

April, 2018 Moore County Comprehensive Transportation Plan Public Meeting Results

The purpose of the Moore County Comprehensive Transportation Plan Public Meetings were to provide an opportunity for residents the opportunity to:

- review the draft maps;
- discuss concept information;
- provide comments.

The draft Moore County Transportation Plan was presented to the public in eight meetings from April 9 – April 23.

Total attendance: 67 residents (for all eight meetings)

Total comment sheets: 27 (submitted at the meetings)

Individual meeting attendance is listed elsewhere in this document.

Public comment was also accepted after the meetings. Residents could submit written comments via mail or an online survey.

Total mailed comments: 1

Total Survey Monkey (online) comments: 15

The following residents attended one of the eight public meetings. They are collectively listed so comments could not be directly linked to a participant.

Name	Address
Alan McKinnon	Richlands
Angela Vacek	Vass
Barbara Allred	Aberdeen
Barbara Boyd	Goldston
Bruce Geddes	Pinehurst
Carl Lanning	Whispering Pines
Chris Kennedy	Whispering Pines
Daniel Black	
David Collins	Stella
David Wilson	West End
Debbie Gray	Aberdeen
Deborah McGiffen	Pinehurst
Debra Ensminger	County
Earl F. Simpson	Vass
Ethel C. Simpson	Vass
Frank Sabatino	Lake View
Fred Monroe	Southern Pines
Gloria Lea	Cameron
Jason Kaufman	
Jason Myrick	Carthage
Jeff Eggers	Pinehurst
Jeff Marcus	Pinehurst
Jeff Sanborn	Pinehurst
Jim Simeon	Southern Pines
Joan Harper	Vass
Joe Dodge	Foxfire Village
John Strickland	
John Webster	Pinehurst
Judy Davis	Pinehurst
Katherine Schirmer	Southern Pines
Kathy Liles	Carthage
Ken Byrd	Aberdeen
Kenneth Mackey	Vass
Kevin Drum	Pinehurst

Name	Address
Kim Geddes	Pinehurst
Landon Russell	Southern Pines
Leo Santowasso	Planning
Letty Kiesnowski	Aberdeen
Linda Myrick	Carthage
Lois Eggers	Pinehurst
Lora Gisler	Cameron
Lowell Simon	Seven Lakes
Lynn Goldhammer	Pinehurst
Lynne Muir	Pinehurst
Margaret Chirichigno	Pinehurst
Mary Black	Aberdeen
Miriam Ring	Vass
Natalie Hawkins	Pinehurst
Pascal A. McNair	West End
Pat Corso	Pinehurst
Pat McFayden	Vass
Randy Sabatino	View
Ronnie C. Garner	Vass
Rora Kellis	Vass
Roy Harvel	Southern Pines
Sarah Harmon	Southern Pines
Scott Horne	Carthage
Scott Wennberg	West End
Shan Chase	Cameron
Steve Underwood	Sanford
Stewart McFayden	Vass
Stuart Saunders	Vass
Theresa Thompson	County
Thong Nguyen	Pinehurst
Tim Marcham	Aberdeen
Tom Flores	Aberdeen
Tony Elms	Pinehurst

Public Meeting Comment Sheet Responses

Moore County Comprehensive Transportation Plan

Date Prepared:	April 10, 2018
Meeting Date/Time/Place:	April 9, 2018/2-4 pm/Carthage Agricultural Center
Meeting Purpose:	Public Meeting
Prepared By:	Neighborhood Solutions

Attendees: 11

Comment Sheets (6 Participants)

- 1. Was the information presented clear (meeting format, etc.)? If not, what information was confusing? Do you have any suggestions on how we can improve our presentation to make it clearer? 6 answers**

(Participant #1) Yes.

(Participant #2) Everything was available and plenty of staff.

(Participant #3) Pretty clear, suggestion – If some of the secondary roads were labeled with names or numbers it would be able to identify locations better (like where our home would be on the map).

(Participant #4) Yes, very clear.

(Participant #5) Yes.

(Participant #6) Great information, very well presented with handouts & boards; lots of people to ask questions of.

- 2. Would you like to provide comments on any draft specific highway recommendations? What do you like/dislike about the recommendations, and why? 6 answers**

(Participant #1) No.

(Participant #2) No. The 24/27 Carthage bypass was my concern. The current plan eliminated my concerns.

(Participant #3) No.

(Participant #4) No comment.

(Participant #5) No.

(Participant #6) Think downtown Cameron could use sidewalks, leading to the antique stores.

3. Would you like to provide comments on any of the draft bicycle, pedestrian, transit, or rail recommendations? What do you like/dislike about the recommendation(s), and why? 6 answers

(Participant #1) No.

(Participant #2) No.

(Participant #3) No.

(Participant #4) No.

(Participant #5) No.

(Participant #6) Any greenway/walking paths are encouraged.

4. Are there any transportation needs that you believe are not adequately addressed by the study? 6 answers

(Participant #1) No.

(Participant #2) N/A.

(Participant #3) No.

(Participant #4) No.

(Participant #5) No.

(Participant #6) No.

5. Do you have any additional or general comments about the study? 6 answers

(Participant #1) No.

(Participant #2) N/A.

(Participant #3) No.

(Participant #4) No.

(Participant #5) No.

(Participant #6) Thank you.

Public Meeting Comment Sheet Responses

Moore County Comprehensive Transportation Plan

Date Prepared:	April 12, 2018
Meeting Date/Time/Place:	April 11, 2018/10-12 pm/Vass Town Hall
Meeting Purpose:	Public Meeting
Prepared By:	Neighborhood Solutions

Attendees: 16

Comment Sheets (6 Participants)

- 1. Was the information presented clear (meeting format, etc.)? If not, what information was confusing? Do you have any suggestions on how we can improve our presentation to make it clearer? 5 answers**

(Participant #1) Meeting was very disappointing! I expected DOT officials to be here as we have many questions.

(Participant #2) Meeting was unacceptable. No DOT representatives in attendance. Said they "should be" here later. A waste of my time.

(Participant #3) Blank.

(Participant #4) Personal questions were answered promptly.

(Participant #5) Yes, very clear.

(Participant #6) Yes.

- 2. Would you like to provide comments on any draft specific highway recommendations? What do you like/dislike about the recommendations, and why? 3 answers**

(Participant #1) Unable to get pertinent information. Should have called meeting if unable to be here.

(Participant #2) Yes, communicate.

(Participant #3) Blank.

(Participant #4) Blank.

(Participant #5) We need exit lane on Route 1 at Causey Rd.

(Participant #6) Blank.

- 3. Would you like to provide comments on any of the draft bicycle, pedestrian, transit, or rail recommendations? What do you like/dislike about the recommendation(s), and why? 4 answers**

(Participant #1) Need bicycle, pedestrian paths everywhere.

(Participant #2) We need bicycle/pedestrian pathways.

(Participant #3) Blank.

(Participant #4) Blank.

(Participant #5) No.

(Participant #6) No.

- 4. Are there any transportation needs that you believe are not adequately addressed by the study? 4 answers**

(Participant #1) Unable to answer today.

(Participant #2) Who knows? There is no information.

(Participant #3) Blank.

(Participant #4) Blank.

(Participant #5) No.

(Participant #6) No.

- 5. Do you have any additional or general comments about the study? 4 answers**

(Participant #1) Blank.

(Participant #2) There has been little to no information disseminated officially. The community is full of uninformed gossip because DOT has not communicated.

(Participant #3) I was interested in highway 690 and this was not adequately addressed. The gentleman present were knowledgeable in other areas but could not help with my questions.

(Participant #4) Blank.

(Participant #5) No.

(Participant #6) No.

Mail in Comment Sheets (1 Participant)

1. Was the information presented clear (meeting format, etc.)? If not, what information was confusing? Do you have any suggestions on how we can improve our presentation to make it clearer? **1 answer**

(Participant #1) Yes. Information not confusing. No suggestions-very clear-very well presented.

2. Would you like to provide comments on any draft specific highway recommendations? What do you like/dislike about the recommendations, and why? **1 answer**

(Participant #1) Blank.

3. Would you like to provide comments on any of the draft bicycle, pedestrian, transit, or rail recommendations? What do you like/dislike about the recommendation(s), and why? **1 answer**

(Participant #1) Dislike. Way too much time & Money spent on this thing. Roads for cars – improvement much more important. May Street – Bikes can use full lanes! Wrong and very dangerous. That law!

4. Are there any transportation needs that you believe are not adequately addressed by the study? **1 answer**

(Participant #1) Route 2 & Route 22 interchange not addressed. I heard roundabout proposed – NO. Install street lights there and do it soon. Very dangerous intersection.

1. Do you have any additional or general comments about the study? **1 answer**

(Participant #1) Route 4 – smaller issue but important for safety. Exit ramp needed. Route 1 & Causey Road Intersection Northbound install an exit ramp – NOW!! Very large horse trailers are turning onto Causey from Route 1 with no exit ramp. They need to slow down for a long stretch, then turn slowly from travel lane.

Public Meeting Comment Sheet Responses

Moore County Comprehensive Transportation Plan

Date Prepared:	April 13, 2018
Meeting Date/Time/Place:	April 11, 2018/2-4 pm/Cameron Fire Department
Meeting Purpose:	Public Meeting

Prepared By:	Neighborhood Solutions
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Attendees: 1

No Comment Sheets

Public Meeting Comment Sheet Responses

Moore County Comprehensive Transportation Plan

Date Prepared:	April 13, 2018
Meeting Date/Time/Place:	April 12, 2018/6-8 pm/Southern Pines Douglas Center
Meeting Purpose:	Public Meeting
Prepared By:	Neighborhood Solutions

Attendees: 6

Comment Sheets (1 Participant)

- 1. Was the information presented clear (meeting format, etc.)? If not, what information was confusing? Do you have any suggestions on how we can improve our presentation to make it clearer? 0 answers**

(Participant #1) Blank.

- 2. Would you like to provide comments on any draft specific highway recommendations? What do you like/dislike about the recommendations, and why? 1 answer**

(Participant #1) Support #23 program. Strongly support western connector! This needs to happen to support growth of community. Need to address intersection of Pinetree Rd & Rt 5, it is a safety hazard that needs to be addressed. Do not wait until there is a fatality!!

- 3. Would you like to provide comments on any of the draft bicycle, pedestrian, transit, or rail recommendations? What do you like/dislike about the recommendation(s), and why? 1 answer**

(Participant #1) I support sidewalks & greenways. Make the community healthier by adding bike paths & sidewalks. There should be sidewalks that reflect the community: i.e. entirely around St. Andrews Drive.

- 4. Are there any transportation needs that you believe are not adequately addressed by the study? 0 answers**

(Participant #1) Blank.

- 5. Do you have any additional or general comments about the study? 0 answers**

(Participant #1) Blank.

Public Meeting Comment Sheet Responses

Moore County Comprehensive Transportation Plan

Date Prepared:	April 18, 2018
Meeting Date/Time/Place:	April 17, 2018/3-5 pm/Aberdeen Lake Park
Meeting Purpose:	Public Meeting
Prepared By:	Neighborhood Solutions

Attendees: 11

Comment Sheets (4 Participants)

- 1. Was the information presented clear (meeting format, etc.)? If not, what information was confusing? Do you have any suggestions on how we can improve our presentation to make it clearer? 4 answers**

(Participant #1) Very informative – first time seeing all this plan.

(Participant #2) I live in Moore County but have land interest just over in Hoke County. This meeting was about Moore County projects, so I was at the wrong meeting for the Hoke County land interest.

(Participant #3) Would be nice to have a discussion with input from residents.

(Participant #4) Yes, and I would like to know the width of a 4 lane right of way?

- 2. Would you like to provide comments on any draft specific highway recommendations? What do you like/dislike about the recommendations, and why? 1 answer**

(Participant #1) Blank.

(Participant #2) Blank.

(Participant #3) Traffic lights create traffic. They exist on our highway where shopping/strip malls are. The more we allow them, the worst our traffic will be. Please change zoning so no more strip malls can be built on our highways. Require future shopping malls be built one mile off the highway in an undeveloped area, with an over or under pass on the highway so shoppers can exit the highway and drive down the one-mile road to a shopping mall/development(s). They can exit/enter without a traffic light & keep the highway traffic moving unhindered.

(Participant #4) N/A.

3. Would you like to provide comments on any of the draft bicycle, pedestrian, transit, or rail recommendations? What do you like/dislike about the recommendation(s), and why? 3 answers

(Participant #1) Some concern regarding access to Route 1/15-501 from the Forest Hills housing area. I realize there are plans for the super sheet design in that area.

(Participant #2) Blank.

(Participant #3) Instead of making sidewalks, widen the major roads 3'-4' on each side & expand the blacktop/road for walking and biking traffic. It will cost less to create & to maintain & address the need of walkers and bikers.

(Participant #4) No.

4. Are there any transportation needs that you believe are not adequately addressed by the study? 1 answer

(Participant #1) Blank.

(Participant #2) Blank.

(Participant #3) Blank.

(Participant #4) I would hope that there will be plans for light rail forthcoming – car traffic is a nightmare nowadays! Picture going from Aberdeen to Raleigh without driving!!!

5. Do you have any additional or general comments about the study? 3 answers

(Participant #1) I am a member of the Aberdeen Planning Board.

(Participant #2) Would like to see where actual road & widening project will be located as soon as possible because of use of land interests.

(Participant #3) On 15-501 & Route 1: Don't do the barriers & U-turns. Instead create service roads behind the shopping areas where cars can exit the highway & hit all "shoppertunities" on that side of the road. Allow on 15-501 an entrance/exit around Steinmart, Commerce Street, & Route 1 south of Big Lots. Close the other entrances/exits along the highway & remove all other traffic lights. Look at how Brucewood Road acts as a service road for Hobby Lobby, hotel, senior housing, movie theater & Loves: Works great!

(Participant #4) Blank.

Public Meeting Comment Sheet Responses for Online Survey

Moore County Comprehensive Transportation Plan

Date Prepared:	April 18, 2018
Meeting Date/Time/Place:	April 17 / Pinehurst Village Hall
Meeting Purpose:	Public Meeting
Prepared By:	Neighborhood Solutions

Participants: 15

Comment Sheets (6 Participants)

- 1. Was the information presented clear (meeting format, etc.)? If not, what information was confusing? Do you have any suggestions on how we can improve our presentation to make it clearer? 6 answers**

(Participant #1) It was clear to the extent that there are details available.

(Participant #2) Yes – Excellent presentation & handouts great.

(Participant #3) Very clear & very nicely done. The handouts were very helpful too!

(Participant #4) No.

(Participant #5) Yes.

(Participant #6) Yes – Fairly clear.

- 2. Would you like to provide comments on any draft specific highway recommendations? What do you like/dislike about the recommendations, and why? 6 answers**

(Participant #1) Highway 5 through Pinehurst is highly dangerous to cross over driving, cycling or walking and it divides the village in two. I would like to see through traffic redirected, traffic slowed, and allowance made for cyclists and pedestrians crossing in safety. The Western Corridor seems incomplete and should be continued northward to 15/501. Also, don't connect it to Linden.

(Participant #2) Would like Western Connector to be built sooner.

(Participant #3) I support the Western Connector & any improvements on Highway 5 & at the traffic circle.

(Participant #4) No.

(Participant #5) Keep the Western Connector in the plan to mitigate future risk.

(Participant #6) Not sure that the Western Connector is in the best long-term interest of Pinehurst, Pine Bluff & Foxfire communities. The Linden Road Connector is not a good idea if the Western Connector is built. Use of Roseland Road and Hoffman Road is the best solution for the “Western Connector”, and fair to property owners and existing towns.

3. Would you like to provide comments on any of the draft bicycle, pedestrian, transit, or rail recommendations? What do you like/dislike about the recommendation(s), and why? 6 answers

(Participant #1) Highway 5 needs safe crossings.

(Participant #2) Seem well thought out and good plans.

(Participant #3) Sidewalks for Morgan Road to Highway 2 intersection – Level sidewalk or multiuse path or all of Highway 5. VOP may need to partner with the resort.

(Participant #4) No.

(Participant #5) Consider a continuous sidewalk project on Highway 5 from Morganton to 211.

(Participant #6) Generally, a helpful plan especially if the communities can be better connected for bicycles, walking and public transit purposes.

4. Are there any transportation needs that you believe are not adequately addressed by the study? 4 answers

(Participant #1) Blank.

(Participant #2) No.

(Participant #3) Maybe some public transportation (i.e. trolley) between Southern Pines & Pinehurst & Aberdeen. Could be a joint venture between the 3 municipalities.

(Participant #4) No.

(Participant #5) No.

(Participant #6) Blank.

5. Do you have any additional or general comments about the study? 4 answers

(Participant #1) Blank.

(Participant #2) Team was excellent! From registration through entire evening – Very professional and eager to assist with any questions – Extremely knowledgeable & great communication skills.

(Participant #3) I appreciate NCDOT & the committee making this such a collaborative effort & seeking the public's input. Keep up the good work!

(Participant #4) No.

(Participant #5) No.

(Participant #6) Blank.

Public Meeting Comment Sheet Responses

Moore County Comprehensive Transportation Plan

Date Prepared:	April 25, 2018
Meeting Date/Time/Place:	April 19, 2018/6-8pm/Robbins North Moore High School
Meeting Purpose:	Public Meeting
Prepared By:	Neighborhood Solutions

Attendees: 1

Comment Sheets (1 Participant)

- 1. Was the information presented clear (meeting format, etc.)? If not, what information was confusing? Do you have any suggestions on how we can improve our presentation to make it clearer? 1 answer**

(Participant #1) Yes – need to make sure turnout is stronger in the rural areas.

- 2. Would you like to provide comments on any draft specific highway recommendations? What do you like/dislike about the recommendations, and why? 1 answer**

(Participant #1) Need to study – but a lot of great information and handout material.

- 3. Would you like to provide comments on any of the draft bicycle, pedestrian, transit, or rail recommendations? What do you like/dislike about the recommendation(s), and why? 0 answers**

(Participant #1) Blank.

- 4. Are there any transportation needs that you believe are not adequately addressed by the study? 1 answer**

(Participant #1) Pinehurst traffic circle.

- 5. Do you have any additional or general comments about the study? 0 answers**

(Participant #1) Blank.

Public Meeting Comment Sheet Responses

Moore County Comprehensive Transportation Plan

Date Prepared:	April 25, 2018
Meeting Date/Time/Place:	April 23, 2018/6-8 pm/Aberdeen Elementary School
Meeting Purpose:	Public Meeting
Prepared By:	Neighborhood Solutions

The purpose of the Moore County Comprehensive Transportation Plan Public Meeting was to provide an opportunity for citizens with the opportunity to review the preferred alternative maps and to discuss project information and concept-level designs, and to provide comments.

Attendees: 6

Comment Sheets (3 Participants)

- 1. Was the information presented clear (meeting format, etc.)? If not, what information was confusing? Do you have any suggestions on how we can improve our presentation to make it clearer? 2 answers**

(Participant #1) Yes – staff did an excellent job. I would have liked to have seen the Green Growth Toolbox data (or other similar environmental data) on more maps.

(Participant #2) Yes.

(Participant #3) Blank.

- 2. Would you like to provide comments on any draft specific highway recommendations? What do you like/dislike about the recommendations, and why? 2 answers**

(Participant #1) Proposal #1 – The least bad solution to a legit problem. #3 – Western Connector has too great environmental impact-should address this problem through zoning, water & sewer line plans & other land use planning tools to steer growth away from Route 5 Corridor and Points West. #5 – Legit problem. #9 – Good idea. #13/14 – Can we get by with just adding some passing lanes? #21 – Great idea to provide alternative path between Aberdeen & Southern Pines taking pressure off Route 1. #8 – No need to widen 15/501 south of Academy of Moore County-this will drive future growth south and will have bigger environmental impacts in Hoke & Scotland County.

(Participant #2) US 1 needs bike lanes & real better sidewalks with greenway. US 15/501 projects needs bike lanes. NC 2 needs bike lanes. Indiana Avenue, Fort Bragg Road, & Saunders Boulevard all need bike lanes.

(Participant #3) Blank.

3. Would you like to provide comments on any of the draft bicycle, pedestrian, transit, or rail recommendations? What do you like/dislike about the recommendation(s), and why? 2 answers

(Participant #1) I like it.

(Participant #2) Blank.

(Participant #3) Please add bike & pedestrian lanes or separate paths to indicated roads. It seems crazy not to add these while you are resurfacing roads & addressing other needs.

4. Are there any transportation needs that you believe are not adequately addressed by the study? 1 answer

(Participant #1) The traffic circle needs some very sharp transportation planning minds.

(Participant #2) Blank.

(Participant #3) Blank.

5. Do you have any additional or general comments about the study? 6 answers

(Participant #1) Elected officials need to recognize consequences of pro-growth policies. Too much growth degrades our quality of life & leads to the problems this plan tries to address.

(Participant #2) Blank.

*(Participant #3) *Please add Indiana Avenue from Fort Bragg to Morganton & add a bike and pedestrian path. Please consider how cycling & walking help the health of a community. Please do this before it is not possible to add these improvements.*

Survey Monkey Comment Sheets (15 Participants)

Name	Address
Kristin Garner	Aberdeen NC
Spencer Adams	Southern Pines NC
David Wilson	West End NC
Jay Southers	
Joan Harper	Vass NC
Gregg Garner	Aberdeen NC
Bruce McFadden	Aberdeen NC
Harry Huberth	Southern Pines NC
Debbie & Gary McGahey	Southern Pines NC
Susan	
Sara Green	Southern Pines NC
Jim Heine	
Guy Peckitt	Foxfire Village NC
Kim Geddes	Aberdeen NC
Jason Morton	Pinehurst NC

- 1. Was the information presented clearly (meeting format, maps, etc.)? If not, what information was confusing? Do you have any suggestions on how we can make improvements to make our presentation or materials clearer? 9 answers**

(Participant #1) The information that was shared at the meetings I have attended over the past 3 years have been full of incorrect information in regard to growth projections in the area the Western Connector may be constructed. It was shared that hundreds of homes are going to be built in areas around Foxfire Road. The land in which these homes are supposedly going to be built is owned by people who say they are not selling it or it's zoned for 1 house per 5 acres and now, one large parcel of land is being turned into a nature preserve. I don't understand how a road of this magnitude can be considered when the growth projection data is outdated and flat out wrong. The growth projection data is outdated and needs to do again prior to making a decision on this project.

(Participant #2) Yes, maps are tremendous A timeline chart would be helpful -- what's committed in the next 5 years and what's potentially in 5 years after that.

(Participant #3) Yes.

(Participant #4) Blank.

(Participant #5) Yes.

(Participant #6) There was very confusing and misleading information concerning the western connector. Many different maps with different lines for proposed routes. Bad information concerning population densities (current and proposed), among other items.

(Participant #7) I attended a meeting about this in 2017. I was unaware of meetings going on in 2018.

(Participant #8) Blank.

(Participant #9) I was informed about what went on in this meeting!

(Participant #10) Blank.

(Participant #11) Blank.

(Participant #12) Blank.

(Participant #13) Blank.

(Participant #14) Yes.

(Participant #15) Yes, the information was thorough and clear.

2. Would you like to provide comments on any specific highway recommendations? What do you like/dislike about the recommendations, and why? 15 answers

(Participant #1) Additions should be made to existing roads like Hoffman Road as opposed to tearing through pristine countryside and already developed communities. Hoffman Road is only 2 miles further down the road than the proposed site for the Western Connector off of 211; how can that be too far away? With new growth that will be coming to 211, by the time a Western Connector is built, we will need for this highway to be a little further out from Hwy 5 and the traffic circle. Isn't that what a bypass is all about? It bypasses the town; it's not another road that cuts through it. It would save money using existing roads as well. The Western Connector is not going to alleviate the daily congestion on Hwy 5 because people will still use 5 to get to the hospital for work, they use it to get to Morganton Road for shopping and to get to Southern Pines and to Fort Bragg. There are numerous housing developments in that area as well. If you really want to alleviate traffic on Hwy 5 stop building housing developments on it. Also, maybe consider widening Chicken Plant Road and connecting that to Hwy 211 and then use Hoffman Road as a bypass. Together, I believe this will lessen the damage to our countryside and will help with traffic. Moore County will be another Spring Lake if we are not careful. We need to be careful with our growth. It feels like we are quick to build things without concern for the aesthetics of our community.

(Participant #2) Push Western Connector further west -- rely on Hoffman and Roseland Roads Like higher priority for Traffic Circle More awareness will be needed for 15-501 and Morganton Road -- which road goes over/under, timing, etc.

(Participant #3) Some of the need will no longer exist, due to hundreds of houses which will not be constructed on 1500 acres in foxfire. The western bypass is not worth the area it will damage, that area is the only remaining area of the pine barrens as seen on old maps of this area.

(Participant #4) The western connector will be four lane highway only a few will use. Look at the new four lane highway though West End. Is like a ghost town. 211 is congested and bottle necks at the traffic circle with all the local traffic. For the most part we all work in the same area, go to the same doctors and take our children to the same schools. People won't drive the western connector.

(Participant #5) I oppose the addition of the Western Connector in the Moore County Comprehensive Transportation Plan. This proposed 4-lane expressway needlessly plows through farmlands and longleaf forests when existing infrastructure could be used instead. Charrette participants who met early in the CTP process concluded that improvements to Hoffman and Roseland Roads could provide traffic congestion relief while preserving soil and water resources, timber enterprises, hay fields, and natural longleaf forests and the threatened species that depend on these forests for survival. The new road disproportionately affects those who often lack the resources or confidence to speak out against government practices that adversely impact their lives. The proposed Western Connector route affects mostly minority and low-income families, farm operations, and timber enterprises that are often not factored into government decision-making. The proposed route disturbs creeks, streams, ponds, and wetlands, and penetrates the WS-II Drowning Creek watershed, which is a high-quality watershed. The project would clear cut thousands of acres of U.S. Fish and Wildlife designated Red-cockaded Woodpecker Safe Harbors and plow through Voluntary Agricultural Districts. The proposed route will destroy thousands of acres of longleaf forests and the threatened species that depend on those forests. Persons whose livelihoods depend on farm and timber operations would be left without a source of income. I strongly urge the NCDOT and Moore County Transportation Committee to remove the Western Connector from the Comprehensive Transportation Plan and instead maximize the use of existing infrastructure to address traffic needs. In this case, using Hoffman and Roseland Roads as a Western Connector would require motorists to travel a mere two extra miles from the proposed head of the connector in order to travel from Hwy 211 in West End to US 1 in Aberdeen. Certainly, motorists would be willing to drive an additional two miles to protect and preserve our natural resources, farmland, forests, and wildlife.

(Participant #6) Do not support the 211 connector.

(Participant #7) Keep plans for going green to eliminate run off water from causing flash flooding.

(Participant #8) The idea that a proposed western connector is going to help alleviate traffic caused by proposed growth south of 211 and west of 1 is a fallacy. The proposed road has no access in that area. The only access is at 211, highway 1 and Linden Rd. How will this take people off 5 when they are using 5 to go from Pinehurst unit 1 to Ft. Bragg (for example).

(Participant #9) The Western connector is unnecessary. I have been traveling HWY 5 for 30 yrs. Myself and everyone I know that travels HWY 5 only travels it because of a business on HWY 5. If you really sat and studied HWY 5, the only tractor trailers that travel HWY 5 are using it for destinations on HWY 5. For the state to destroy forests for a project that is unnecessary. This project would completely waste valuable tax dollars. I am 100% against this project. Part of the charm in this area is the amount of green space we have in Moore County. That needs to be valued and preserved. Moore county residents need to be the deciding factor in this matter. Not some bureaucrat from Raleigh and Carthage telling the community what they need. I have yet to come across any individual that is in favor of the Western Connector. I own 2 businesses. I am in contact with hundreds of people in Moore County. I have yet to have one tell me they are in favor of this project.

(Participant #10) Western Connector: A solution that is looking for a problem. The connector is designed to facilitate thru traffic of which there is very little. Most traffic is going or coming from SP/Aberdeen/Pinehurst areas. As with the withdrawn US1 bypass of SP you cannot bypass destination areas. In addition, over 2000 acres west of Pinehurst has been withdrawn from development forever.

(Participant #11) We have lived in Moore County for over 31 years... this WAS a wonderful community to live and raise a family BUT some people and apparently the DOT feel the need to keep putting in 4 lane highways everywhere and taking away the beautiful country roads, land and trees that make this a resort community! We are not old & retired yet... we own businesses in Moore County and are saddened with what is happening to this beautiful community of ours! WE DO NOT need any more 4 lane highways across this majestic land here just to send the tractor trailers from heading near Pinehurst?! There must be other ways??? Who is paying who off for this? How terrible...

(Participant #12) Stop the Western Connector. Unnecessary to make more roads through the forests.

(Participant #13) I strongly urge the NCDOT and Moore County Transportation Committee to remove the Western Connector from the Comprehensive Transportation Plan and instead maximize the use of existing infrastructure to address traffic needs. In

this case, using Hoffman and Roseland Roads as a Western Connector would require motorists to travel a mere two extra miles from the proposed head of the connector in order to travel from Hwy 211 in West End to US 1 in Aberdeen. Certainly, motorists would be willing to drive an additional two miles to protect and preserve our natural resources, farmland, forests, and wildlife. This highway is not needed. There are plenty of ways currently to access Rte.1.

(Participant #14) Ok with connector but not the spur which would destroy the essence if Linden road.

(Participant #15) Yes, I would like to provide comments on the Western Connector recommendation. In November 2016, over 60 residents affected by the Western Connector project appeared before the Moore County Transportation Committee to voice their opposition to this four-lane divided expressway. These homeowners and landowners argued that the new 4-lane expressway needlessly plows through farmlands and longleaf forests when existing infrastructure could be used instead. Consistent with the outcome of earlier charrette meetings on this topic, the citizens agreed that improvements to Hoffman and Roseland Roads could provide traffic congestion relief while preserving soil and water resources, timber enterprises, hay fields, and natural longleaf forests and the threatened species that depend on these forests for survival. Since this meeting, 722 concerned citizens have signed a petition to stop this project: <https://www.change.org/p/moore-county-transportation-committee-no-western-connector>. Despite this opposition, the NCDOT has pushed for the construction of this new expressway. The new road unjustly and disproportionately affects those who often lack the resources or confidence to speak out against unjust government practices. The proposed Western Connector route affects mostly minority and low-income families, farm operations, and timber enterprises that are often overlooked in government decision-making. The proposed route plows through creeks, streams, ponds, and wetlands, and penetrates the WS-II Drowning Creek watershed, which is a high-quality watershed. The route disturbs thousands of acres of U.S. Fish and Wildlife designated Red-cockaded Woodpecker Safe Harbors and Voluntary Agricultural Districts. The proposed route will destroy thousands of acres of longleaf forests and the threatened species that depend on those forests. I strongly urge the NCDOT to remove the Western Connector from the Moore County Transportation Plan and instead maximize the use of existing infrastructure to address traffic needs. In this case, using Hoffman and Roseland Roads as a Western Connector would require motorists to travel a mere two extra miles from the proposed head of the connector to travel from Hwy 211 in West End to US 1 in Aberdeen. Certainly, motorists would be willing to drive an additional two miles to protect and preserve our natural resources, farmland, forests, and wildlife. The proposed Western Connector is critical to relieve volume and safety issues in the southern county and transit travel East/West across the state.

3. Would you like to provide comments on any of the bicycle, pedestrian, transit, or rail recommendations? What do you like/dislike about the recommendation(s), and why? 4 answers

(Participant #1) Love the sidewalk and bike paths that have been proposed.

(Participant #2) Blank.

(Participant #3) Blank.

(Participant #4) Blank.

(Participant #5) N/A

(Participant #6) Blank.

(Participant #7) Blank.

(Participant #8) Blank.

(Participant #9) Blank.

(Participant #10) Blank.

(Participant #11) Blank.

(Participant #12) Blank.

(Participant #13) Blank.

(Participant #14) No.

(Participant #15) No.

4. Are there any transportation needs that you believe are not adequately addressed by the study? 5 answers

(Participant #1) There needs to be public transportation to the northern in of the county.

(Participant #2) Blank.

(Participant #3) Blank.

(Participant #4) Blank.

(Participant #5) Just the fact that people need to drive slower for the conditions and pact their patients for rush hours.

(Participant #6) The increased traffic on 5 is a direct result of fact that the county's largest employer is located right next to the traffic circle. Fix the circle and people will stop avoiding it.

(Participant #7) Blank.

(Participant #8) Blank.

(Participant #9) Blank.

(Participant #10) Blank.

(Participant #11) Blank.

(Participant #12) Blank.

(Participant #13) Blank.

(Participant #14) The use of public transportation, such as buses, etc.

(Participant #15) The study seems complete.

5. Do you have any additional or general comments about the study? 12 answers

(Participant #1) The growth studies are old and need to be redone. The data that is being used to determine if and where some projects (the Western Connector in particular) should be constructed are outdated in inaccurate.

(Participant #2) More public awareness about 211 extensions from Rt. 73 is needed. When, what will road look like, etc.

(Participant #3) I oppose the addition of the Western Connector in the Moore County Comprehensive Transportation Plan. This proposed 4-lane expressway needlessly plows through farmlands and longleaf forests when existing infrastructure could be used instead. Charrette participants who met early in the CTP process concluded that improvements to Hoffman and Roseland Roads could provide traffic congestion relief while preserving soil and water resources, timber enterprises, hay fields, and natural longleaf forests and the threatened species that depend on these forests for survival. The new road disproportionately affects those who often lack the resources or confidence to speak out against government practices that adversely impact their lives. The proposed Western Connector route affects mostly minority and low-income families, farm operations, and timber enterprises that are often are not factored into government decision-making. The proposed route disturbs creeks, streams, ponds, and wetlands, and penetrates the WS-II Drowning Creek watershed, which is a high-quality watershed. The project would clear cut thousands of acres of U.S. Fish and Wildlife designated Red-cockaded Woodpecker Safe Harbors and plow through Voluntary Agricultural Districts. The proposed route will destroy thousands of acres of longleaf forests and the threatened species that depend on those forests. Persons whose livelihoods depend on farm and timber operations would be left without a source of income. I strongly urge the NCDOT and Moore County Transportation Committee to remove the Western

Connector from the Comprehensive Transportation Plan and instead maximize the use of existing infrastructure to address traffic needs. In this case, using Hoffman and Roseland Roads as a Western Connector would require motorists to travel a mere two extra miles from the proposed head of the connector to travel from Hwy 211 in West End to US 1 in Aberdeen. Certainly, motorists would be willing to drive an additional two miles to protect and preserve our natural resources, farmland, forests, and wildlife.

(Participant #4) I oppose the addition of the Western Connector in the Moore County Comprehensive Transportation Plan. This proposed 4-lane expressway needlessly plows through farmlands and longleaf forests when existing infrastructure could be used instead. Charrette participants who met early in the CTP process concluded that improvements to Hoffman and Roseland Roads could provide traffic congestion relief while preserving soil and water resources, timber enterprises, hay fields, and natural longleaf forests and the threatened species that depend on these forests for survival. The new road disproportionately affects those who often lack the resources or confidence to speak out against government practices that adversely impact their lives. The proposed Western Connector route affects mostly minority and low-income families, farm operations, and timber enterprises that are often are not factored into government decision-making. The proposed route disturbs creeks, streams, ponds, and wetlands, and penetrates the WS-II Drowning Creek watershed, which is a high-quality watershed. The project would clear cut thousands of acres of U.S. Fish and Wildlife designated Red-cockaded Woodpecker Safe Harbors and plow through Voluntary Agricultural Districts. The proposed route will destroy thousands of acres of longleaf forests and the threatened species that depend on those forests. Persons whose livelihoods depend on farm and timber operations would be left without a source of income. I strongly urge the NCDOT and Moore County Transportation Committee to remove the Western Connector from the Comprehensive Transportation Plan and instead maximize the use of existing infrastructure to address traffic needs. In this case, using Hoffman and Roseland Roads as a Western Connector would require motorists to travel a mere two extra miles from the proposed head of the connector in order to travel from Hwy 211 in West End to US 1 in Aberdeen. Certainly, motorists would be willing to drive an additional two miles to protect and preserve our natural resources, farmland, forests, and wildlife.

(Participant #5) I just hate to see so much pervious ground being covered and creating runoff that ground water is going to be affected as progress continues.

(Participant #6)

(Participant #7) I would like to be updated about new meetings happening and I believe that others are not aware that this project is being discussed. For as many people that I have discussed this project with there are as many who still do not know this project is a threat to the area.

(Participant #8) Mostly adequate but still sidesteps the Pinehurst traffic circle problem.

(Participant #9) You need to rethink this proposal!

(Participant #10)

(Participant #11) I am writing in opposition to the Western connector. Destroying natural resources in favor of a four-lane highway seems unsustainable to me; these changes in our landscape always expand with increased commercial development replacing croplands, natural habitats, etc. Nationwide, we need to look to providing public transportation as a means to ease traffic congestion and protect the environment. That seems a big reordering of our thinking, but it could be done.

(Participant #12)

(Participant #13) I do not want this road near Foxfire. I do not want to hear traffic noise. Currently Foxfire is quiet enough that I can hear the church bells from miles away, also I hear the train as it crosses Linden Road. A divided road anywhere near there will create noise that I will hear. This road is not necessary and should not be built.

(Participant #14) No.

(Participant #15) No, not at this time.

Moore County Comprehensive Transportation Plan

Community Meetings Summary

Total Attendees: 67

Total Comment Sheets: 27

Total Mail in Comment Sheets: 1

Total Survey Monkey Comment Sheets: 15