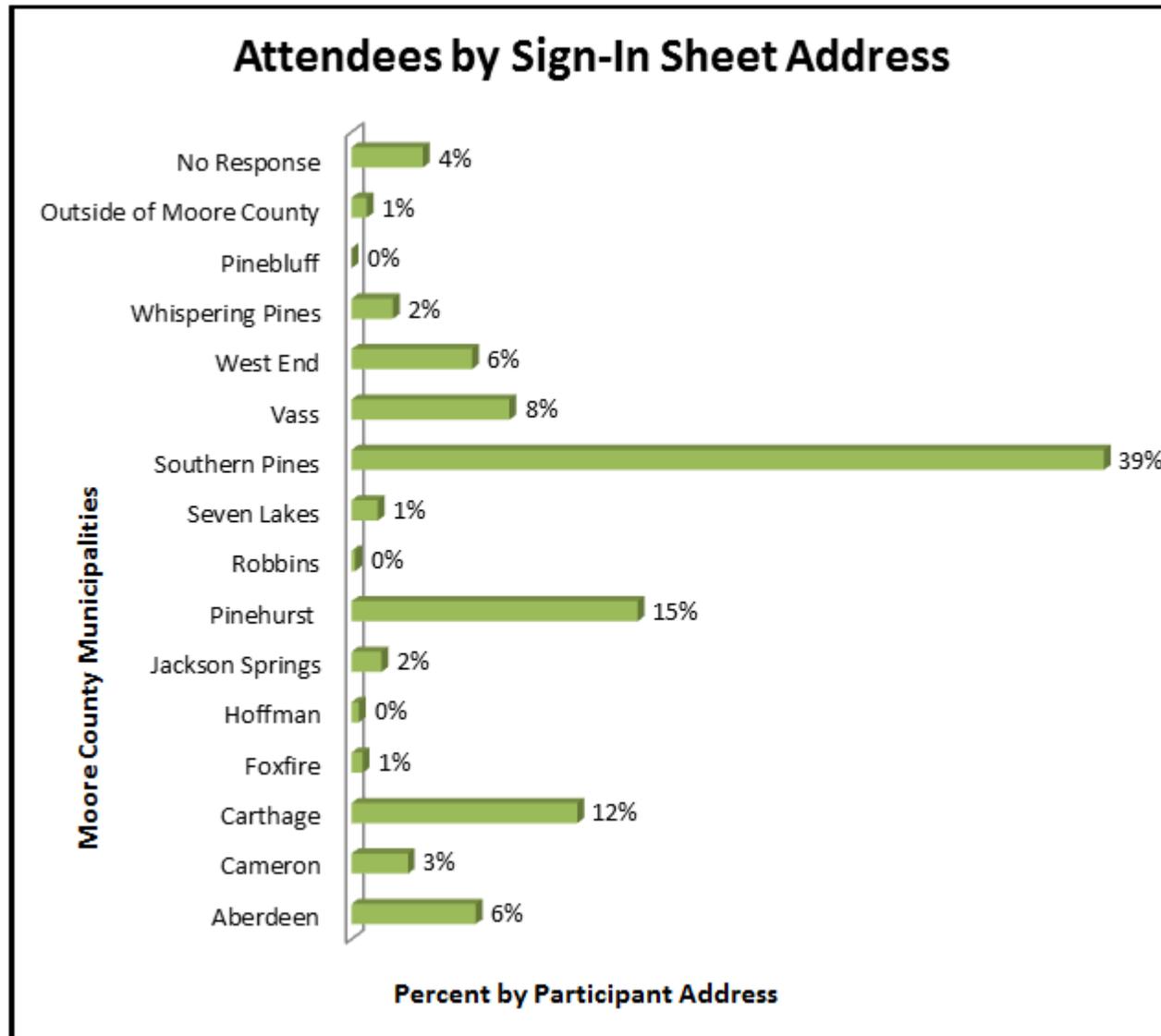
- **Sign-in Sheets**
- **Questionnaire Responses**
- **Comment Sheets**
- **Strings and Ribbons Priorities**

And a separate section dedicated to the Charrette Maps.....

Sign-In Sheets – Breakdown by Meeting Location (page 31)



Sign-In Sheets – Aggregate Breakdown by Address (page 32)



Sign-in Sheets - Attendees, Participants, and Duplicates

(page 33)

Residents that registered at an event were categorized as follows:

Attendee – Individual that registered to attend a charrette.

Participant – Individual that registered to attend and was seated to participate in a charrette.

Unique Participant (attended once or first time) – Individual that registered and was seated at only one charrette. Individuals who attended more than one charrette were counted as unique at their first venue.

Duplicate Participant – Individual registered as a participant in at least one previous charrette.

Overflow Attendee – Individual registered, but not seated due to lack of staffing or available space. Individual was not able to participate.

Overflow Duplicate – Individual registered as a participant in at least one previous charrette, but not seated at the designated event due to lack of staffing or available space.

Sign-In Sheets (page 33)

Venue Capacity and Charrette Attendees							
Venue	Date	*Meeting Capacity	Attendees	Unique Participants	Duplicate Participant	Overflow Attendees	Overflow Duplicates
Carthage Community - Training	10/27/2011	80	11	11	0	0	0
Pinehurst Fair Barn	11/1/2011	200	130	127	3	0	0
Aberdeen Lake Park	11/1/2011	130	105	89	16	0	0
Carthage Community*	11/2/2011	80	99	77	22	0	0
West End Senior Building	11/2/2011	100	97	70	27	0	0
Cameron Fire Station	11/3/2011	40	60	30	11	4	15
Pinehurst Assembly Hall	11/3/2011	200	48	28	20	0	0
Douglass Community Center	11/4/2011	115	115	47	3	30	33

*Meeting Capacity – Refers to the number of occupants allowed as per the facility in the room originally booked. The Carthage and Southern Pines venues were expanded to accommodate as many attendees as possible.

Total: 663 meeting attendees

- 479 unique charrette
- 102 duplicate participants
- 34 Overflow attendees
- 48 Overflow duplicates

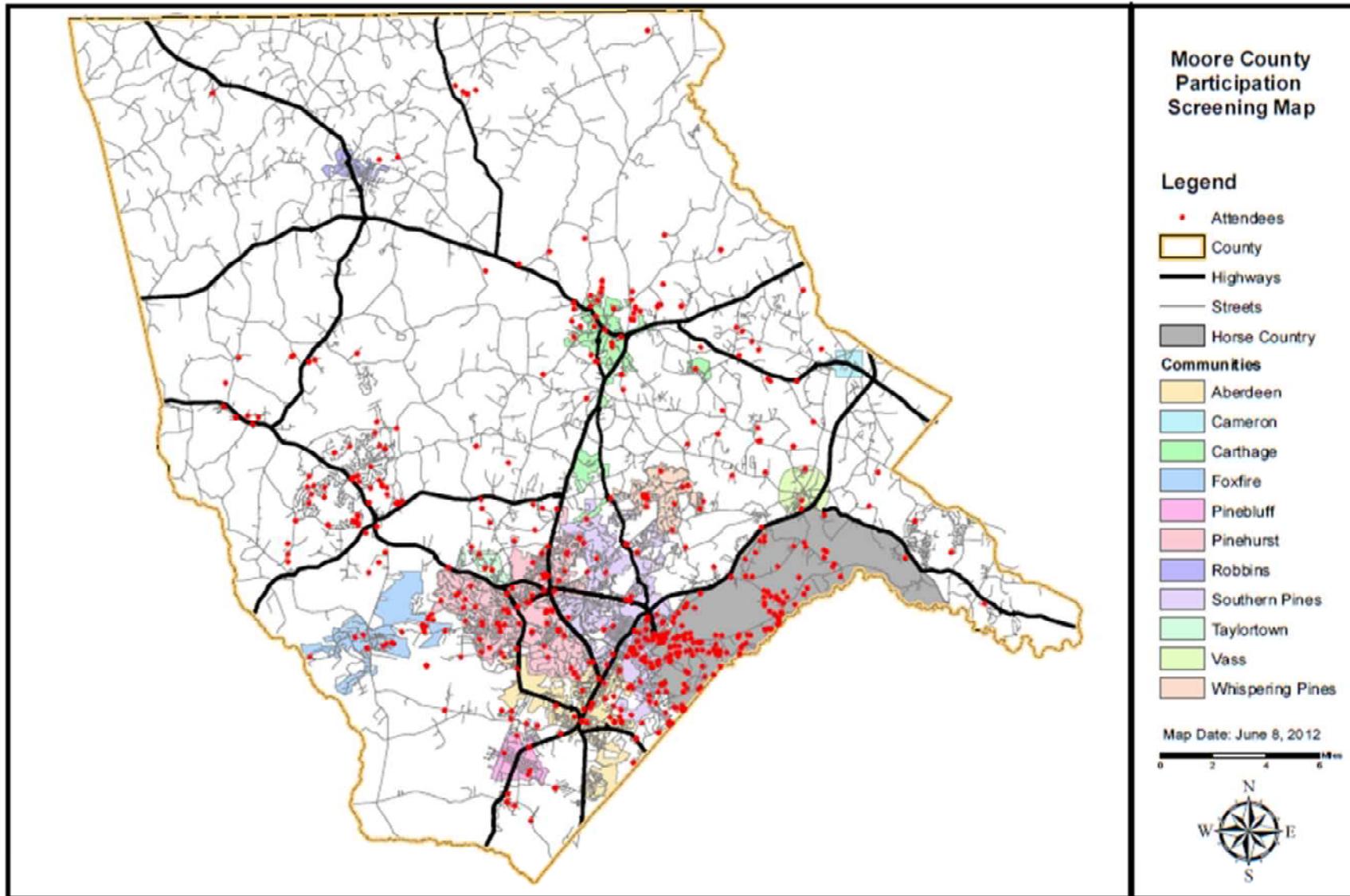
Detail of Moore County Participants (page 34)

Sign-in Sheet Summary FAQs:

- Pinehurst won the highest attendance of the eight charrettes.
- Capacity of venues was a function of either available staff or seating limitations of the venues.
- Adjustments were made when possible to accommodate everyone, but there were 34 residents who were not able to participate. These occurred at Cameron and Douglass Community Center.
- Charrette form packages were passed out to everyone including overflow and comments were taken from all registered attendees irrespective of the number of times the participant attended a venue.
- The Moore County Charrette Participation Screening Map provides a geographical illustration of resident participation across the county and is also based on Sign-in Sheets.
- Foxfire, Carthage, and Cameron were less represented proportionately than the concentrated participation apparent in the US 1 focus area.
- There was also significant participation from residents of Horse Country residents.

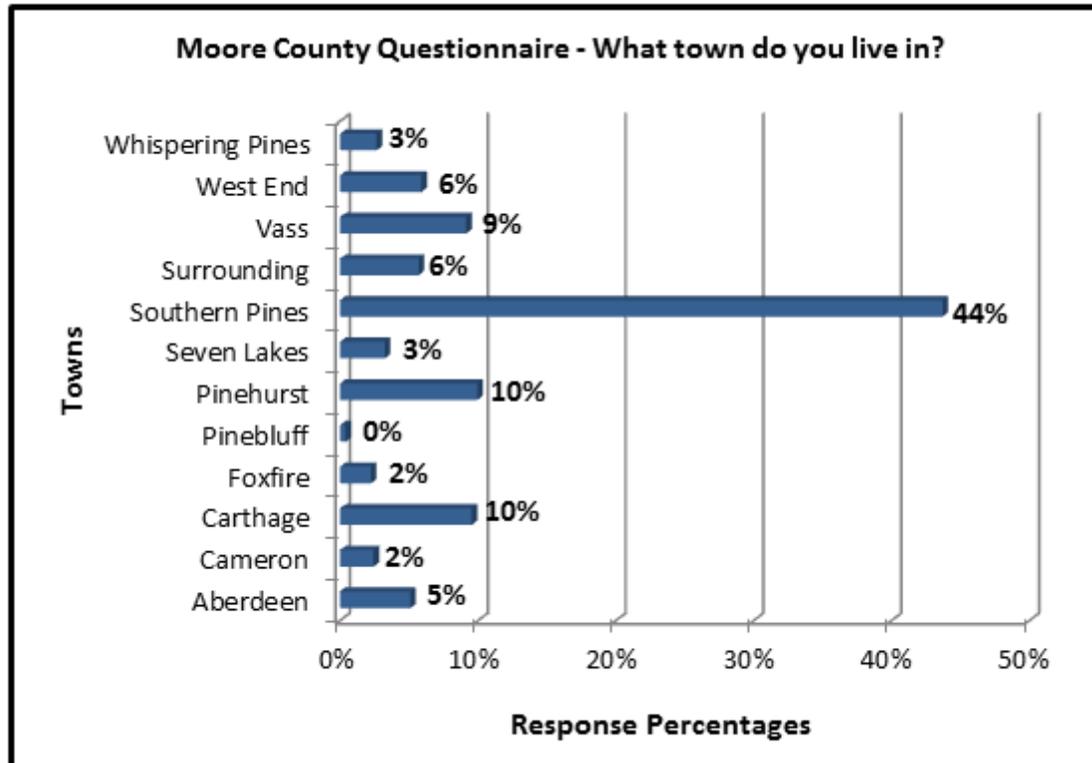
Note: During the November 2011 charrettes and following, such a substantial number of residents and county officials expressed concern for the preservation of the Walthour-Moss Foundation and its surrounding Horse Country, NCDOT asked for a delineation of its boundary for the purposes of documentation in the CTP process. This area can be seen in grey on the Charrette Participation Screening Map.

Moore County Charrette Participation Screening Map (page 36)



Questionnaires – Responses (page 39)

What town do you live in?

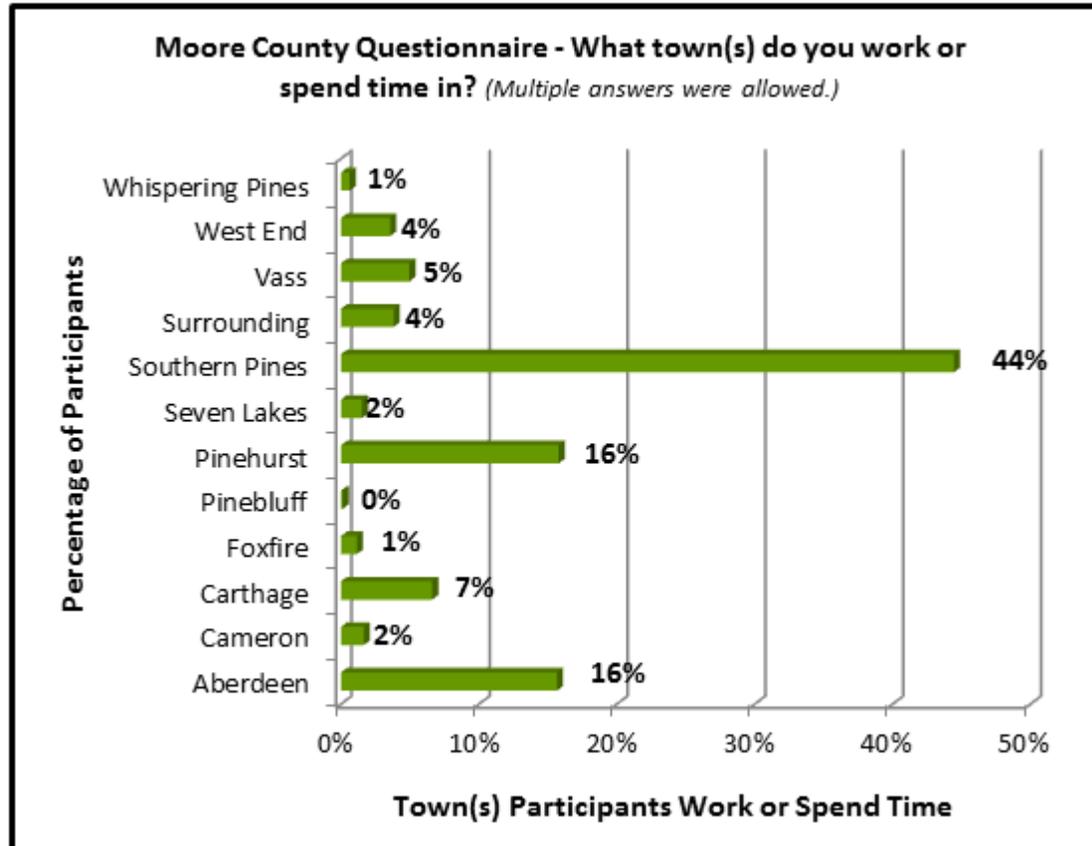


Key Points:

- Relatively low attendance from communities that were within close proximity: Pinebluff, Whispering Pines, West End, Aberdeen, and Foxfire Village.
- Disproportionate attendance among the communities associated within the CTP focus areas

Questionnaires – Responses (page 39)

What town do you spend time in?

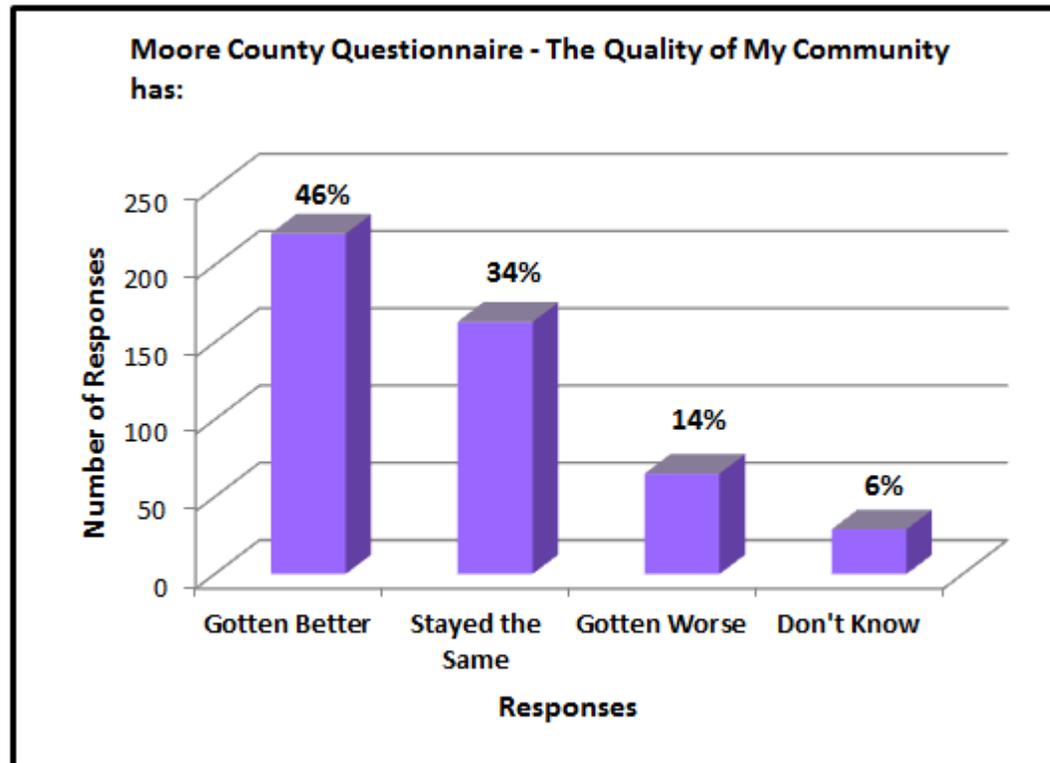


Key Points:

- Consistent with number of people that live in Southern Pines.
- Aberdeen and Pinehurst captured at least 6-7 percent of residents work and/or time spent from residents in nearby municipalities.

Questionnaires – Responses (page 40)

Within the past 10 years the quality of my community has:

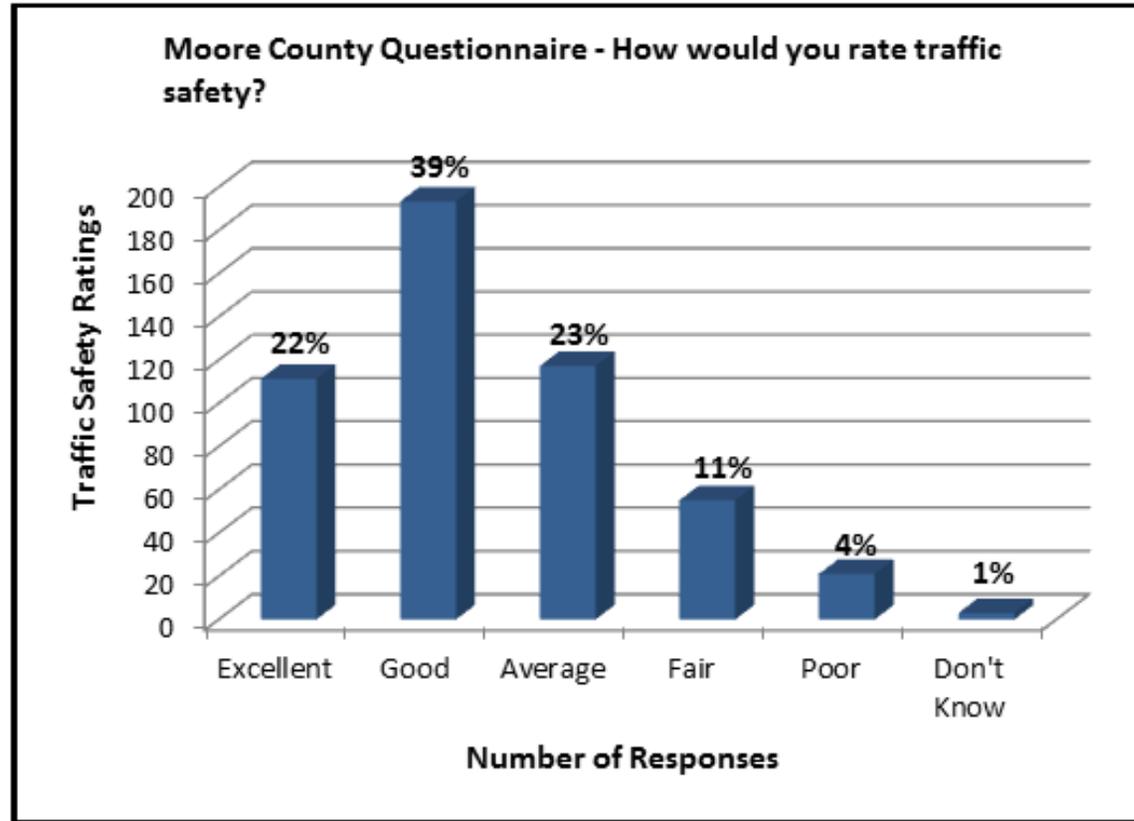


Key Points:

- 80% respondents believe that the quality of their community has either “Stayed the Same” or has “Gotten Better.”
- 14% respondents think that the quality of their community has “Gotten Worse.”

Questionnaires – Responses (page 40)

How would you rate traffic safety?



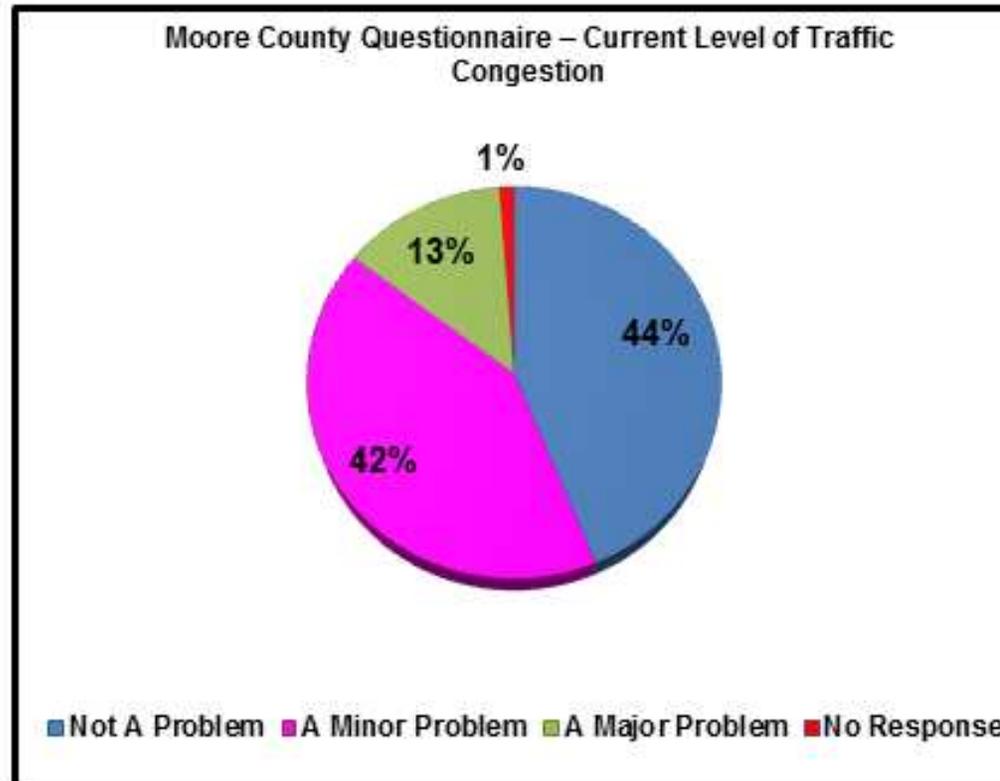
Key Points:

- 61% of respondents feel the traffic conditions are either good or excellent.

Questionnaires – Responses (page 41)

Do you think the current level of congestion is.....?

- Not a problem.
- A minor problem.
- A major problem.
- No response

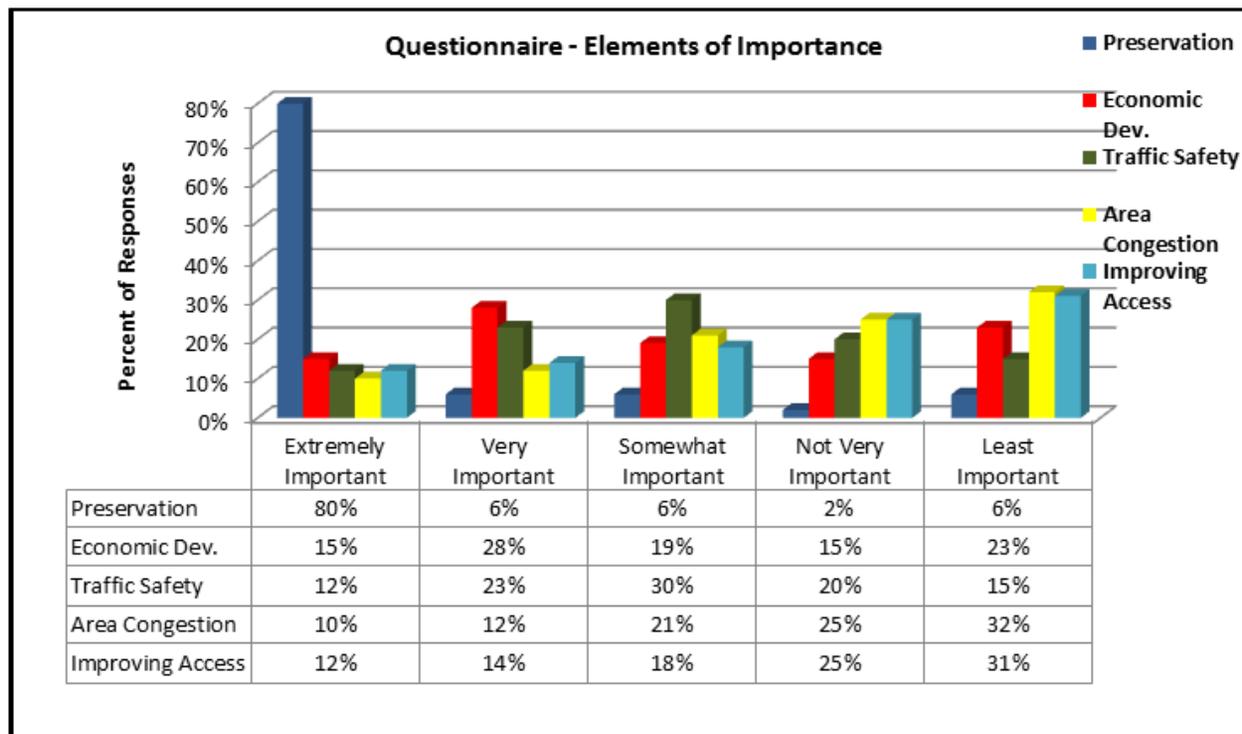


Key Points:

- 44% of the participants feel that traffic congestion is a minor problem.
- 13% perceive congestion is a major problem.

Questionnaires – Responses (page 41)

In order of importance, please rank from 1 (important) to 5 (least important) which elements are most important to you? Please select one answer for each number.



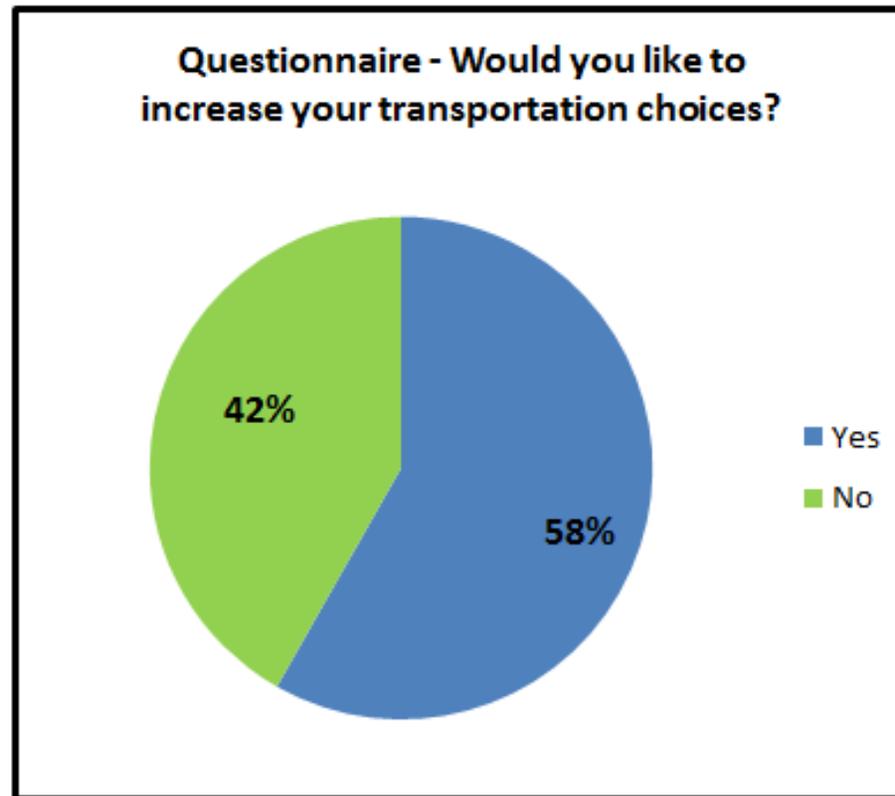
Key Points:

- 86% of respondents cited Preservation as an important consideration.
- 43% of respondents believed economic development was important.

Questionnaires – Responses (page 42)

What transportation choices would you like increase?

- Yes
- No

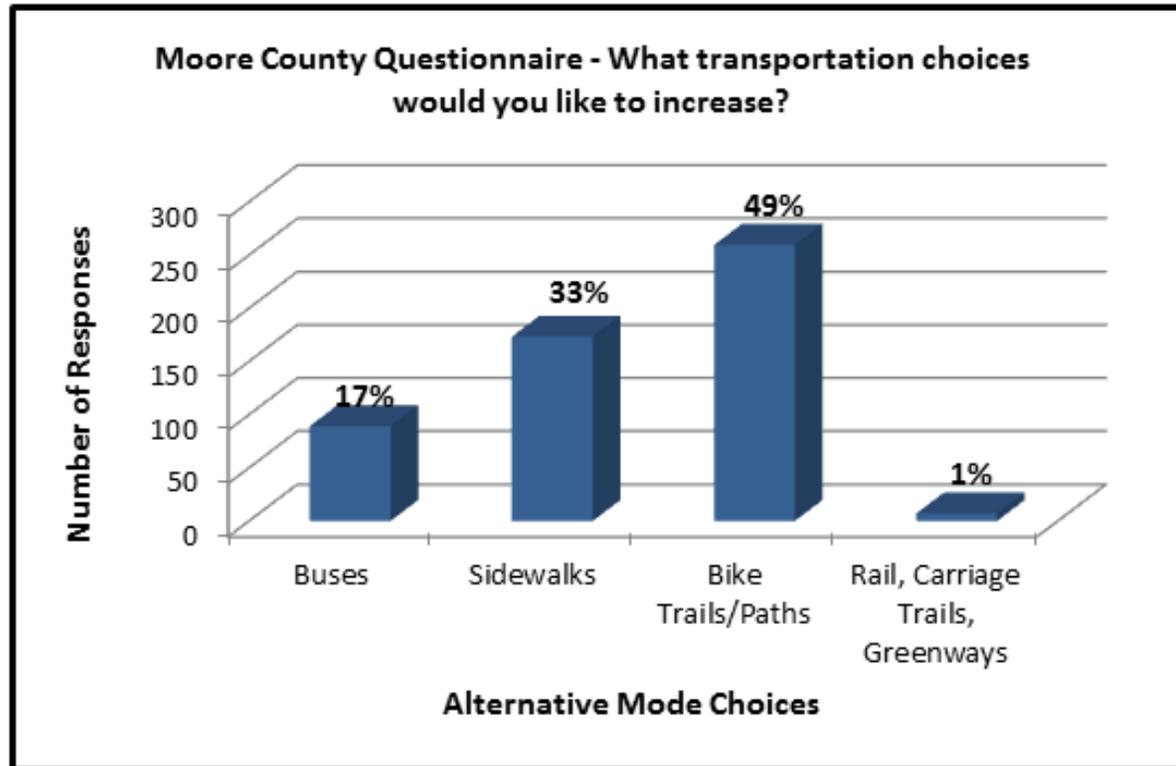


Key Points:

- 42% of the respondents were satisfied with mode choices currently available.
- With 63 percent of PI Form respondents belonging to the county's highest income brackets, decision makers should approach results with consideration of demographics sectors present and the responses given.

Questionnaires - Responses (page 42)

What transportation choices would you like increase?



Key Points:

- 80% of the respondents would like to widen their transportation choices to include bike paths/trails and sidewalks.
- This is inconsistent with previous response of only 58% of respondents interested in increasing transportation choices.

Comment Sheets (page 44)

Addressed Effectiveness of Strings and Ribbons:

Questions 1 and 2:

Results tabulated only for participants.

Duplicate participants counted at the first venue.

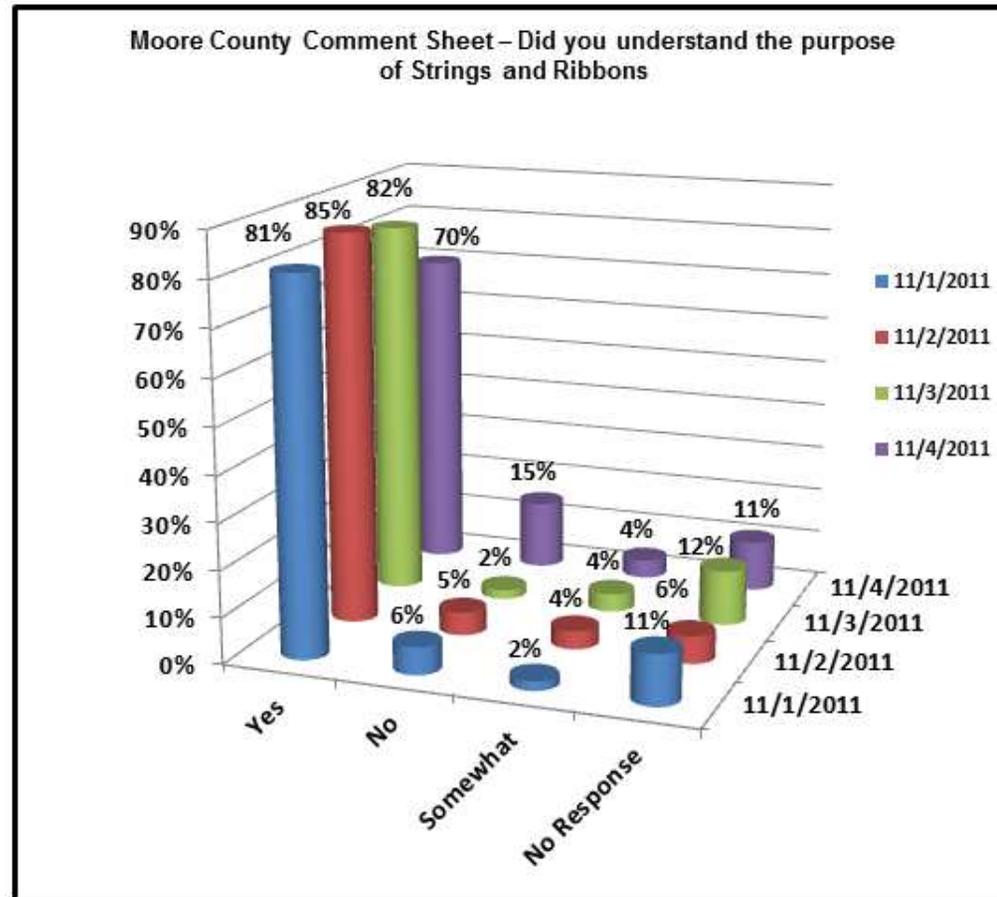
Questions 3 and 4:

All records for Question 4 are included in on-line database.

Comments to Question 4 included all duplicate responses as well.

Comment Sheets (page 47)

Did you understand the purpose of Strings and Ribbons?

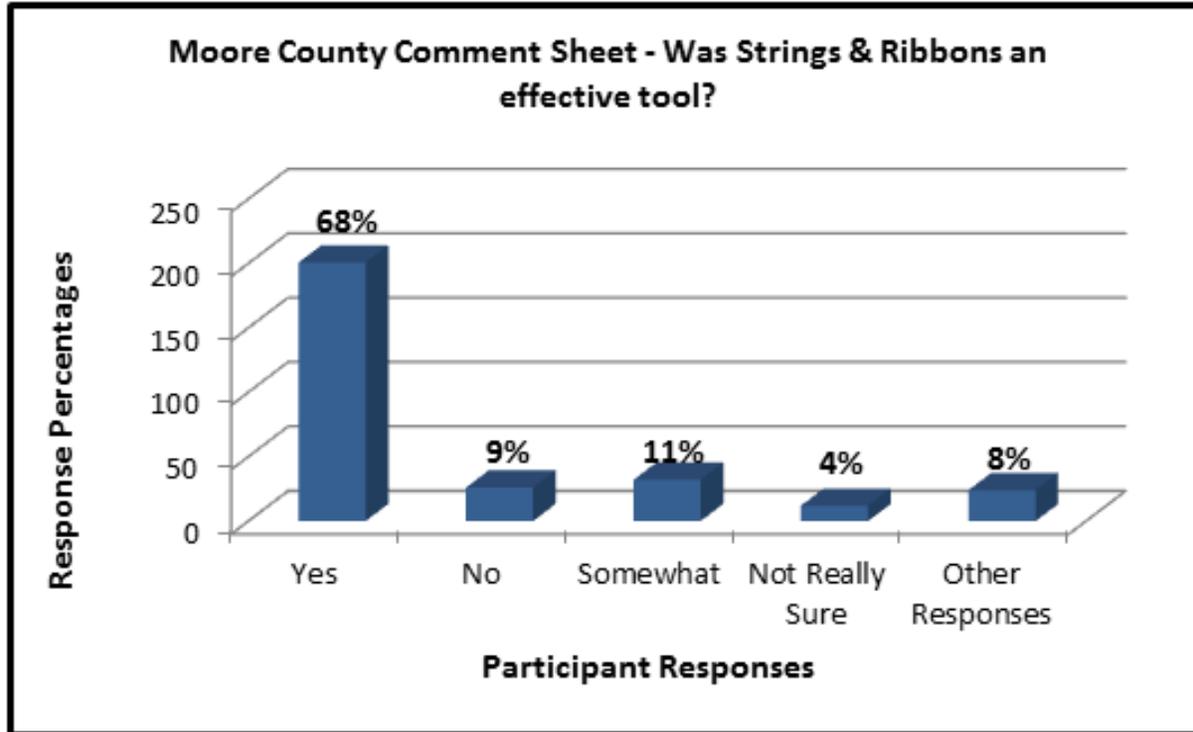


Key Points:

- Consistently throughout the charrette process, participants understood the purpose of Strings and Ribbons exercise.

Questionnaires – Responses (page 47)

Was Strings and Ribbons an effective tool?



Key Points:

- 68% of the respondents described the exercise as effective.
- 23% of the respondents were not convinced.
- 9% responded negatively.

How Can We Make It Better? (page 48)

- Need for larger venues;
- Need for additional time;
- Confusion about certain aspects of the exercise;
- Too much information in one meeting;
- Segregating the maps to focus area specific tables; and
- Allowing participants to join other table discussions.

Do you have any comments you would like to share with the Comprehensive Planning Team? (page 48)

- Consider US 1 route that incorporates US 15-501;
- NC 24/27 corridor improvements should protect Needmore and Dowd Street communities;
- Improve NC 24/27 so it goes north of Carthage;
- Requests for bike lanes, trails, and sidewalks;
- Preserve environment and the integrity of the communities – Southern Pines, Aberdeen, and Pinehurst;
- Use existing US 1 for freeway and improve side streets for business access;
- Improve existing US 1 as expressway;
- Widen current US 1 route to protect Walthour-Moss Foundation;
- Protect Horse Country and its economic benefits;
- Provide more public transportation to reduce issues of congestion;
- Improve Pinehurst traffic circle and associated congestion;
- Protect and preserve the rural and natural heritage areas;
- Protect open land from sprawl and development;
- Improve existing roads instead of roads on new location;
- Requests for more information and analysis for decision making process;
- Appreciation for opportunity to provide input;
- Opposition to current transportation policies governing Strategic Highway Corridors;
- Requests for continued community involvement and public events;
- Concern for businesses and economic impact of a freeway;

Priority Sheets (page 49)

Talley of Moore County Priorities:

NC 24/27 Corridor – Total 271 Priorities Selected

Churches 36, Residential Neighborhoods/homes 27, Downtown Cameron 23, Farms 18, Historic Districts/Horse Country 15

US 1 Corridor – Total 762 Priorities Selected

Walthour-Moss Foundation 440, Downtown Southern Pines 42, Historic Districts 26, Volunteer Agricultural Districts 22, Residential Neighborhoods/homes 18

Western Connector/West End Corridor – 254 Priorities Selected

Residential Neighborhoods/homes 29, Churches 19, Hoffman Road 18, Farms/Paint Hill 16, Gamelands 12

Evaluation of Priorities:

- A full accounting of the Talley is available in Appendix E.
- Priorities added by individual participants may not accurately reflect the importance of the priority in the community. Example Wilson Farm.

Charrette Maps (page 50)

Development of Mapping Solutions:

- Database available on-line.
- Each representative “Table Community” was provided with a set of three focus area maps.
- Residents placed stickers to protect and identify local resources, drew preferred solutions, provided comments to CTP project team members, and located mapping elements not identified on the map.
- Maps were collected, digitally photographed and coded with an identification number that linked each map to its corresponding calculation sheet and the public response data captured in the questionnaires, priority tally sheets, and mapping solutions.

Purpose:

To provide county decision makers with a better understanding of local preferences as solutions to system deficiencies are considered during the development of the county’s CTP.

Charrette Mapping (page 52)

Key Terms Used in Database:

Existing Location: Includes all suggested improvements recommended by residents in whole, in part, above, or below, but in all cases inside the existing facility corridor.

New Location East, West, North, or South: Includes improvements that divert a new corridor onto new location and then returns to the existing corridor. The indicated direction is in relation to the existing corridor.

New Location Unspecified: Includes recommendations limited to comments on the Bankers Calculation Sheet and specified the use of new location as a means to preserve an urbanized area without indicating in what direction to diverted traffic.

Re-Route Using US 15-501: In several instances, new location scenarios were specified that joined an existing corridor with a different existing corridor. For example, re-routing US 1 to run conjoined with US 15-501 corridor.

New SHC Route: Refers to recommendations provided by residents either on the maps or on the Bankers Calculation Sheets that specified the solution of relocating the Strategic Highway Corridor by reclassifying an alternative corridor as the Strategic Highway Corridor.

Charrette Mapping (page 52)

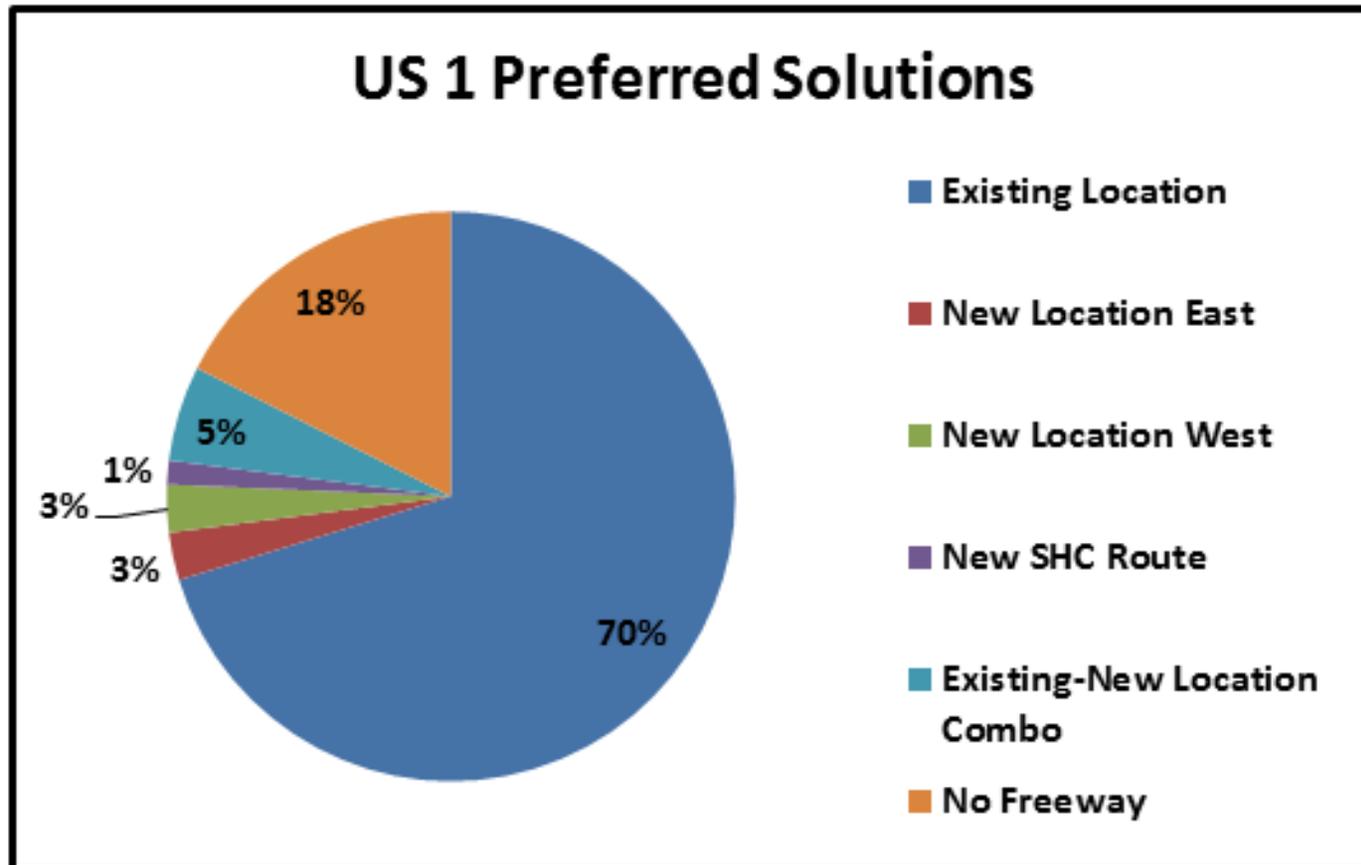
Key Terms Used in Database:

Existing-New Location Combo: Refers to recommendations that used a combination of existing roads and new location as a solution.

No Freeway: Refers to solutions provided by participants that specified “No Freeway” improvements either on their maps or on Bankers Calculation Sheets.

No Solution Provided: This notation was used when maps did not show a drawn transportation solution on either the map or the Banker Calculation sheet. Frequently, participants placed priority stickers on maps without specified solutions.

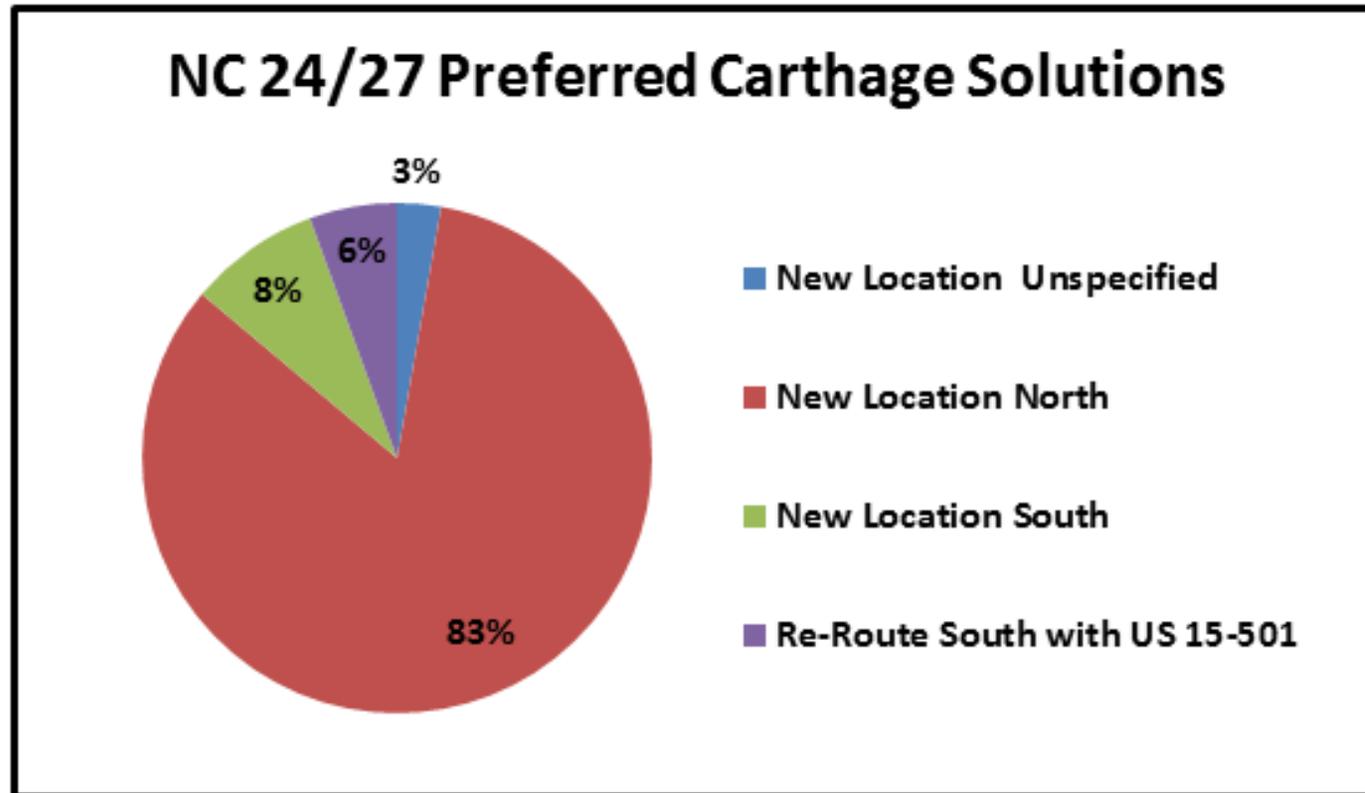
US 1 Focus Area (page 53)



Key Points:

- 74 maps were submitted with US 1 corridor solutions;
- 70 percent of the maps provided preferred solutions that remained within the existing corridor.

NC 24/27 Focus Area – Carthage (page 53)

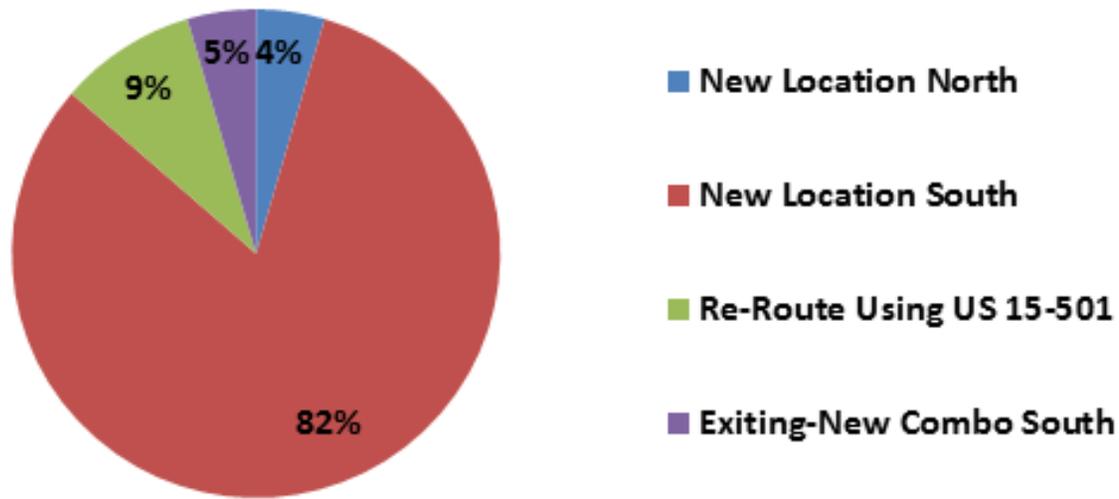


Key Points:

- 36 maps were submitted with NC 24/27 Carthage corridor solutions;
- 83% recommended an NC 24/27 corridor on new location to the north of Carthage.

NC 24/27 Focus Area – Cameron (page 53)

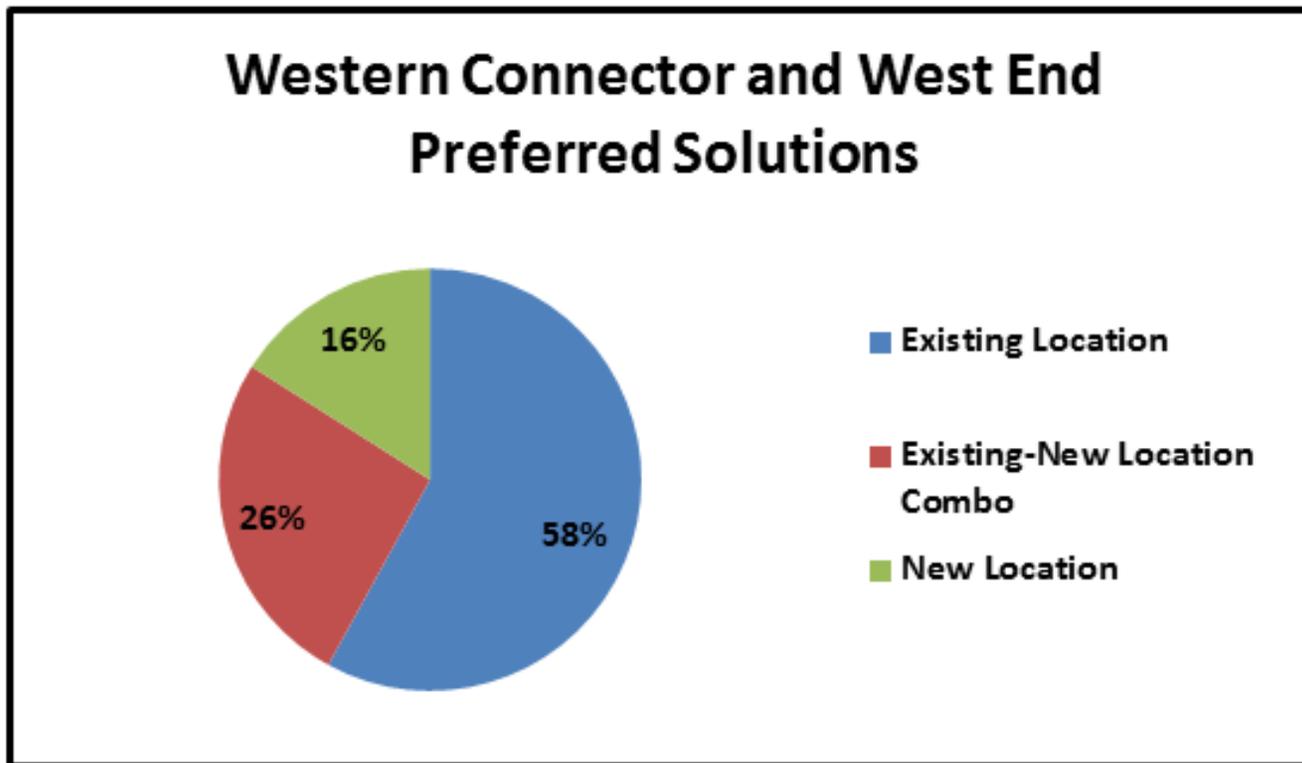
NC 24/27 Preferred Cameron Solutions



Key Points:

- 22 maps were submitted with NC 24/27 Carthage corridor solutions;
- 82% recommended an NC 24/27 corridor on new location to the south of the existing corridor.

Western Connector Focus Area (page 54)



Key Points:

- 50 maps were submitted with solutions associated with the western communities of Moore County;
- 58% recommended use of existing corridor.

Charrette Mapping (page 55)

Common Connections

The November 2011 charrettes reached beyond the differences of its participants to unite them in defining the future of their areas transportation system.

The following points were common themes in the comments, priorities, and solutions submitted by Moore County residents:

- Protect the rural and agricultural lands.
- Preserve community characteristics;
- Residents want transportation improvements to address:
 - use of existing roadways over new location;
 - protection of established communities;
 - preservation, or increase of, commercial access and economic development in established commercial districts;
 - reduction, or prevention, of urban sprawl in rural areas of the county;
 - provision of pedestrian and bicycle accommodations within communities;
 - and
 - provision of access to public transportation.

Conclusions (pages 8, 9, 56-60)

Summary of Points and Considerations For the MCTC:

1. Overall, the charrettes successfully accomplished the intended objectives.
2. Preservation of rural and agricultural lands was a common theme.
3. There is a high level of frustration and disconnect between what charrette participants perceive as necessary transportation improvements and what the transportation planning agencies are indicating will be needed.
4. **Participants mapped their solutions to transportation issues:** Participants provided solutions based on the local perspective of perceived transportation needs.
 - US 1:** 70 percent of the maps submitted provided improvements to US 1 in the existing corridor.
 - NC 24/27-Carthage:** 83 percent of the maps submitted showed a new location solution north of Carthage.
 - NC 24/27-Cameron:** 82 percent of the maps submitted showed a new location solution south of Cameron.
 - Western Connector and West End:** 58 percent of the maps submitted provided solutions that remained entirely on Hoffman Road and Roseland Road. Others diverged only long enough to preserve communities.

Conclusions (pages 8, 9, 56-60)

Summary of Points and Considerations For the MCTC:

- 5. Many participants want to expand their transportation choices.**
- 6. The Walthour-Moss Foundation received more protective priority stickers than any other local resources.**
- 7. Data assessment identified several concentrations of groups within the charrette population sample that were significant enough to skew the outcomes.**
- 8. Public engagement results provided by the November 2011 charrettes alone are not sufficient to formulate a countywide consensus.**

Based upon the known Title VI populations within the proximity of the focus areas and the lack of minority, low, and middle income participants; additional outreach efforts are necessary to engage the under-represented populations sectors are necessary in the provision of benefits and services associated with long-range transportation planning.

Conclusions (pages 8, 9, 56-60)

Findings:

- A. The November 2011 charrettes should be considered a firm foundation to build upon in regards to public engagement as the CTP process goes forward. The charrettes provided a thorough and detailed profile of specific communities and demographic sectors that attended the charrettes.***

- B. The quantitative results of the data collected at the events should be viewed as representative of, and as such weighted by, the dominating groups identified. Additional public outreach and engagement strategies will be necessary to determine whether public input from the November charrettes represents community characteristic or a study area consensus.***

- C. Continued efforts to improve outreach efforts to those sectors of Moore County's population that were under-represented are necessary in the provision of benefits and services for the general public including and specifically those services associated with long-range transportation planning. Public engagement results provided by the November 2011 charrettes alone are not sufficient to formulate countywide consensus.***