

Western Connector Public Meeting Response, Moore County, NC

**North Carolina Department of Transportation
Transportation Planning Branch**

March 2017

Executive Summary

In 2010, the North Carolina Department of Transportation (NCDOT) initiated the cooperative development of a long-range, multimodal infrastructure improvement plan called the Comprehensive Transportation Plan (CTP), based on State Statute §136-66.2 with the county, its municipalities, and the Triangle Rural Planning Organization (TARPO). Its development will serve to address present and anticipated transportation needs through 2040.

This report summarizes and clarifies some of the citizen comments given about the development of the Comprehensive Transportation Plan, specifically the Western Connector, given at a Village of Pinehurst public meeting on February 21, 2017.

Much of this report is devoted to clarifying the comments and information given by the organization growmooesmart.org given the same evening. There were multiple errors and misinformation in this presentation. This report will not include all their claims and statements, but rather focus on the main themes.

Ten of the main points of clarification to the growmooesmart.org presentation are outlined below:

1. The need for a Western Connector has not changed over time.
2. Eminent domain is not an issue addressed by the CTP process.
3. The difference between corridor protection using the Map Act and other state statutes was confused.
4. Housing and employment projections were developed locally for the year 2040 to project traffic. Because some citizens don't agree with these projections, does not mean the assumptions are incorrect.
5. Much of the land in southern Moore County is subject to residential or commercial development at some point in the future, even if current land owners have no intent to sell or develop their land.
6. The analysis using the traffic link diagrams was inaccurate and misleading.
7. Some claims concerning inputs and outputs of the Moore County travel demand model were inaccurate. The presenters do not understand the differences between types of traffic models.
8. Some of the 2011 charrette information presented was misinterpreted and misrepresented as a community consensus.
9. Statements concerning local decisions that need to be made locally before moving forward with the Comprehensive Transportation Plan were incorrect.
10. Growmooesmart.org offered no reasonable solutions to reduce traffic on NC 5.

Two points of agreement with the presentation are outlined below:

1. There needs to be clarity on the “Do Nothing” scenario for comparisons to other scenarios.
2. NCDOT recognizes that meeting information was not shared online for some time, and will make a concerted effort to display future information online in a timely manner.

Overall, growmoosmart.org failed to present any compelling evidence to support their claims that the data inputs for the model were overinflated, the Western Connector is not needed, and that the process is flawed.

Ultimately, Moore County needs to make a decision on how to accommodate 2040 travel demand.

Purpose

This report details the NCDOT’s response to clarify claims from some citizens made during the February 21, 2017 meeting with the Village of Pinehurst Council.

Background

At the request of Moore County representatives, NCDOT initiated the development of a long-range, multimodal infrastructure improvement plan called the CTP, based on State Statute §136-66.2 with the county, its municipalities, and the Triangle Rural Planning Organization (TARPO). Its development will serve to address present and anticipated transportation needs through 2040.

Based on prior attempts to develop a transportation plan for Moore County and local feedback, there were five focus areas identified that would benefit from local consensus on roadway improvements needed to accommodate the county’s anticipated future traffic.

Seven public charrettes were held throughout the five focus areas November 1-4, 2011, that concentrated on the transportation issues associated with the following roadway corridors and their adjacent communities:

1. NC 24/27 near Carthage,
2. NC 24/27 near Cameron,
3. US 1 through Moore County
4. NC 73 and NC 211 near West End,
5. Western Connector Area

On March 23 and 24, 2015, NCDOT presented the 2040 traffic analysis results and some initial concepts of the five focus areas, not to be mistaken for final recommendations, to the public for feedback.

The Moore County Transportation Committee will use the concepts, as well as public feedback, to make final recommendations about the area's transportation infrastructure. The final recommendations will need to be locally approved, funded, and evaluated under a federal process to determine the final design details and location.

This report details the Department's response to clarify claims from some citizens made during the February 21, 2017 meeting with the Village of Pinehurst Council.

Presentation by growmooesmart.org

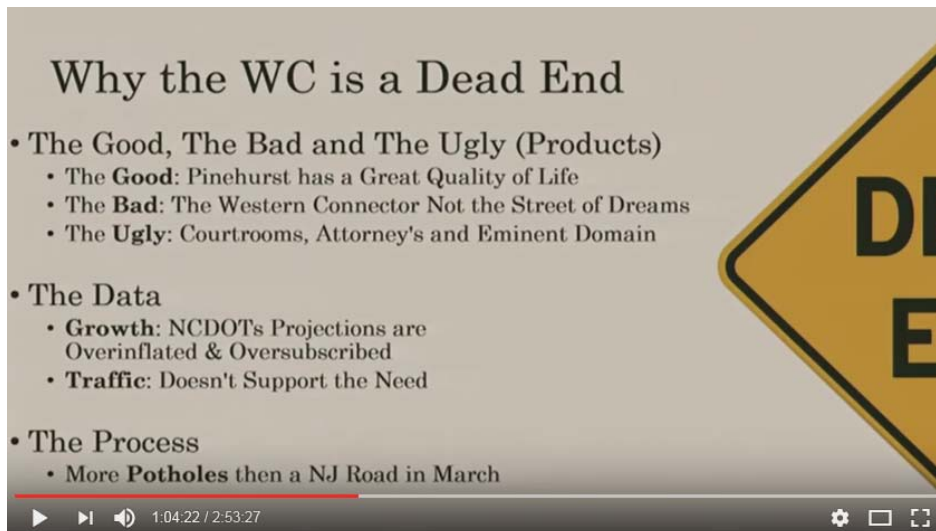
For approximately one hour, growmooesmart.org gave a presentation opposing the Western Connector concept. The presentation was given by Bruce Geddes and Jason Kaufman, who will be referred to as "the presenters" for this discussion. Selected screen captures of their presentation are used, with approximate times given during the online YouTube video of the Pinehurst Special Session.

The presenters have not contacted the NCDOT Transportation Planning Branch concerning the accuracy of their claims made either in this presentation or in other online media responses.

There were multiple errors and misinformation in this presentation. This discussion will not include all their claims and statements, but rather focus on the main points.

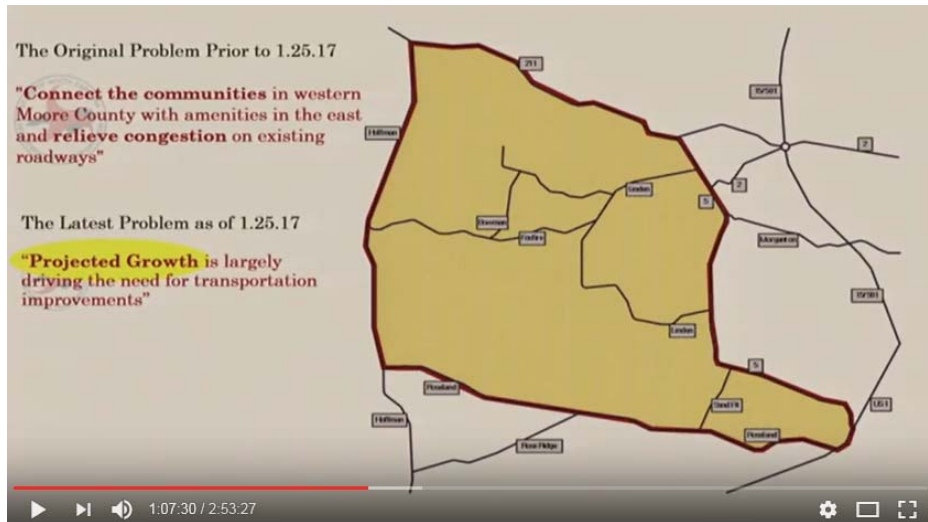
As of March 8, 2017, growmooesmart.org has not contacted the NCDOT Transportation Planning Branch to verify their claims or ask questions.

Introductory Slide – Why the WC is a Dead End



Above is the introductory slide of the presenter's main points: that the data is overinflated, the Western Connector is not needed, and the process is flawed.

Slide #1 – The Original Problem



The presenters claim that the “problem” for the need of the Western Connector has been changing over time, which is misinformation. They claim that now the “problem” is projected growth.

The original problem that they listed is correct. However, there is no “latest problem”.

NCDOT statements about growth in the county were a blanket statement for the entire county and not specifically the Western Connector area.

Claim: “Connect the communities....” The presenters state that western Moore County is already connected to amenities in the east by Roseland and Hoffman Roads, and several other roads.

Response: The possible addition of a few words like “connect with a Level of Service D or better” would improve the problem statement. NCDOT has maintained the same problem statement used in previous meetings. Traffic modeling has shown that communities in the Western part of the county would use the Western Connector concept.

Claim: “Projected Growth is largely driving the need for Transportation Improvements”

Response: The presenters provided misinformation with this statement saying that NCDOT was adjusting the problem statement. Growth throughout the county, not just in the highlighted area above, is driving the need for many transportation improvements.

The presenters were incorrect to imply that the need for a Western Connector concept has changed over time.

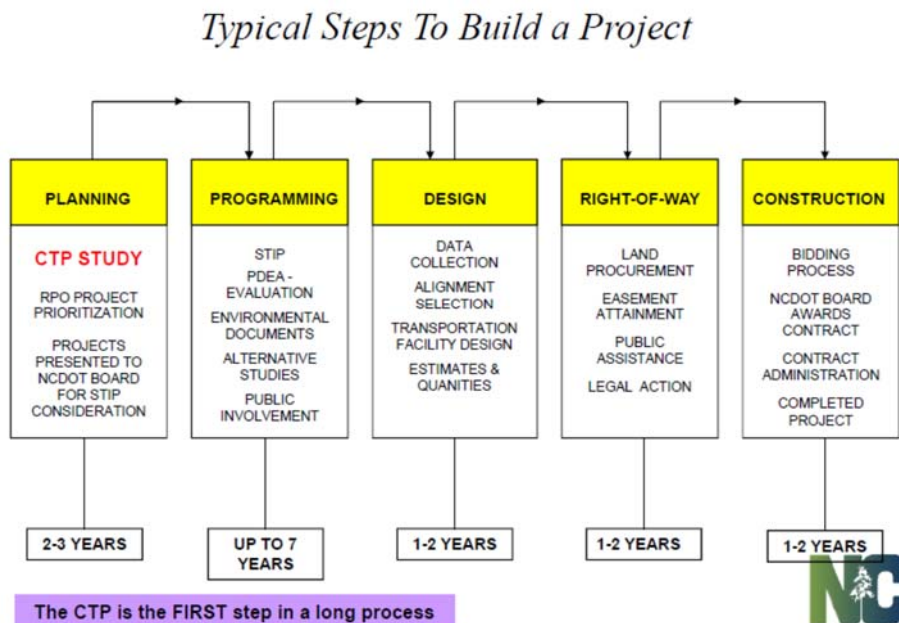
Slide #2 – Eminent Domain

Why has Eminent Domain Gone Into Hiding?

- The central issue of **eminent domain** has **not** been discussed in Moore County Transportation Committee meetings or mentioned at all by the NCDOT.
- Eminent domain should **never** be taken lightly considering:
 - Our families, friends and neighbors are in very real danger of losing their home, at any time, and with no recourse once a decision is made to **seize** property.
 - Which will happen sooner or later – once a line gets drawn on a map.
- When a **line** on a road map is drawn,
 - The quality of life **decays**
 - Property is instantly **devalued**
 - What's left is only good for **high density development**
- The line on a map is not a so called "concept." It's **tangible**.

1:08:24 / 2:53:27

The figure below, demonstrates how a transportation project is constructed. This figure has been shown in many Moore County Transportation Committee meetings, including the most recent January 25, 2017 meeting.



The Western Connector concept is in the planning phase as shown by the leftmost block.

Eminent Domain has not gone into hiding. It is not discussed until the following occurs:

- The concept is funded,
- The concept has gone through a rigorous environmental process, and
- The concept has been designed.
- NCDOT has made an offer to buy a property.

Eminent Domain would then be discussed if the state and the property owner cannot reach an agreement

The Comprehensive Transportation Plan study is not an appropriate step in the process to discuss eminent domain, as the Western Connector concept has not gone through an environmental process to determine an exact alignment. The concept would need to be funded for the project development and environmental screening process to begin.

The presenters were incorrect to imply that Eminent Domain should be a part of the Comprehensive Transportation Plan process.

Comment: “When a line on the map is drawn, the quality of life begins to decay”, “(the line) is an open invitation for development”

Response: The ‘line’ showing the Pinehurst Bypass concept has been a part of the Pinehurst/ Southern Pines/ Aberdeen Thoroughfare Plan since at least 1974. The 1989 plan is the most recent mutually adopted plan, with a route similar to Western Connector concept.

NCDOT is not aware of any quality of life decay, eminent domain, or development that has been caused by the ‘line’ showing the Pinehurst Bypass being on the Thoroughfare Plan.

The line that is drawn on a Comprehensive Transportation Plan map represents an agreement of an identified transportation deficiency and a potential solution to address the deficiency. While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement and may change over time.

Slide #3 – Legal Challenges to Protected Corridor Concept



The presenters imply that there could be legal challenges to the protected corridor concept. They discuss the Official Corridor Map Act (Statute §136-44.50), which was recently overturned in the State Supreme Court. They imply that the route cannot be protected since the Map Act was overturned.

Comment: (When asked to explain the map act) “When a line is drawn on a map, that line is protected and it is not to be developed”

Response: This response is misleading and incorrect. When the Official Corridor Map Act was used for advance planning, it was generally only for special instances like major bypasses (Winston Salem loop, Raleigh Outer Loop). Most transportation concepts from plans throughout the state used other means for corridor protection.

Even if the Act was still available as a protection tool, it would not be used for the Western Connector concept. The presenters are confusing the Map Act with two general statutes that can be used to protect transportation corridors on a local level.

Local areas can use North Carolina’s subdivision enabling statutes (§160A-372, §153A-331) to protect a transportation corridor. The municipal statute was challenged (Batch v. Town of Chapel Hill) and upheld by the State Supreme Court in 1990. The Batch decision stated that there was sufficient reason to deny approval of a subdivision plat whose design failed to reflect local thoroughfare plans that called for a four lane parkway to divide the tract.

The presenters were confused between a line representing a Transportation Plan concept and the Map Act.

§ 160A-372 (excerpt) A subdivision control ordinance may provide for the orderly growth and development of the city; for the coordination of transportation networks and utilities within proposed subdivisions with existing or planned streets and highways....

§ 153A-331 (excerpt) A subdivision control ordinance may provide for the orderly growth and development of the county; for the coordination of transportation networks and utilities within proposed subdivisions with existing or planned streets and highways and with other public facilities....

Slide #4 – Fork in our Roadmap to the Future

The Fork in our Roadmap to the Future

Follow the **Bad and the **Ugly**?**

- High Density Development
- Freeways
- Discontinuity
- “One size fits all” solutions
- Outside agendas
- Solution providers unfamiliar with the uniqueness of our product
- Neighbors in Court Battles
- There is a **REASON** we are a successful destination and Fayetteville is not



Follow the **Good!**

- Create Our Own Path
- Planned Smart Growth
- Consistent with Pinehurst’s Marketing

*Moore County has had growth in the last decades which is good. Many counties I work with have not. - Scott Walston
Jan. 2017 MCTC Meeting*

Maybe our SMART growth comes in spite of NCDOT pushing...

- The 80s US1 Bypass
- The 90s Pinehurst Bypass
- The 00s Western Connector
- The 10s US1 Bypass
- And now the Western Connector (again!)

1:12:40 / 2:53:27

The presenters used this slide to discuss their views of good and bad development.

Mr. Walston’s quote was taken out of context. He was discussing the “quantity” of growth compared to some other counties, which have stagnant or decreasing populations. His statement was not intended to comment on the “quality” of growth.

Slide #5 – The Data: Growth Projection Problems

The Data: Growth Projection Problems

- Conclusion
 - **Oversubscription**
 - Using 2013 data in 2017 – 4 years of growth have already occurred.
 - Dependence on Past Performance. Not indicative of future results.
 - The **Military** is Driving **Growth** but **Not** where the WC is planned.
 - **Dubious** Extrapolation from 2030 to 2040 Calculations.
 - The Data has not been **Independently** verified.
 - Outcome Methodology

This slide covered the presenter’s disagreement with the projections.

Comment: “The whole premise of the Western Connector is based on 8,000 households by 2040”

Response: That statement is misleading and not true, a Western Connector concept will be used by travelers outside the Western Connector area.

One of the major arguments against the Western Connector is that the data was “wrong” or “oversubscribed”, as a reason not to support the Western Connector concept. A few points:

1. Projections are future estimations and no person knows the future. The projections were produced by local staff with good intentions, but all projections require some assumptions. Not everyone will agree with the assumptions, but most citizens agree that some growth will happen in the Western Connector area. The 8,133 households for the year 2040 in the Western Connector area is a reasonable projection based on the earlier Pinehurst presentation.

The presenters disagreed with locally derived assumptions for growth. That doesn’t mean the growth projections are not reasonable.

2. A map slide was used to suggest a large portion of land in the area was “off the table” for development. This is not the case. Current owners may not wish for development. However, the properties will eventually change hands (selling, death, etc.) The heirs or next owners will have property that has increased in value because of demand and may have a financial motivation to develop the land for residential or commercial uses.

The presenters are incorrect to state that land in the area is forever “off the table” for future development.

3. If the assumptions are indeed “wrong” or “oversubscribed” as the presenters stated, the Western Connector concept may not ever be constructed. If the development does occur, the Western Connector concept will help ensure mobility in the area.
4. Zoning will not fix the opportunities for development in this area (for example, only allowing 5 acre lots). **There is nothing to bind future councils or Boards of Commissioners to honor current zoning.**

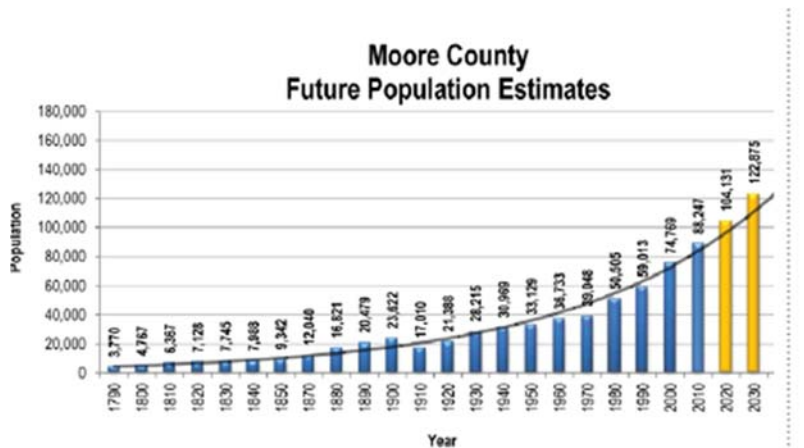
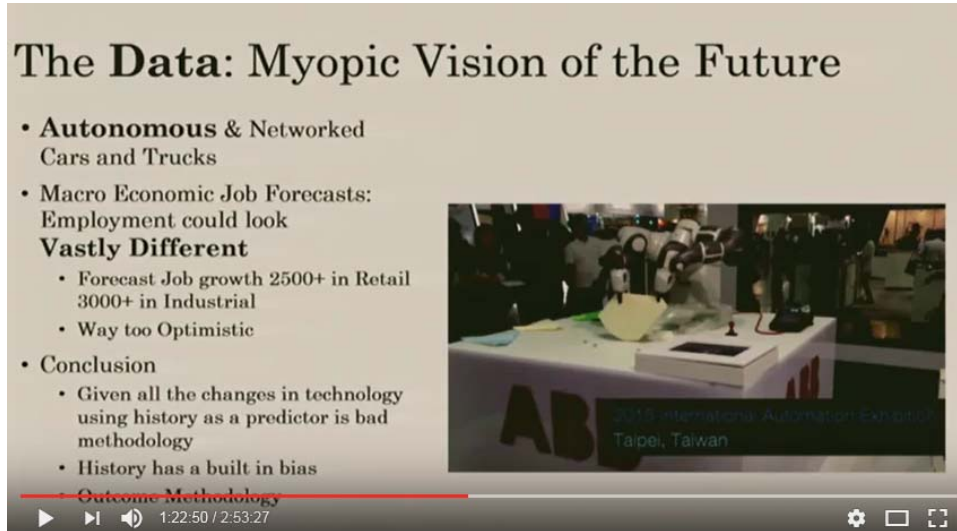


Figure 2.7: Moore County Future Population Estimates
Source: Moore County Planning & Community Development

The 2013 Moore County Land Use Plan expects the county population from approximately 88,000 in 2010 to 122,000 by 2030.

Slide #6 – The Data: Myopic Vision of the Future



The Data: Myopic Vision of the Future

- **Autonomous & Networked**
Cars and Trucks
- Macro Economic Job Forecasts:
Employment could look
Vastly Different
 - Forecast Job growth 2500+ in Retail
3000+ in Industrial
 - Way too Optimistic
- Conclusion
 - Given all the changes in technology
using history as a predictor is bad
methodology
 - History has a built in bias

Outcome Methodology

1:22:50 / 2:53:27

2013 International Automation Exhibition
Taipei, Taiwan

Presenters again do not agree with the assumptions made by local staff for the increases in industrial and retail growth. The 2030 projections were based on the 2013 Moore County Land Use Plan and were consistent with the plan. 2040 projections were based on a reasonable increase from 2030.

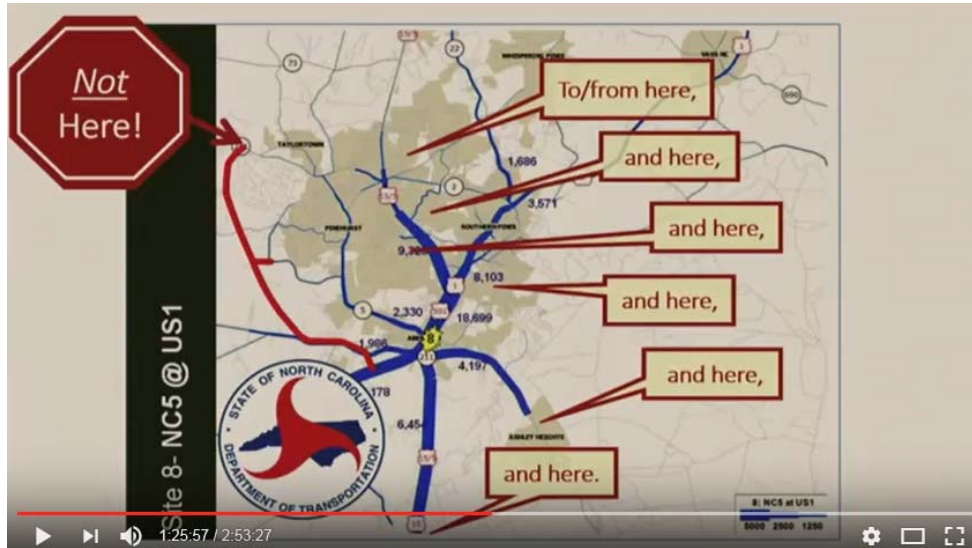
The charrette was created to project the future growth of Moore County out 18 years to the year 2030. Based on a current population growth rate of 1.4%, to the year 2030, Moore County is projected to grow by over 28,000 people. This projection is based on the review of projections from Office of State Management and Budget (OSMB). Using the current rate of 2.35 persons per household, this would require a total of 12,000 new residential units by the year 2030. To maintain the growth rate, 9,400 new non-industrial jobs and 1,500 new industrial jobs would have to be created. The committee was divided into five (5) groups and given a map of Moore County, along with these pins. The groups were given an hour to develop their map, and then present the results to the LUPSC for comments and discussion. This charrette was useful in developing a first draft of the future land use map, based on a general consensus of the Moore County LUPSC. Further research into these projections since the charrette was conducted, has found that the population will increase by 34,000, with an 18% per decade growth rate, which is based on historical projections, TARPO and Office of State Management and Budget.

Excerpt from page 3 of the 2013
Moore County Land Use Plan.

The increase of Industrial growth in the Moore County model was 1,500 between 2010 and 2030, and 1,223 from 2030 and 2040. The Heart of North Carolina Megapark (with Montgomery County) is being advertised as a 3,000 acre industrial area.

The increase of retail growth included in the Moore County model was 1,552 between 2010 and 2030 and 952 between 2030 and 2040.

Slide #7 – Link Flow Diagrams



The presenters use traffic flow diagrams to attempt to argue that there is no need for a Western Connector.

The diagrams shown are using a “Select Link” analysis showing where travelers that use one particular link are coming from and/or going.

The diagrams shown are 2010 traffic, and not necessarily reflective of future traffic patterns, or of forecasted development. The traffic flow diagrams are also using the 2010 available routes.

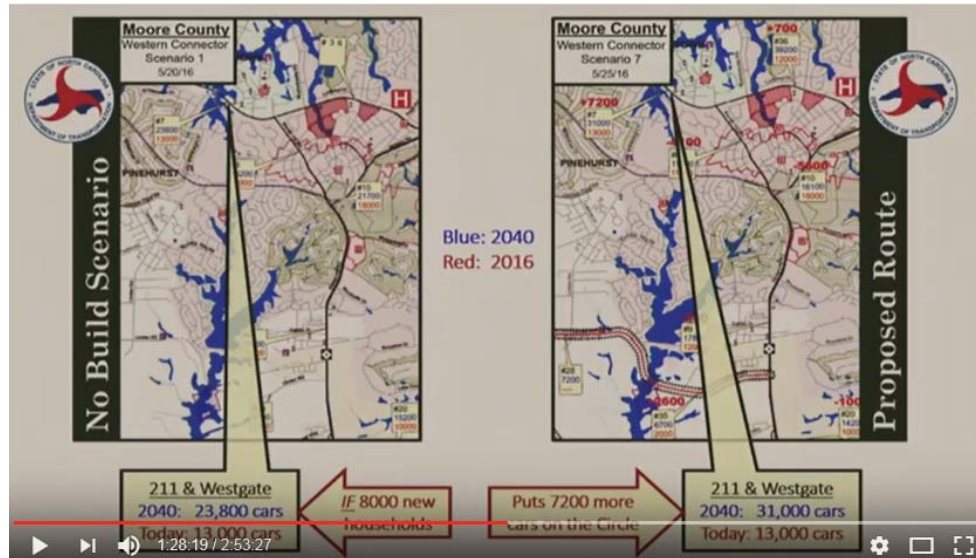
The presenters failed to mention that today’s traffic is not the concern – it is 2040 traffic. There should be a way to deal with 2040 traffic that originates in areas that are currently not developed.

Travel modeling has indicated a 2040 shift from NC 5 to the Western Connector concept (Scenario 7).

The link diagrams shown were misrepresented to imply that 2010 travelers would not use a Western Connector.

Travel demand modeling indicates a shift off NC 5 for the Western Connector concept.

Slide #7 – Traffic Flow Diagrams



The presenters claim that the Western Connector, if built, would increase traffic on NC 211, based on the 2040 “Do Nothing” and 2040 “Scenario 7” traffic data, which is not entirely true.

The Moore County travel demand model replicates 2010 and 2040 travel demand throughout the county and was developed by a consultant. It was built and calibrated when NC 211 was under construction, therefore, it wasn’t four lanes as it is now.

The “Do Nothing” scenario assumed no new roadways were constructed, including the widening of NC 211. Therefore, NC 211 in the “Do Nothing” scenario was generally two lanes. In the “Scenario 7” example, it was widened to four lanes (as it is currently).

Therefore, the increase in traffic is partially the increase in capacity of the roadway, which would attract more vehicles. Modeling also shows a 2040 desire for developments west of the hospital area and Pinehurst will use the connector.

NCDOT recognizes this could cause confusion, therefore a four lane NC 211 “Do Nothing” will be considered if the maps are updated for a more accurate comparison.

The presenters commented on how the traffic is forecast to be the same on a portion of NC 5 if the Western Connector is built.

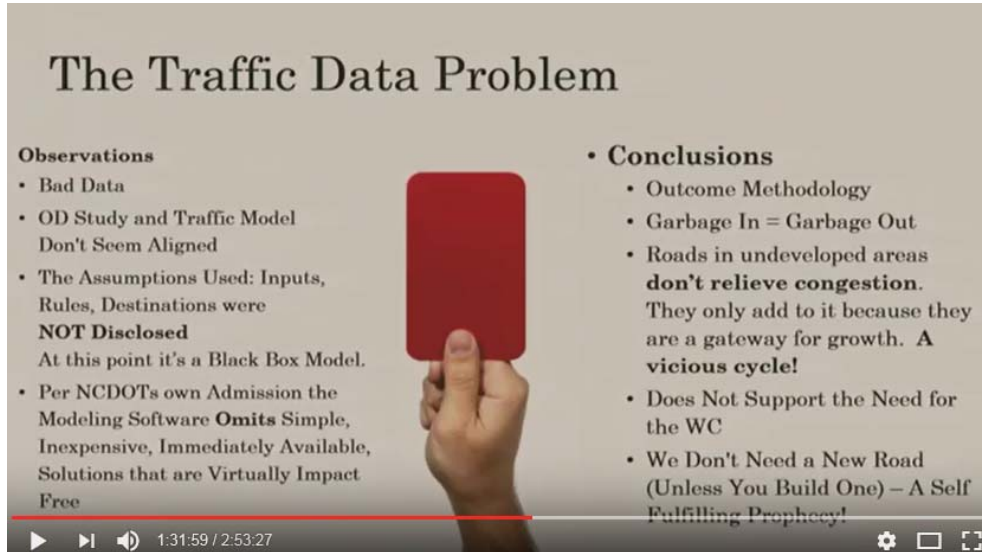
Comment: (at approximately 1:27) “If you don’t like the traffic at McKensie Road (on NC 5), you’re not going to like it in 2040”.

The presenters were incorrect in their assumptions of the “Do Nothing” scenario.

Response: Traffic at current levels with a Western Connector would be preferable over the forecasted “No Build” volumes. Modeling for 2040 in this area with no improvements is approximately 21,700. Using the Western Connector Scenario 7, the traffic drops to 16,100.

Therefore, the construction of the Western Connector should improve traffic congestion in this area.

Slide #7 – The Traffic Data Problem



The Traffic Data Problem

Observations

- Bad Data
- OD Study and Traffic Model Don't Seem Aligned
- The Assumptions Used: Inputs, Rules, Destinations were **NOT Disclosed**
At this point it's a Black Box Model.
- Per NCDOT's own Admission the Modeling Software **Omits** Simple, Inexpensive, Immediately Available, Solutions that are Virtually Impact Free

Conclusions

- Outcome Methodology
- Garbage In = Garbage Out
- Roads in undeveloped areas **don't relieve congestion**. They only add to it because they are a gateway for growth. **A vicious cycle!**
- Does Not Support the Need for the WC
- We Don't Need a New Road (Unless You Build One) – A Self Fulfilling Prophecy!

The presenters imply that because of the limitations of the Moore County Travel Demand Model, it is not a good tool to analyze and forecast traffic.

Based on the slide on the next page, the Moore County Travel Demand model is a macroscopic model, which is appropriate for:

- Evaluation of large groupings of people/vehicles
- All activity occurs during a single time period (day, peak hour)
- Can cover a large geographic area.

As with all models, there are limitations and appropriate uses; the focus of the model was to be a planning tool for analyzing and forecasting 2040 transportation needs.

The objectives of the model (from page 1 of the Moore County Travel Demand Model Development and Users Guide):

- Provide accurate estimates of travel volumes and vehicle trips on major roadways
- Provide a sound and defensible model design
- Using local data to assure reasonableness of the travel flows in the county. This included collecting third-party origin and destination data (Airsage cellular data).
- Incorporating “state of the practice” travel modeling tools.

The Moore County Travel Demand Model is a good tool for analyzing 2040 traffic.

The presenters do not understand the differences between types of traffic models and their appropriate applications.

The Moore County Travel Demand Model was developed and calibrated by a consultant using standard NCDOT policies and procedures that are consistent with travel demand models in other parts of the state.

Travel demand models are 'calibrated' to reflect/simulate existing travel patterns. Reasonableness checks during the calibration process allows the developer and thus the user confidence in using projected future year data in the calibrated base year model.

The documentation developed for the model is available by request.

This slide is from a consultant presentation on modeling.

Integrated modeling

- **Level of modeling appropriate for analysis required**
- **Macroscopic**
 - Evaluate large groupings of people/vehicles
 - All activity occurs during a single time period (day, peak hour)
 - Can cover large geographic area
 - *Example: Most travel demand forecast models*
- **Mesoscopic**
 - Evaluate smaller groups, time slices
 - Useful when conditions change during time period
 - *Example: Freeway operations analysis for 4-hr peak*
- **Microscopic or Microsimulation**
 - Evaluate individual people/vehicles
 - Useful when individual behavior affects system
 - *Example: Difficult freeway ramp weaving section*

MOVING FORWARD THINKING

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERS/PLANNERS

The presenters repeatedly quote a \$163 Million price tag for the Western Connector, which is incorrect. There has been no cost estimate for the current concept.

Slide #8 – Presumptions

Presumptions

The Agreement:
In order to get NCDOT's help on creating a Comprehensive Transportation Plan the Transportation Committee HAS to include all five focus areas because we all agreed to that.

- Why would NCDOT seek such a commitment BEFORE the committee has **Gathered** and **Reviewed** the data?
- There is NO AGREEMENT that precludes the committee from omitting the WC and proceeding with the CTP

From an Outsiders Perspective:

- NCDOT is being tapped as **process** experts
- NCDOT has taken a primary **authorship** role when they should be in a support role

~~NCDOT has gone from help to advocacy~~

The late 1990s and mid-2000s, two attempts to work cooperatively with the county to create a transportation plan stalled due to local controversy. There was a local desire to complete a plan, and a desire from NCDOT to assist the county in the development, based on §GS 136-66.2. In an attempt to resolve what was deemed to be the “controversial” areas, the concept of resolving the “focus areas” was created.

The verbal agreement locally and with NCDOT is that there would be a local decision on how to meet the 2040 traffic needs of the focus areas.

The five focus areas are: US 1, the Western Connector Area, NC 24/27 through Carthage, 24/27 through Cameron, and West End.

Based on the slide above:

Comment: “Why would NCDOT seek such a commitment before the committee has gathered and reviewed all the data”

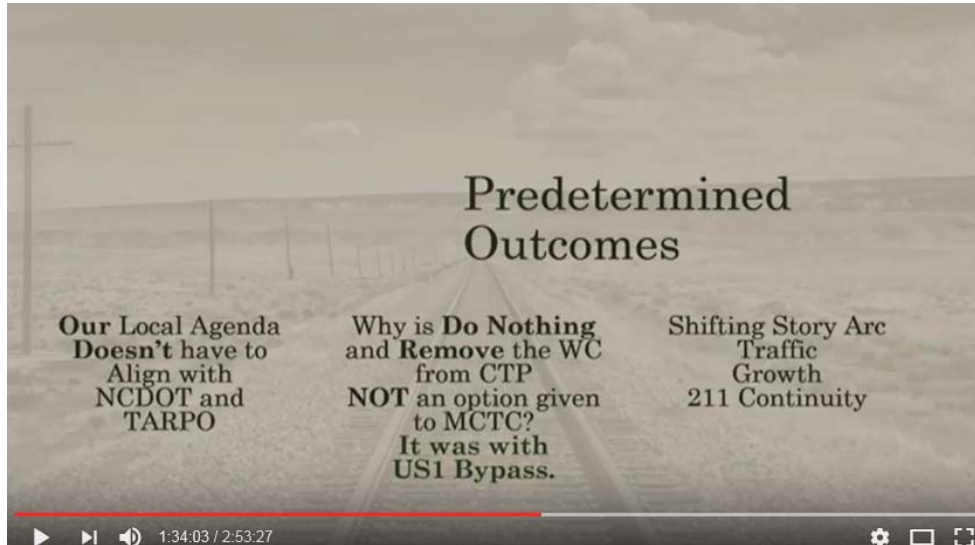
Response: The data was developed, and the travel demand model was completed before any decisions on the focus areas were made. After two failed attempts to cooperatively develop a transportation plan, NCDOT wanted some assurances before devoting limited resources to the study.

The presenters were incorrect in stating that the Comprehensive Transportation Plan can continue without an agreement on the five focus areas.

Comment: “There is no agreement that precludes the committee from omitting the WC and proceeding with the CTP”.

Response: This statement is incorrect. There is no agreement that there must be a Western Connector concept on the plan. However, 2040 travel demands would need to be accommodated through other feasible recommendations. If there is no mutual agreement on how to accommodate the 2040 travel demand, particularly on NC 5, the CTP will not proceed.

Slide #9 – Predetermined Outcomes



Comment: “Why is Do Nothing and Remove the W/C (Western Connector) from CTP NOT an option given to the MCTC (Moore County Transportation Committee)? It was with US 1 Bypass”

Response:

1. “Doing nothing” does not resolve 2040 travel demand, particularly on NC 5.
2. Removing the Western Connector is an option for the MCTC. However, other recommendations would need to be made to accommodate 2040 travel demand in the area, including NC 5.
3. The US 1 Bypass was removed from the plan only after the NCDOT Strategic Highway Corridor Vision Plan policy was revised in 2015 to allow flexibility in cross sections along designated corridors (including US 1).

Comment: “Shifting Story Arc: Traffic, Growth, 211 Continuity”

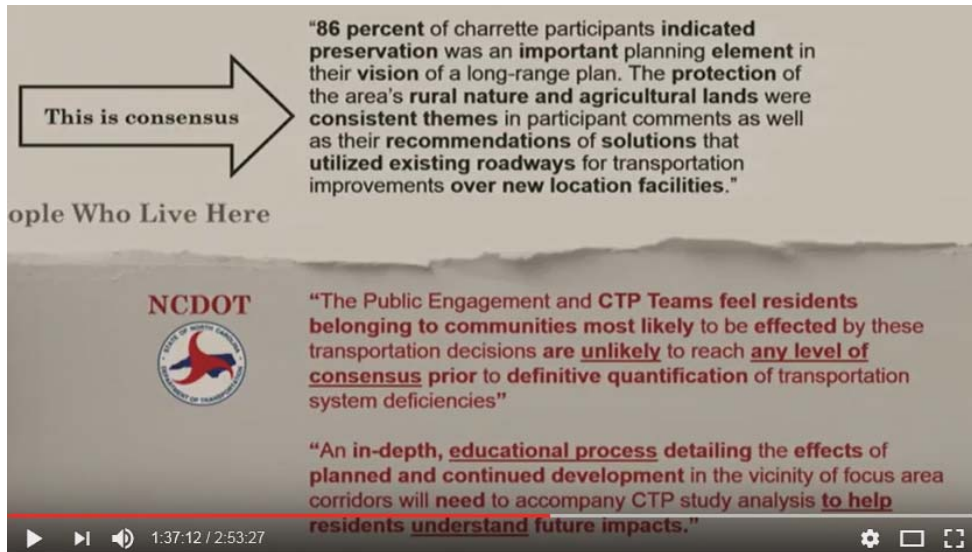
Response: NCDOT has not “shifted” the “story”, however different elements have been emphasized at different times.

Ultimately, Moore County needs to make a decision on how to accommodate 2040 travel demand.

Comment: (Presenters stated) “We (NCDOT) want (NC) 211 Continuity. Basically that would flow traffic from Raeford and Fayetteville through our community”

Response: There has never been a discussion about 211 Continuity at the MCTC except extending the Western Connector eastward to 211.

Slide #10 – This is consensus



This is consensus

"86 percent of charrette participants indicated preservation was an important planning element in their vision of a long-range plan. The protection of the area's rural nature and agricultural lands were consistent themes in participant comments as well as their recommendations of solutions that utilized existing roadways for transportation improvements over new location facilities."

People Who Live Here

NCDOT
North Carolina Department of Transportation

"The Public Engagement and CTP Teams feel residents belonging to communities most likely to be effected by these transportation decisions are unlikely to reach any level of consensus prior to definitive quantification of transportation system deficiencies"

"An in-depth, educational process detailing the effects of planned and continued development in the vicinity of focus area corridors will need to accompany CTP study analysis to help residents understand future impacts."

1:37:12 / 2:53:27

The first public meeting on the transportation plan was the 2011 Charrettes.

A brief explanation of the Moore County Charrettes

In 2011, NCDOT and a private consultant tailored a noted planning exercise called Strings and Ribbons to engage residents in finding locally accepted solutions to important transportation decisions in these five focus areas. The core objectives of the Moore County charrettes were to enlist early public involvement in the CTP study, safeguard local priorities in the county's long-range transportation plan, and provide a forum through which Moore County's communities could participate in the planning process. The data collected will be used to help determine how the county will accommodate anticipated future traffic.

Seven public charrettes were held throughout the five focus areas (listed earlier in the report) on November 1-4, 2011, that concentrated on the transportation issues associated with the nearby roadway corridors and their adjacent communities.

An invitation was extended to all Moore County residents with added emphasis on residents living near the focus areas. Data was collected from multiple resources that captured resident's input during the charrettes: the Public Involvement Forms (PI Form), Sign-In Sheets, Questionnaires, Comments Sheets, Priorities Talley Sheets, and Charrette Maps.

The final report on the 2011 Charrettes can be found here:

https://www.ncdot.gov/projects/moorechoices/download/3_November_2011_Charrette_Report_10_24_2012.pdf

Comment: “We have consensus. People don’t want it.” “(from slide) 86 percent of charrette participants indicated preservation was important.....”

Response: The presenters omitted that the charrette report indicated that charrette participants were not representative of Moore County’s population.

For example, these charrette participant demographics possibly skewed the outcomes:

- 63% had a household income exceeding \$70,000 per year
(Based on 2010 census, 29% had a household income over \$75,000)
- 93% listed as their race/ethnicity as white
(Based on 2010 census, 80% are white)
- 44% lived in Southern Pines
(Based on 2010 census, Southern Pines had a population of 12,334. Moore County had a 2010 population of 88,247. $12,334/88,247 = 14\%$ of the population lives in Southern Pines)
- 19% lived in Horse County.
- 479 participants (0.5% of the county)

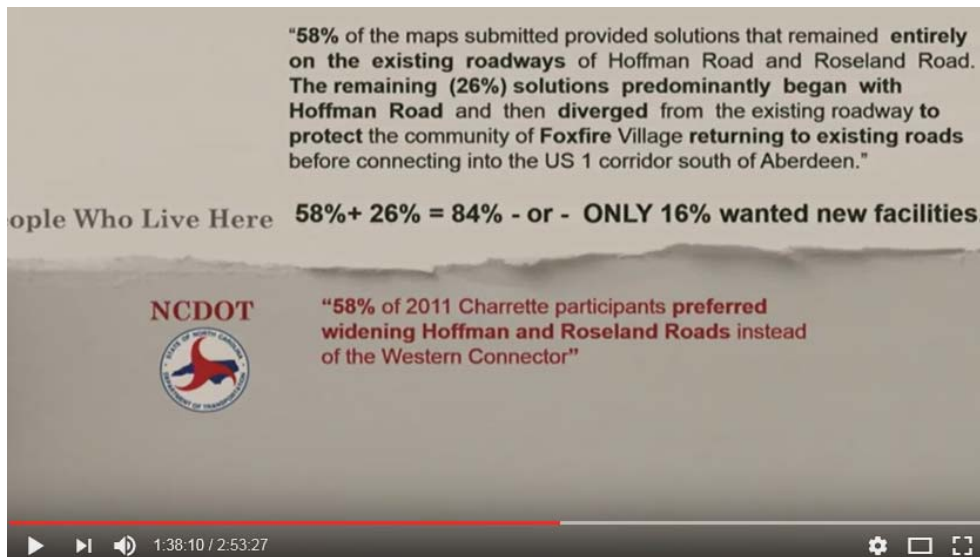
(Page 9, Moore County Charrette Report)

The charrette sample size is not representative of the demographics of the county based on community, income, and race. The results of the data are a representative of those that participated.

Therefore the presenters misrepresented the charrette information implying that it represented a community consensus.

The presenters misrepresented charrette information as a community consensus.

Slide #11 – Widening Hoffman and Roseland Roads

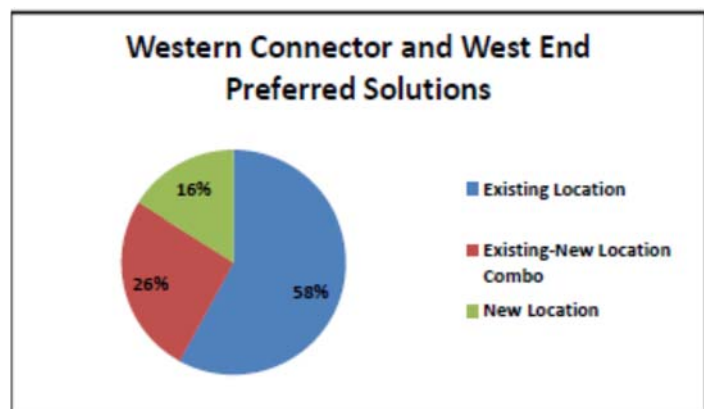


This slide covered information from the charrettes concerning the Western Connector area, and the information about the widening of Hoffman and Roseland Roads.

Comment: "Only 16% wanted new facilities... it's really 84%, only 16%...wanted new facilities"

Response: The presenters misrepresented the math, as the math on the slide is incorrect. The graphic to the right is from page 54 of the charrette report. The data indicated that 26% of charrette participants wanted a combination of new location facility and existing facilities. In addition, 16% wanted entirely new location.

The correct statement would be that 58% of charrette participants wanted Hoffman and Roseland widened, and 42% desired some sort of new location facilities.



In 2011, NCDOT listened to this feedback and studied the public's desire of widening Hoffman and Roseland Roads. The 2040 travel demand model tested Hoffman and Roseland as a four lane facility. The modeling indicated this wasn't an effective solution as Roseland and Hoffman Roads were too far away to attract traffic and have a significant impact to NC 5.

In 2015, during the second round of public involvement, NCDOT asked for more public feedback on the Western Connector area since the public's preference was not an effective solution.

Ultimately, the scenarios used for the Western Connector were developed by a subcommittee in 2016.

Western Connector Scenario 7 is a combination of new location and using existing facilities (Roseland Road).

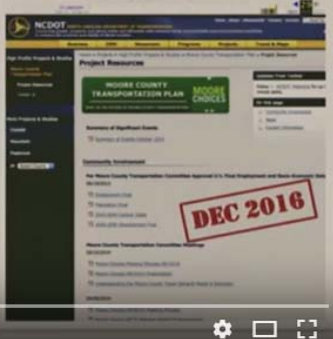
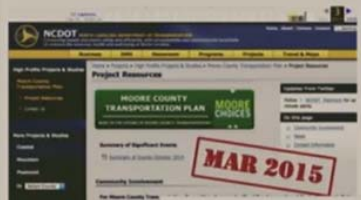
Please see the discussion for Slide #9, as the charrette results should not be considered a community consensus.

The presenters were incorrect in their analysis of charrette data. 42% wanted some sort of new location facility.

Slide #12 – Pubic Outreach

Public Outreach?

- NCDOT's Moore Choices website had **No Updates** from March **2015** to December **2016**, that is almost **Two Years!**
- Moore County web site has **NO Landing** page and virtually **NO Content** on Transportation Committee activities
- Sought out public input in the **beginning** but **tapered off...**
- Transportation committee members and presenters expressed **surprise** at the size of the November **2016** meeting.



The image shows two screenshots of the NCDOT Moore Choices website. The top screenshot is dated March 2015 and shows the 'MOORE COUNTY TRANSPORTATION PLAN' page. The bottom screenshot is dated December 2016 and shows the same page, which appears to be unchanged from the March 2015 version. The website content includes sections for 'Project Resources', 'Summary of Significant Findings', and 'Community Transportation'.

The presenters are correct that the Moore Choices website was not updated. This was due to internal vacancies, and NCDOT takes full ownership of that oversight. In the future, NCDOT will make a concerted effort to display future information online in a timely manner.

There have been two public involvement opportunities on the Transportation Plan: the November, 2011 series of charrettes and the March, 2015 meetings. Another public meeting is intended after a draft transportation plan is developed.

There have been two public meetings on the comprehensive transportation plan with hundreds in attendance.

Slide #13 – Public Outreach



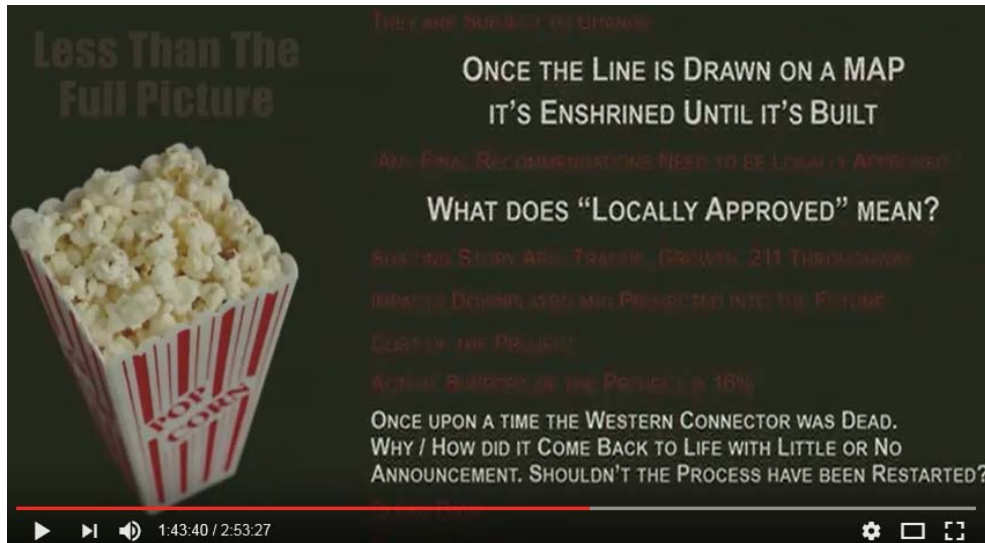
There is no NCDOT budget for direct mailing on a Comprehensive Transportation Plan, unless it is locally funded. If the Western Connector was a funded NCDOT project, there would be direct mailings.

There have been two public involvement opportunities on the Transportation Plan: the November, 2011 series of charrettes and the March, 2015 meetings. Both had hundreds of people that participated, and it was considered an effective effort to solicit public comment.

Information and public comment was received on the Western Connector at both events.

The presenters misrepresented public outreach. There have been hundreds of citizens that have attended public meetings since 2011.

Slide #14 – Scrolling items



Comment: “Once the line is drawn on a map, it’s enshrined until it’s built”

Response: This is false. The line that is drawn on the map represents an agreement of an identified transportation deficiency and a potential solution to address the deficiency. While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement and may change over time. It is up to local communities to help protect transportation corridors.

Comment: What does “Locally Approved” mean?

Response: Adoption by all Moore County municipalities, Moore County, and endorsement by the Triangle Area Rural Planning Organization. After local approval, the plan would be mutually adopted by the NC Board of Transportation.

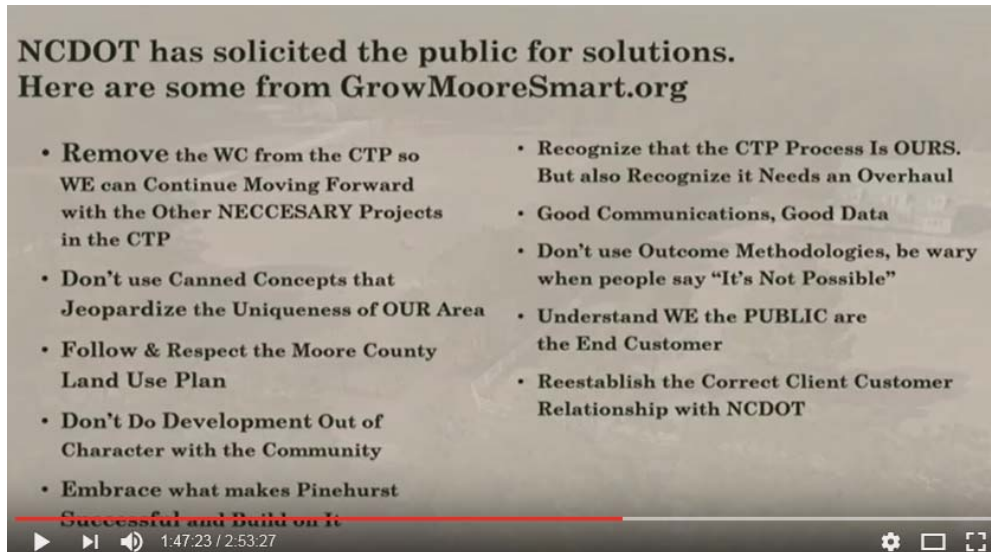
Comment: “Once upon a time the Western Connector was dead....”

Response: NCDOT and the Moore County Transportation Committee have been asking for feedback on this focus area since 2011, including two public meetings that hundreds of citizens attended.

A Pinehurst Bypass has been part of official documents adopted by Pinehurst as recent as 2010.

NCDOT and the Moore County Transportation Committee have been seeking input for transportation solutions for the area since 2011.

Slide #15 – NCDOT has solicited the public for solutions



Some of these points have been previously discussed.

Comment: “ Recognize that the CTP Process is ours....”

Response: This comment is incorrect. Based on State Statute §GS 136-66.2 it is a mutual process (locally and with NCDOT). The state has a vested interest in maintaining mobility and safety on its roadways.

The presenters failed to mention that the Comprehensive Transportation Plan is the product of a mutual planning process based on state statute 136-66.2

Each municipality, not located within a metropolitan planning organization (MPO) as recognized in G.S. 136-200.1, with the cooperation of the Department of Transportation, shall develop a comprehensive transportation plan that will serve present and anticipated travel demand in and around the municipality.

Excerpt from §GS 136-66.2

Slide #15 – What About Some Traffic Solutions?

What About Some Traffic Solutions?

- Do the **inexpensive** alternatives first, and see the **results**
 - Synchronize the Lights
 - Time of Day Left Turn Restrictions: Signage on HWY 5
 - Reduce Redundant Access Points
 - Add Dedicated Turn Lanes both Left and Right
 - Add Smart Stop Lights Where Needed (Pinewild)
 - Improve Existing Road Safety and Quality (Hoffman – Roseland)
- **Work** with the Railroad to **improve** the traffic **flow** on HWY 5
- Offer **Creative, Elegant, Efficient, and Safe** improvements that embrace the **Uniqueness** of the Area and have **Local Support** (at all levels) to...
 - The Pinehurst Traffic Circle
 - Morganton
 - NC 5
 - US 15/501
 - US 1
 - Throughout Moore County

1:52:19 / 2:53:27

NCDOT agrees that there are some short term solutions to improve traffic flow, as some are covered in the draft 2018-2027 State Transportation Improvement Program.

1. It includes project U-5756 which is to construct paved shoulders and install left turn lanes as needed along the NC 5 corridor from the Aberdeen City Limits to the southern Pinehurst City Limits. The draft schedule is for construction in Fiscal Year 2025.
2. Safety project W-5601FH is to install left turn lanes along NC 5 between Sandpit Road and Habitat For Humanity and also at the southernmost Linden Road intersection.

However, these short term solutions are doubtful to be effective in the long term with the amount of development that is projected for the county.

The presenters offered no solutions to reduce NC 5 traffic for current or future (2040) congestion.

Other comments from the audience

Comment: (Comments at approximately 2:20) (paraphrased) There were concerns about the protection of long leaf pines / woodpeckers / ecosystem during the construction of the Western Connector.

Response: Before any Western Connector is constructed there will be a rigorous environmental study to minimize impacts to the natural and human environment.

Comment: (Comments at approximately 2:37) Mr. Earl Ingram opposed the Western Connector. He stated “100 years from now, Foxfire, Pinehurst are going to come together just like Aberdeen, Southern Pines, and Pinehurst come together now. Maybe 100 years from now. But I think this whole subject is much larger than anyone has given adequate thought to.”

Response: If indeed the populations of these two communities are going to “come together” there needs to be adequate transportation infrastructure. The time to plan for the future is now, instead of waiting until after the development has occurred.