



Twelve Things You Should Know About Moore County's CTP And the Charrette Process

1. A Comprehensive Transportation Plan (CTP)....

- Is a long-range, multi-modal transportation plan.
- Is developed cooperatively with NCDOT, the County, the RPO, and local stakeholders.
- Emphasizes the local land use and development plan as well as community and statewide goals.
- Is only a concept plan.
- Is not fiscally constrained. This means that the recommendations and projects defined in the plan are not funded.



2. Why does NCDOT's Transportation Planning Branch develop CTPs?

Federal Legislation like TEA-21 and SAFETEA-LU provided the documentation that required States to develop Long Range Transportation Planning that included both municipal and rural entities actively participating in cooperative efforts with the Department of Transportation.

State law mandates that municipalities and/or counties develop a comprehensive transportation plan that will serve present and anticipated travel demand: North Carolina G.S. 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.



3. Why is it important for Moore County to develop a CTP?

- The CTP can be used as a tool for local land use planning by protecting of right-of-way for future facilities and to reduce the number of social and environmental impacts to the community.
- The CTP is a key step in the State Transportation Improvement Program's (STIP) project prioritization process.
- The CTP ensures connectivity for the county regionally, statewide, and nationally through the protection and promotion of STRATEGIC HIGHWAY CORRIDORS. NCDOT, the Department of Environment and Natural Resources and the Department of Commerce, along with the Governor, signed the Strategic Highway Corridors Policy Statement forming a partnership to safeguard and implement the initiative. The Strategic Highway Corridor Vision Plan became State Policy.

4. What is the difference between the CTP and a STIP project?

- STIP projects usually address one primary deficiency.
- STIP projects usually target connectivity of a few specific facilities and their through traffic.



- A CTP addresses a community's quality of life, economic growth and development, and its connectivity to neighbors, nearby communities and beyond the boundaries of the county.
- A CTP also addresses the cohesion of a community and the needs of local residents to reach their destinations.

5. What does a Strategic Highway Corridor mean to the CTP process?

- The SHC Vision Plan represents State Policy.
- Modification to the SHC plan is beyond the scope of the CTP.
- A process to modify or update the SHC plan can be found on the NCDOT website: http://www.ncdot.org/doh/preconstruct/tpb/SHC/pdf/SHC_Vision_Plan_Revision_Process.pdf
- Process may take up to six months and TPB CTP resources may need to be reallocated.
- If local consensus cannot be reached on the SHC, then the CTP process will be indefinitely deferred.
- The CTP recommendations for US 1 and NC 24/27 must remain consistent with the SHC Vision Plan.

6. What are the Strategic Highway Corridors in Moore County?

Moore County has two Strategic Highway Corridors -- US 1 and NC 24/27.

Both US 1 and NC 24/27 serve a vital role in either regional, state, and interstate connectivity.

Relative to Carthage, NC 24 is one of the longest highways within our state, running 284 miles from west to east. Approximately 100 miles of NC 24 is cosigned with NC 27. It provides the most direct access between Charlotte, Fayetteville and Jacksonville. More importantly, in terms of mobility, it passes near or through three major military installations (Fort Bragg, Pope Air Force Base, and Camp Lejeune).

7. In the Strategic Highway Corridor Vision Plan, NC 24/27 is classified as an Expressway.

An expressway has the following characteristics:

- High mobility, low access
- 45 to 60 mph
- Cross section: minimum of 4 lanes with a median.
- Interchanges are used at major cross streets with at-grade intersections at minor.
- Driveways are limited in location and number; right-in/right-out only.
- Traffic signals not allowed.





8. What is different about the Moore County CTP?

Preliminary analyses have determined that key roadway facilities in Moore County will need improvements and upgrades based on future traffic projections and forecasted congestion. It is critical to preserve and protect the necessary corridors to provide Moore County with the transportation system that can safely and effectively meet the needs of its communities today and tomorrow. Moore County needs a Comprehensive Transportation Plan.

However, there are five primary focus areas where these improvements need local consensus on how the improvements should be made within Moore County communities – US 1, NC 24/27, and a Western Connector that is intended to provide passage for communities in the western regions of the county to the amenities in the east and relieve traffic congestion building on other primary roadways such as NC 5, NC 211, 15-501, and NC

2. The five focus areas include:

- US 1 freeway improvement near Pinehurst, Aberdeen, and Southern Pines.
- NC 24/27 expressway improvement in the Carthage area.
- NC 24/27 expressway improvement in the Cameron area.
- Western Connector and its connectivity in the Pinehurst, Southern Pines, Aberdeen, Foxfire Village.
- The West End community as it faces four significant transportation improvement projects. (Re-alignment of NC 73, widening of NC 73, widening of NC 211, and the Western Connector as it approaches the West End and Seven Lakes communities)



9. How can we reach community consensus?

For the first time in NCDOT’s CTP development process, the Transportation Planning Branch, together with the Moore County Community Development and Planning Department and the Triangle Area Rural Planning Organization (TARPO), has initiated an intensive public involvement plan using a planning tool called a *charrette*. The charrette process is designed to promote public participation in the long-range planning process and developing a local vision plan for these five focus areas. Information compiled from local participation in the charrettes will be used to identify Moore County residents’ priorities and preferences in the development of their future transportation system. The Moore County Transportation Committee(MCTC), which is made up of citizen stakeholders and elected officials from each Moore County community, will use this information in compiling the public’s preferences in a democratic process into a single recommendation for each focus area.



10. What is a charrette?

- A charrette is a technique for consulting with project stakeholders, residents, community officials and developers in one meeting.



- A successful charrette promotes joint ownership of solutions and attempts to defuse typical confrontational attitudes between residents, developers and public agencies.
- Participants get early input into the planning process.
- Charrettes achieve community involvement and project ownership.
- It is the tool through which Moore County can reach consensus about the future of transportation in Moore County!

11. How will NCDOT use the information from the charrettes and the recommendations from the MCTC in its CTP and Project Development processes?

NCDOT's Transportation Planning Branch will integrate the recommendations and all public comment collected during the charrette process into the analysis performed during the CTP study. Basically, the county's recommendations will be studied to make sure the preferences and priorities indicated by the residents will indeed meet the projected needs. If the analysis indicates that the recommended routes are insufficient to meet projected needs; these results will be presented to the MCTC. Viable solutions will be considered once again from the preferences and priorities of the communities documented during the charrettes by the MCTC. NCDOT staff will follow up with with the appropriate analysis.



Once the Final CTP recommendations have been adopted by all of the municipal and county Boards, the recommendations for transportation improvements may be used in the STIP prioritization and project development processes. As these projects move into the next phases of analysis and design; the information gathered from the charrettes will remain connected to the recommended projects and will serve as guidance to engineers as these improvements are implemented.



12. What will the Moore County charrettes be like?

There will be a charrette held in, or near, each of the communities associated with the five focus areas: Carthage, Cameron, Southern Pines, Pinehurst, Aberdeen, and West End. In larger communities, there may be more than one charrette planned. Times vary between morning, afternoon, and evening. Each charrette will present the same information, include all five focus area projects, and be exactly the same at each location. If citizens are unable to attend the one planned in their community, they may attend any one of the charrettes planned in neighboring communities.

The charrette agenda will be centered around a planned activity that mirrors a game called *Strings and Ribbons* developed for long-range transportation planning. We have a public involvement specialist, Jumetta Posey from Neighborhood Solutions, who is helping us design the charrettes. She is currently in the process of tailoring the activity to fit the CTP focus area projects. There may be a need for a second round of meetings after the preliminary





analysis is conducted. If needed, the Strings and Ribbons process will be used again to further define the public's priorities. While this round is focused on the general concept of location and priorities, the second round, if necessary, will focus on specific improvement elements.



- Nov. 1: Pinehurst Fair Barn; Pinehurst, 3 – 5 p.m.
- Nov. 1: Aberdeen Lake Park Recreation Station; Aberdeen, 6 – 8 p.m.
- Nov. 2: West End Senior Building; West End, 1 – 3 p.m.
- Nov. 2: Carthage Community Building; Carthage, 6 -8 p.m.
- Nov. 3: Cameron Fire Department; Cameron, 1 -3 p.m.
- Nov. 3: Village of Pinehurst Assembly Hall; Pinehurst, 6 – 8 p.m.
- Nov. 4: Douglass Community Center; Southern Pines, 9:30 -11:30 a.m.

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