Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that proactively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.

Technical Coordinating Committee
Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: August 11, 2022
SUBJECT: August 17th meeting

A meeting of the Wilmington Urban Area MPO’s Technical Coordinating Committee (TCC) will be held on Wednesday, August 17, 2022, at 10:00 am. This meeting will be held in the 4th Floor Technology Conference Room located at 305 Chestnut Street in downtown Wilmington. Members of the public, TCC Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL:
https://us06web.zoom.us/j/86755841388?pwd=L3ZiWE5vTkxmR2EzTkIFQktvQi9yQT09

Simultaneous live audio of the meeting is also available via audio conference at the following dial in numbers: 301 715 8592 or 646 558 8656 and entering the following credentials:
Meeting ID: 867 5584 1388
Passcode: 158784

Please join the meeting in person or from your computer, tablet or smartphone.

The following is the agenda for the meeting:

1) Call to Order
2) Approval of the Agenda
3) Presentations
   a. New Hanover County Proposed ¼ cent Sales Tax- Jessica Loeper, NHC
   b. Navassa Collector Street Plan- Susan Westberry, AECOM
   c. Wilmington Urban Area MPO’s Direct Attributable Funding Call for Projects-Scott A. James, WMPO
4) Consent Agenda
   a. Approval of TCC Meeting Minutes- July 13 2022
   b. Resolution approving 2020-2029 STIP/MPO Amendment #22-5
   c. Opening of the 30-day public comment period for 2020-2029 STIP/MPO Amendment #22-6
   d. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-7
e. Resolution authorizing the Chairman to enter into an agreement with the City of Wilmington and Cape Fear Public Transportation Authority for the FY 23 and FY 24 Section 5303 Funding
f. Resolution adopting the 2022 Navassa Collector Street Plan

5) Discussion
a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-8
b. Revised Draft 2024-2033 State Transportation Improvement Program

6) Updates
a. Wilmington Urban Area MPO
b. Cape Fear Public Transportation Authority
c. NCDOT Division
d. NCDOT Transportation Planning Division

7) Announcements
a. Wilmington MPO Go Coast Committee Meeting- August 25th
b. Direct Attributable Project Submittals Due- September 15th

8) Next meeting- September 14, 2022

Attachments:
- TCC Meeting Minutes- July 13, 2022
- Proposed 2020-2029 STIP/MPO Amendment #22-5
- Resolution approving 2020-2029 STIP/MPO Amendment #22-5
- Proposed 2020-2029 STIP/MPO Amendment #22-6
- Proposed 2020-2029 STIP/MPO Administrative Modification #22-7
- Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-7
- Draft Agreement between the Wilmington Urban Area MPO, City of Wilmington, and Cape Fear Public Transportation Authority for FY 23 and FY 24 Section 5303 Funding
- Resolution authorizing the Chairman to enter into an agreement with the City of Wilmington and Cape Fear Public Transportation Authority for the FY 23 and FY 24 Section 5303 Funding
- Draft 2022 Navassa Collector Street Plan
- Resolution adopting the Navassa Collector Street Plan
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-8
- Revised Draft 2024-2033 State Transportation Improvement Program (Wilmington MPO and Statewide)
- Revised Draft 2024-2033 State Transportation Improvement Program- Projects Eligible for Swaps
- Wilmington Urban Area MPO Update (August)
- Cape Fear Public Transportation Authority Update (August)
- NCDOT Division Project Update (August)
- NCDOT Transportation Planning Division Project Update (August)
Members Present
Stephanie Ayers, NC State Ports Authority
Ashli Barefoot, Town of Leland
Patrick Flanagan, Cape Fear Council of Governments
Jeremy Hardison, Town of Carolina Beach
Adrienne Harrington, Town of Belville
Vanessa Lacer, Pender County
Rachel LaCoe, New Hanover County
Abby Lorenzo, MPO Go Coast Program
Robert O’Quinn, Town of Wrightsville Beach
Marie Parker, Wave Transit
Mandy Sanders, Town of Kure Beach
Nazia Sarder, NCDOT Transportation Planning Branch
Denys Vielkanowitz, City of Wilmington

Others Present
Zachary Bugg, Kittelson & Associates
Cheryl Hannah, HDF
Regina Hopkins, WMPO
Grayson Jackson, NCDOT
Scott A. James, WMPO
Jamar Johnson, WMPO
Sean Kane
Rachel McIntyre, WMPO
Amy Passaretti
Ron Satterfield, City of Wilmington
Greer Shivers, WMPO
Emma Stogner, WMPO

Members Absent
Michelyn Alston, Town of Navassa
Helen Bunch, Brunswick County
Adrienne Cox, NCDOT Division of Highways
Granseur Dick, Wilmington International Airport
Mike Kozlosky, WMPO

1) Call to Order
Vice Chair Nazia Sarder turned the meeting over to MPO Deputy Director Abby Lorenzo, who called the remote meeting to order at 10:01 a.m. Ms. Lorenzo took the roll call pursuant to N.C.G.S. Section 166A-19.24, and determined that a quorum was present, as follows:

Present: Stephanie Ayers, Ashli Barefoot, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Vanessa Lacer, Rachel LaCoe, Abby Lorenzo, Robert O’Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. Absent: Michelyn Alston, Helen Bunch, Adrienne Cox, Granseur Dick and Mike Kozlosky.

2) Approval of the Agenda
Ms. Harrington made a motion to approve the agenda as presented. Ms. Ayers seconded the motion and it carried unanimously by roll call, as follows:


3) Presentation
Mr. Bugg gave a presentation on Kittelson’s data support for the WMPO’s biennial Congestion Management Process (CMP). He said that the study focused on 30 critical study corridors within the...
MPO area for which Probe Data, the National Performance Management Research Data set, was available. He noted that although Level of Travel Time Reliability (LOTTR) greater than 1.3 is considered unreliable, MPOs can set individual goals. He reported that none of the study corridors were greater than 1.3 and that those with LOTTR greater that 1.2 are as follows:

<table>
<thead>
<tr>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Gordon Road</td>
<td>• College Road</td>
</tr>
<tr>
<td>• US 17 (Porters Neck)</td>
<td>• Gordon Road</td>
</tr>
<tr>
<td>• US 17/76/Memorial Bridge</td>
<td>• Market Street (east of College Road)</td>
</tr>
<tr>
<td>• Front Street</td>
<td>• Oleander Drive</td>
</tr>
</tbody>
</table>

Mr. Bugg said that generally, travel time and reliability have improved due to more people working from home. He noted that the exceptions include South Front Street from Lake Shore Drive to the Cape Fear Memorial Bridge during the morning peak, College Road from Wilshire Boulevard to Pinecliff Drive during the afternoon peak, and US 17/NC 210 from Washington Acres to Sloop Point Road for both afternoon and evening peak times. He added that although travel time has decreased year over year in most cases, the peaks are more pronounced.

Mr. Bugg explained that the hot spot analysis is based on level volumes and capacity of each signalized intersection. He said that several intersections have a Level of Service (LOS) F and E, and some have LOS D or better. He noted that College Road worsened, and Market Street and Carolina Beach Road improved. He gave a brief demo of the dashboard soon to be posted on www.wmpo.org for the public to explore the data, which is intended ultimately to support project prioritization.

In response to an inquiry by Mr. Vielkanowitz, Mr. Bugg clarified that the Federal Highway Administration (FHWA) considers a LOTTR of greater than 1.3 to be unreliable for all major metropolitan areas in the U.S. He reiterated that LOTTR is relative to metropolitan areas, which have the flexibility of setting independent goals.

Ms. Lorenzo expressed appreciation to Mr. Bugg and said that MPO staff will use the data for the 2022 biennial report, which will be brought back for consideration later this fall.

4) Consent Agenda
   a. Approval of TCC Meeting Minutes- June 15, 2022
   b. Opening of the 30-day public comment period for 2020-2029 STIP/MPO Amendment #22-5
   c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-6

Ms. Barefoot made a motion to approve the Consent Agenda, Items 4a through 4c as presented, and to forward the items to the MPO Board for consideration. Ms. Lacer seconded the motion, and it carried unanimously by roll call as follows:


5) Discussion
   a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-7
Ms. Lorenzo said that this item is for information purposes only and will be brought back for consideration at the TCC’s next meeting.

b. **Initial Draft 2024-2033 State/MPO Transportation Improvement Program Swaps**
Ms. Lorenzo said that the initial draft of the 2024-2033 State/MPO Transportation Improvement Program (STIP/MTIP) has changed. She noted that on Monday, Governor Cooper signed the FY22-23 Budget, which includes the phased transfer of auto related sales tax revenues equaling approximately $625 million annually by 2025 to NCDOT. She noted that the funds will be split between the Highway and the Highway Trust Funds, which will further reduce the deficit in the state’s 10-year work plan. She added that NCDOT is in the process of updating funding projections and impacts, and updates will be provided when available.

c. **Cape Fear Memorial Bridge Replacement**
Ms. Lorenzo said that NCDOT will give a presentation to the MPO Board later this month regarding its findings of the three possible funding options that are being explored for the replacement of the bridge. She encouraged interested members of the committee to attend the MPO Board meeting either virtually or in person.

6) **Updates**
   a. **Wilmington Urban Area MPO**
      Ms. Lorenzo said that the updates are included in the agenda packet.
   b. **Cape Fear Public Transportation Authority**
      Ms. Parker reminded committee members that new services went into effect on July 3rd. She noted that as a result, Wave Transit is experiencing a 10% to 15% increase in ridership. She added that micro-transit has new hours on Saturday and Sunday in both north and south zones, providing direct access to the beaches as well as the northern part of New Hanover County.
   c. **NCDOT Division**
   d. **NCDOT Transportation Planning Division**
      Ms. Sarder reported that the 2050 Travel Demand Model is progressing. She noted that NCDOT has requested the MPO’s data verification by the end of August.

7) **Announcements**
   a. **Wilmington MPO Bike/Pedestrian Committee – August 9th**
   b. **Next TCC meeting- August 17th**

8) **Adjournment**
There being no further business, Ms. Ayers made a motion to adjourn the meeting, seconded by Ms. Barefoot, and meeting was adjourned at 10:31 a.m. by roll call as follows:


*THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.*
*THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS RECORD.*
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Description</th>
<th>Funding FY 2023</th>
<th>Funding FY 2024</th>
</tr>
</thead>
<tbody>
<tr>
<td>TU-0014</td>
<td>STATEWIDE PROJECT - NCDOT, NCSU (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO</td>
<td>$634,000</td>
<td>$507,000</td>
</tr>
<tr>
<td></td>
<td>THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NCDOT, NCSU (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DEVELOPMENT RELATED TO THE DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS.</td>
<td></td>
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**Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**
SAILING AHEAD

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

FORT FISHER BOULEVARD, K AVENUE, AND NORTH 3RD STREET, INTERSECTION IMPROVEMENTS INCLUDING ADA CROSSWALKS, PEDESTRIAN ACTUATED PUSH BUTTONS, AND SIDEWALK CONNECTIONS IN KURE BEACH.

ADD PROJECT AT THE REQUEST OF THE MPO.

ENGINEERING

FY 2023 - (BGDACV) $57,000

RIGHT-OF-WAY

FY 2023 - (BGDACV) $53,000

CONSTRUCTION

FY 2024 - (L) $512,000

FY 2024 - (BGDACV) $412,000

* BL-0059

NEW HANOVER COUNTY ENGINEERING

METROPOLITAN PLANNING ORGANIZATION

STIP/MPO TIP PROGRAMS

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

(June 2022)

STIP/MPO TIP Amendment #22-5
RESOLUTION APPROVING AMENDMENTS #22-5 TO THE
2020-2029 STATE/MPO TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2020-2029 State/MPO Transportation Improvement Programs for Amendments #22-5; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these proposed amendments.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2020-2029 State/MPO Transportation Improvement Programs for Amendments #22-5.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on August 31, 2022.

______________________________________________
David Piepmeyer, Chair

______________________________________________
Mike Kozlosky, Secretary
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY, THE PREVENTATIVE MAINTENANCE PROJECT WILL ENSURE THE FTA FUNDED ASSETS ARE MAINTAINED TO THE FTA STATE OF GOOD REPAIR REQUIREMENTS AND THAT SERVICE CONTINUES WITHOUT DISRUPTION.

ADD PROJECT IN FY 23 AT THE REQUEST OF THE MPO. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.

<table>
<thead>
<tr>
<th>OPERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2023 -</td>
</tr>
<tr>
<td>FY 2023 - (5307)</td>
</tr>
<tr>
<td>FY 2023 - (576,000)</td>
</tr>
</tbody>
</table>

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

OPERATING ASSISTANCE PROJECT WILL ALLOW THE CONTINUATION OF COMPLEMENTARY PARATRANSIT SERVICE TO TWO COUNTIES AND FOUR MUNICIPALITIES WITHIN THE UZA.

ADD PROJECT IN FY 23 AT THE REQUEST OF THE MPO. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.

<table>
<thead>
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<tr>
<td>FY 2023 - (576,000)</td>
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<tr>
<td>FY 2023 - (5307)</td>
</tr>
<tr>
<td>FY 2023 - (593,000)</td>
</tr>
</tbody>
</table>

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs
Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STATEWIDE PROJECT - VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES.

COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS.

STATEWIDE PROJECT - VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.

COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS.

STATEWIDE PROJECT - NCDOT, NCDOT-IMD SECTION 5304 PROGRAM FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES.

MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.
### Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

**STIP MODIFICATIONS**

<table>
<thead>
<tr>
<th>FY</th>
<th>STIP Allocation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2023</td>
<td>$2.428.000</td>
<td>Design, Delay Construction from FY 22 to FY 23 to allow additional time for planning and construction.</td>
</tr>
<tr>
<td>FY 2024</td>
<td>$2.210.000</td>
<td>(T)</td>
</tr>
<tr>
<td>FY 2025</td>
<td>$2.428.000</td>
<td>(T)</td>
</tr>
</tbody>
</table>

**STIP/MPO TIP Modification #22-7**

- Modified to allow additional time for planning and construction.
- From FY 22 to FY 23.

**Proposed Categories**

- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
- Brunswick Division

**STIP/MPO TIP Modification #22-7**

(June 2022)
WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #22-7.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #22-7.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on August 31, 2022.

________________________________
David Piepmeyer, Chair

_______________________________
Mike Kozlosky, Secretary
STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

FY 2023 AND FY 2024 PUBLIC TRANSPORTATION PLANNING SECTION 5303
GRANT AGREEMENT FOR THE WILMINGTON URBANIZED AREA

THIS AGREEMENT made and entered into this ____ day of _____________, 2022 by
and between the City of Wilmington, the Wilmington Urban Area Metropolitan Planning
Organization, a metropolitan planning organization and the Cape Fear Public Transportation
Authority d/b/a “Wave Transit”, a North Carolina public transportation authority.

WITNESSETH

WHEREAS, by joint resolution the City of Wilmington and New Hanover County
established the “Cape Fear Public Transportation Authority” (hereinafter referred to as “Wave”) to
provide public transportation services within the area designated as the Wilmington Urbanized
Area (hereinafter referred to as “UZA”), effective July 1, 2004, in recognition of the fact that
some traffic and transportation concerns of each entity are the same without regard for any
jurisdictional boundary; and

WHEREAS, pursuant to, and in compliance with, 23 C.F.R. § 450.306, the Wilmington
Urban Area Metropolitan Planning Organization (hereinafter referred to as “MPO”) was
designated as the policy body for cooperative transportation decision making in the UZA; and

WHEREAS, the City of Wilmington serves as the Lead Planning Agency for the MPO; and

WHEREAS, on November 18, 2020, the MPO, which includes the City of Wilmington,
New Hanover County, North Carolina Department of Transportation, and other urban area jurisdictions adopted the “Cape Fear Moving Forward 2045” which affects the UZA; and

WHEREAS, Wave is the provider of public transportation services in the UZA; and

WHEREAS, on June 22, 2005, the Secretary of Transportation for the State of North Carolina, with authority vested by the Governor of the State of North Carolina, and in accordance with Title 49 of the United States Code § 5307(a)(2) and the Transportation Equity Act for the 21st Century, declared Wave to be a designated recipient of Federal Urbanized Area Formula Program funds for the UZA; and

WHEREAS, the MPO is the recipient of Federal Transit Administration 49 U.S.C. § 5303 transit planning funds for the UZA; and

WHEREAS, the Federal Transit Administration, pursuant to 49 U.S.C. § 5303, provides 80% of transportation planning funds for the UZA, the North Carolina Department of Transportation provides 10%, and the required 10% local match is shared by the members of the MPO in accordance with the Memorandum of Understanding for Cooperative, Comprehensive, and Continuing Transportation Planning, dated June 30, 2016; and

WHEREAS, 23 C.F.R. § 450.314 requires an agreement between Wave and the MPO specifying cooperative procedures for carrying out transportation planning and programming.

NOW THEREFORE, in consideration of the mutually beneficial covenants of agreement between the parties hereinafter expressed in enumerated terms, the adequacy and sufficiency of which of hereby acknowledged by each as valuable consideration the City of Wilmington on behalf of the Metropolitan Planning Organization and Wave agree as follows:
1. **Cooperation.** The MPO and Wave shall cooperate in long range planning for the provision of public transportation services in the UZA, including the Metropolitan Planning Organization Transportation Improvement Program (hereinafter referred to as “MPO TIP”). Such cooperation includes, but is not limited to, estimating funds needed for the services recommended in the MPO TIP as adopted by the MPO. MPO TIP is in accordance with the State Transportation Improvement Program, and is periodically amended as the State Transportation Improvement Program is updated.

2. **Planning.** Wave shall be afforded the opportunity for meaningful participation in the public transportation planning and decision making process. The parties shall insure that projects in the public transportation service portion of the MPO TIP are included in the planning process.

3. **Tasks.** Wave agrees and covenants to dutifully and properly perform the program tasks assigned to them as evidenced by the line item allocation shown on the MPO’s budget which is known as the Unified Planning Work Program.

4. **Funding.** The MPO will pay to Wave sixty percent (60%) of its allocation of 49 U.S.C. § 5303 planning funds for the term of this agreement. No funds paid under this Agreement shall be paid from the City of Wilmington’s funds, except those held for the MPO. No funds paid under this agreement shall exceed $85,836 in FY23 and $28,612 in FY24, for a total amount of $114,448 paid in FY23 and FY24.

5. **Duration.** This Agreement shall commence on the date of its full execution by all parties and continue for one year or as long as Federal and State funding for public transportation planning are provided for the UZA if such funding is for less than one year.
6. **Termination.** This Agreement shall terminate as a result of the loss of Federal and/or State funding for public transportation services for the UZA. Additionally, any party may terminate this Agreement upon written notice to the other party which specifies an effective date of termination. The effective date of said “Notice of Termination” shall be no earlier than thirty (30) days prior to the date the notice is sent.

7. **Governing Law.** All of the terms and conditions contained herein shall be interpreted in accordance with the laws of the State of North Carolina without regard to any conflicts of law principles and subject to the exclusive jurisdiction of federal or state courts within the State of North Carolina. In the event of a conflict between the various terms and conditions contained herein or between these terms and other applicable provisions, then the more particular shall prevail over the general and the more stringent or higher standard shall prevail over the less stringent or lower standard.

8. **Entire Agreement, Amendments.** This Agreement constitutes the entire contract between the parties, and no warranties, inducements, considerations, promises or other inferences shall be implied or impressed upon this agreement that are not set forth herein. This Agreement shall not be altered or amended except in writing signed by all Parties.

**IN WITNESS WHEREOF**, the due execution in agreement by parties hereto as evidenced by the hereafter affixed signatures.

(this space is left intentionally blank)
CITY OF WILMINGTON

ATTEST:

___________________________  
Bill Saffo, Mayor

___________________________  
Penelope Spicer-Sidbury, City Clerk  [SEAL]

Approved as to form:

___________________________  
John Joye, City Attorney

STATE OF NORTH CAROLINA  
COUNTY OF NEW HANOVER

I, __________________________________, a Notary Public of _______________ County, North Carolina, certify that Penelope Spicer-Sidbury personally came before me this day and acknowledged that she is City Clerk of the City of Wilmington, and that by authority duly given and as the act of the Council, the foregoing instrument was signed in its name by its Mayor, sealed with its corporate seal and attested by herself as its City Clerk.

WITNESS my hand and official seal, this _____ day of _____________, 2022.

___________________________  
Notary Public

My commission expires:   ____________

CERTIFICATION

This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act.

This ___ day of ________________, 20__.

___________________________  
Jennifer Maready, City Finance Officer

Project Account: 1TRMP23 -RSTR5303-CONTRACTL -OTHPROFSVC  
Org: 21075195  Obj: 531060  Project: 1TRMP23  Amount: Not to Exceed 85,836
Project Account: 1TRMP24-RSTR5303-CONTRACTL-OTHPROFSVC
Org: 21075195  Obj: 531060  Project: 1TRMP24  Amount: Not to Exceed 28,612

Requisition Number: _____  Federal ID Number: 56-6000239

WILMINGTON URBAN AREA METRO PLANNING ORGANIZATION, by and through its Board

By: ____________________________________________
    Honorable David Piepmeyer, Chair

Attest: ____________________________________________
    Secretary Mike Kozlosky

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, ____________________________, a Notary Public of _______________ County, North Carolina, certify that Mike Kozlosky came before me this day and acknowledged that he is the Secretary of the Board of the Wilmington Urban Area Metropolitan Planning Organization, and that by authority duly given and as the act of the Organization, the foregoing instrument was signed in its name by its Chairman and attested by himself as its Secretary.

    WITNESS my hand and official seal, this ___ day of ____________, 2022.

______________________________ (Seal)
Notary Public
My commission expires: __________.
CAPE FEAR PUBLIC TRANSPORTATION
AUTHORITY d/b/a Wave Transit

By: ____________________________________________
    Chairman

Attest: __________________________________________
    Secretary

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, ____________________________________________, a Notary Public of __________ County, North Carolina, certify that ______________________ personally came before me this day and acknowledged that s/he is the Secretary of the Cape Fear Public Transportation Authority d/b/a Wave Transit, and that by authority duly given and as the act of the Authority, the foregoing instrument was signed in its name by its Chairman, sealed with its seal and attested by herself as its Secretary.

Witness my hand and official seal, this the ____ day of ______________, 2022.

_________________________________ (Seal)
Notary Public
My Commission Expires: ____________.
RESOLUTION AUTHORIZING THE CHAIRMAN TO ENTER INTO AN AGREEMENT WITH THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY AND CITY OF WILMINGTON FOR THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION TO PROVIDE FY 23 AND FY24 SECTION 5303 FUNDING TO THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY FOR PUBLIC TRANSPORTATION PLANNING ACTIVITIES

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

WHEREAS, in accordance with 23 CFR § 450.306, the Wilmington Urban Area Metropolitan Planning Organization was designated as the policy body for cooperative transportation decision making in the Wilmington Urbanized Area (UZA); and

WHEREAS, the City of Wilmington and New Hanover County effective July 1, 2004, established the Cape Fear Public Transportation Authority to provide public transportation services within the UZA; and

WHEREAS, the Cape Fear Public Transportation Authority is the provider of public transportation services within the UZA; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is the recipient of Federal Transit Authority 49 CFR § 5303 transit planning funds for the UZA; and

WHEREAS, the City of Wilmington serves as the Lead Planning Agency for the Wilmington Urban Area Metropolitan Planning Organization; and

WHEREAS, 23 CFR § 4510.314 requires an agreement between the Cape Fear Public Transportation Authority and the Wilmington Urban Area Metropolitan Planning Organization specifying cooperative procedures for carrying out transportation planning and programming.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby authorizes the Chairman to enter into an agreement with the Cape Fear Public Transportation Authority and City of Wilmington for the Wilmington Urban Area Metropolitan Planning Organization to provide Section 5303 funding in an amount not to exceed $85,836 in FY23 and $28,612 in FY24, for a total amount of $114,448 to the Cape Fear Public Transportation Authority to complete public transportation planning activities within the MPO’s Urbanized Area boundary.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on August 31, 2022.

_________________________
David Piepmeyer, Chair

_________________________
Mike Kozlosky, Secretary
Executive Summary

The 2022 Navassa Collector Street Plan was developed collaboratively by the Town of Navassa and the Wilmington Urban Area Metropolitan Planning Organization (WMPO). Plan development was guided by a Steering Committee that included representatives of the North Carolina Department of Transportation (NCDOT), Carolina Department of Transportation, the Town Mayor, members of the Town Planning Board, and Town Council, and a representative from the North Carolina Department of Transportation (NCDOT). The Steering Committee was facilitated by the WMPO.

The 2022 Navassa Collector Street Plan (this Plan), which will replace the 2004 Town of Navassa Collector Street Plan, identifies future transportation needs associated with approved and proposed developments, and provides recommendations for the construction of 12 collector streets to meet existing and future roadway needs.

The proposed collector street network consists of the 12 collector streets listed in Table ES-1 and shown in Map ES-1. Four of the proposed collector streets are intended to meet existing needs, and eight are intended to meet future needs associated with approved and proposed developments.

The enhanced network will also increase the efficiency of the transportation network by improving connectivity; reducing congestion; creating these local roads to arterial roads; connecting these local roads to arterial roads; and creating redundancies. The enhanced network will also increase the resiliency and preserve the vitality of existing neighborhoods in accordance with the Steering Committee’s vision and goals established by the Steering Committee.

To develop this Plan, a project team of consultant staff from AECOM, the WMPO, and Town personnel reviewed existing plans and conditions, conducted stakeholder engagement and public outreach, and identified appropriate locational for the collector streets. The project team ultimately recommended a list of the collector streets to meet existing and future roadway needs and provided recommendations for the construction of 12 collector streets to meet future transportation needs associated with approved and proposed developments.

The six-step process involved identifying traffic analysis zones, future land uses, and natural resources as well as establishing household density and calculating daily trips. The project team followed a six-step process to determine the appropriate locations for the collector streets.

NAVASSA COLLECTOR STREET PLAN August 2022

ES-1
<table>
<thead>
<tr>
<th>Priority</th>
<th>Map Label</th>
<th>Proposed Collector Street</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Victoria Lane Extension</td>
<td>Provides a secondary outlet for residential in the area of Magnolia Drive and Embassy Lane.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Leaden Lake Extension</td>
<td>Connects to Seaboard Industrial Park Drive and also connects to Sandy Lane Extension.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Sandy Lane Extension</td>
<td>Connects the Vest/Estashbrook Connector to Main Street and provides a connection between Trestle Way and Sandy Lane.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Park/Pine Valley/Brooklyn Connector</td>
<td>Connects Pine Valley Road, Park Avenue, and Brooklyn Street to North Navassa Road.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Daniels Road Connector</td>
<td>Connects to the proposed Heritage Park Connector to Cedar Hill Road and Cedar Hill Road to North Navassa Road.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Mt. Misery/Daniels Connector</td>
<td>Connects Canal Drive and the proposed Heritage Park Connector to Daniels Road.</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Valentine Way Extension</td>
<td>Connects the Heritage Park Connector to Cedar Hill Road and Cedar Hill Road to the Heritage Park Connector.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Heritage Park Connector</td>
<td>Connects to the proposed Daniels Road Connector to Cedar Hill Road, and to the proposed Heritage Park Connector to Daniels Road.</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Daniels Road Connector</td>
<td>Provides an alternate route to Cedar Hill Road.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Ridge Road Extension</td>
<td>Connects Mt. Misery Road to Ridge Road.</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Wide Way Extension</td>
<td>Connects the Heritage Park Connector to the Ridge Road Extension.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Cedar Hill/Wide Way Extension</td>
<td>Provides an alternate route to Cedar Hill Road.</td>
<td></td>
</tr>
</tbody>
</table>

In support of the proposed collector street network and in light of existing local and regional policies and guidelines, this Plan recommends modifications to several existing regional policies and guidelines. This Plan also recommends four new policy topics that will complement the proposed collector street network and ensure that future collector streets satisfy the needs of the Town. (see Table ES-2).
### TABLE ES-2. ACTIONS FOR EXISTING POLICIES OR GUIDELINES

<table>
<thead>
<tr>
<th>POLICY OR GUIDELINE</th>
<th>DESCRIPTION</th>
<th>PROPOSED TOWN ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCDOT Complete Streets Policy</td>
<td>Calls for the consideration and incorporation of multiple modes of transportation when constructing new projects or making improvements to existing infrastructure. Ensures that multimodal projects are designed to be safe and comfortable for all users.</td>
<td>Require new collector streets to adhere to the new collector streets policy.</td>
</tr>
<tr>
<td>NCDOT Traditional Neighborhood Development (TND) Guidelines</td>
<td>Encourages walking and bicycling, enhances transit service opportunities, and improves traffic safety.</td>
<td>Consider in development and construction of new collector streets to include traffic calming components.</td>
</tr>
<tr>
<td>Town of Navassa Phase II Stormwater Implementation Plan</td>
<td>Establishes and defines the Town’s compliance with its National Pollutant Discharge Elimination System (NPDES) municipal separate storm sewer system (MS4) Permit and the Clean Water Act.</td>
<td>Consider this plan when developing and constructing collector streets.</td>
</tr>
<tr>
<td>North Carolina Resilient Coastal Community Program</td>
<td>Facilitates a process for setting coastal resilience goals, assessing needs, and developing and implementing solutions to enhance resilience to coastal hazards.</td>
<td>Consider the program’s goals when developing and constructing collector streets.</td>
</tr>
</tbody>
</table>

**TABLE ES-3. NEW POLICY TOPICS**

<table>
<thead>
<tr>
<th>POLICY TOPIC</th>
<th>DESCRIPTION</th>
<th>PROPOSED TOWN ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic calming</td>
<td>Design new collector streets to include traffic calming components.</td>
<td>Prepare new policy to support traffic calming measures.</td>
</tr>
<tr>
<td>Connectivity of Collector Streets</td>
<td>Require new policy to encourage implementing planned and proposed streets.</td>
<td>Prepare new policy to ensure planned and proposed streets are included.</td>
</tr>
<tr>
<td>Reduction of Paper Streets</td>
<td>Require new policy to encourage implementing planned and proposed streets.</td>
<td>Prepare new policy to ensure planned and proposed streets are included.</td>
</tr>
<tr>
<td>Subdivision Ordinance</td>
<td>Incorporate Section 4.3.6 of the Subdivision Ordinance.</td>
<td>Prepare new policy to support traffic calming measures.</td>
</tr>
<tr>
<td>Resiliency and Environmental Conservation</td>
<td>Support the development of resilient and sustainable communities.</td>
<td>Prepare new policy to support the development of resilient and sustainable communities</td>
</tr>
<tr>
<td>NCDOT Complete Streets Policy</td>
<td>Require new policy to encourage implementing planned and proposed streets.</td>
<td>Prepare new policy to ensure planned and proposed streets are included.</td>
</tr>
<tr>
<td>NCDOT Traditional Neighborhood Development (TND) Guidelines</td>
<td>Encourages walking and bicycling, enhances transit service opportunities, and improves traffic safety.</td>
<td>Prepare new policy to support traffic calming measures.</td>
</tr>
</tbody>
</table>
Effective implementation of this Plan will include prioritizing actions and obtaining funding. This Plan prioritizes the four collector streets required to meet existing needs (Ivestor/Eastbrook Connector, Sandy Lane Extension, Victoria Lane Extension, and Park/Pine Valley/Brooklyn Connector (4A), see Table ES-1) over those addressing future needs. The remaining collector streets would be prioritized in conjunction with future housing development. Funding opportunities to directly and indirectly support construction of collector street network include Powell Bill program funds, transportation bonds, traffic impact assessments, federal transportation grants, WMPO funding, NCDOT Division 3, and local NCDOT Division 3.

<table>
<thead>
<tr>
<th>TABLE ES-4. ACTIONS FOR IMPLEMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTION STEP</td>
</tr>
<tr>
<td>Review the plan annually and report to Town Council, WMPO, and NCDOT Division 3.</td>
</tr>
<tr>
<td>Collect necessary data, meet with Town staff and Planning Board to ensure inclusion of proposed collector streets in new development.</td>
</tr>
<tr>
<td>Conduct feasibility studies on the proposed collector streets that would serve existing developments. Identify funding to conduct feasibility studies and the WMPO to discuss how the projects in Table ES-4 can be funded/implemented.</td>
</tr>
<tr>
<td>Conduct meetings with NCDOT Division 3 and the WMPO to discuss the projects in Table ES-4 and how they can be funded.</td>
</tr>
<tr>
<td>Identify funding sources for improvements, including local matches, grants, and state funding.</td>
</tr>
<tr>
<td>Adopts the Navassa Collector Street Plan.</td>
</tr>
<tr>
<td>Adopt new town policies (see Section 7.3).</td>
</tr>
<tr>
<td>Identify new town policies and make recommended policy changes (see Section 7.3).</td>
</tr>
<tr>
<td>Review and evaluate existing town policies with Town Council to work with Town staff to develop new town policies.</td>
</tr>
<tr>
<td>Adopt the Navassa Collector Street Plan.</td>
</tr>
</tbody>
</table>

TABLE ES-4 contains key action steps to ensure that proposed collector streets are included in new developments, funding opportunities, and local NCDOT Division 3 mechanisms. The proposed collector street network includes the four collector streets required to meet existing needs (Ivestor/Eastbrook Connector, Sandy Lane Extension, Victoria Lane Extension, and Park/Pine Valley/Brooklyn Connector (4A), see Table ES-1) over those addressing future needs. The remaining collector streets would be prioritized in conjunction with future housing development. Effective implementation of this Plan will include prioritizing actions and obtaining funding.
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic</td>
</tr>
<tr>
<td>ACS</td>
<td>American Community Survey</td>
</tr>
<tr>
<td>BIL</td>
<td>Bipartisan Infrastructure Law</td>
</tr>
<tr>
<td>BMP</td>
<td>Best Management Practices</td>
</tr>
<tr>
<td>DA</td>
<td>Direct Allocation</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographic Information System</td>
</tr>
<tr>
<td>IIJA</td>
<td>Infrastructure Investment and Jobs Act</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
</tr>
<tr>
<td>LEHD</td>
<td>Limited English Proficiency Longitudinal-Employer Household Dynamics</td>
</tr>
<tr>
<td>LEPU</td>
<td>LEPU Longitudinal-Employer Household Dynamics</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>MS4</td>
<td>Municipal Separate Storm Sewer System</td>
</tr>
<tr>
<td>MTP</td>
<td>Metropolitan Transportation Planning</td>
</tr>
<tr>
<td>NCDOT</td>
<td>North Carolina Department of Transportation</td>
</tr>
<tr>
<td>NCDEQ</td>
<td>North Carolina Department of Environmental Quality</td>
</tr>
<tr>
<td>RP</td>
<td>Resilient Coastal Communities Program</td>
</tr>
<tr>
<td>RTP</td>
<td>Resilient Transportation Planning Initiative Program</td>
</tr>
<tr>
<td>TA</td>
<td>Travel Demand Model</td>
</tr>
<tr>
<td>TAZ</td>
<td>Travel Analysis Zones</td>
</tr>
<tr>
<td>TAOGA</td>
<td>Traveler Analysis Group Activity</td>
</tr>
</tbody>
</table>
Acknowledgments

The project team would like to thank the Steering Committee and residents of the Town of Navassa for their involvement and support in this planning process. This Plan was funded by the Wilmington Urban Area Metropolitan Planning Organization.

Key Partners

Wilmington Urban Area Metropolitan Planning Organization

Ben Hughes, PE, District Engineer
NCDOT District 3

Marvin Ballard, Planning Board Chairman
William Ballard, Town Administrator
Claudia Brye, Former Town Administrator
Barbara Smith, Former Town Planner

Marcella Hatcher, Planning Board Member
Eulis Willis, Mayor

Town of Navassa

Rachel McClure, PLA, Associate Transportation Planner
Abby Lorenzo, Deputy Director

Consultant Team

AECOM Technical Services, Inc.

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Introduction
The Town of Navassa (Town) is a growing community located in Brunswick County and within the planning area of the Wilmington Urban Area Metropolitan Planning Organization (WMPO). The Town is expecting to more than double its population over the next few decades with the completion of the I-140/Wilmington Bypass in 2017, its proximity to area points of interest, and several planned housing developments within the Town limits. The Town is also anticipating growth associated with the redevelopment of the waterfront Kerr-McGee Chemical Corp – Navassa Superfund site.

In anticipation of future growth and traffic, the Town developed a Collector Street Plan in 2004 (the 2004 Plan; Martin Alexiou Bryson, 2004) to guide roadway network design. Since the completion of the 2004 Plan, there have been notable changes to the existing conditions as well as proposed developments that have been added to the existing Collector Street Plan (this Plan). This Plan incorporates new traffic data, population estimates, land use and zoning, and planned developments. The result is a plan that accounts for existing and proposed development and ensures traffic will move efficiently to provide residents with pedestrian-friendly transportation corridors. The result is a plan that responds to development interest while preserving the vitality of the existing neighborhoods and providing a safe and efficient transportation network for residents. The plan is the result of a collaborative effort between the Town and the WMPO.

1.1 Study Area

The study area consists of the Municipal boundary of the Town shown in Map 1. It is bordered to the east by the Cape Fear River and to the south by the town boundary of Leland. The I-140/Wilmington Bypass bisects the Town from east to west. The annexed municipal boundary to the west of the Town is excluded from this Plan because of its lack of connectivity with existing roads, planned developments, and existing resources. The study area consists of the Municipal boundary of the Town shown in Map 1.
1.2 What is a Collector Street?

Roadways are assigned functional classifications based on the type of service they provide. The WMPO assigns the following functional classifications to roads in the region: principal arterial, minor arterial, major collector, minor collector, freeway/expressway, and interstate (WMPO, 2019). Roads that do not fall into one of these categories are local roads. Collector streets connect local roads to arterial roads. The illustration at right summarizes the characteristics of local, collector, and arterial roads. Local traffic can use a collector street in place of an arterial collector and arterial roads. Local traffic can use a collector street in place of an arterial collector, and arterial roads. Local traffic can right-turn summarize the characteristics of local, collector, and arterial roads. The illustration at right summarizes the characteristics of local, collector, and arterial roads. Collector streets connect local roads to arterial roads. Collector streets connect local roads to arterial roads.

Collector streets can also provide a safe space for multimodal users if designed with bicycle, pedestrian, and/or transit facilities.
Vision and Goals
PLANNING GOALS

• Work with the community to develop a desirable and realistic transportation network using careful planning, appropriate design standards, and purposeful decisions.

• Develop policies to manage connections from new developments to proposed collector streets.

• Consider school transportation and future transit in the development of the collector street network, including future connections to local streets.

• Improve access to and from subdivisions and residential streets that currently have only one entry/exit point or otherwise limited access (Rail Tracks, etc.).

• Reduce through traffic on local streets to preserve neighborhood vitality while decreasing congestion on existing roads.

• Increase route options to improve emergency response times, decrease delays caused by trains and other obstacles, and provide alternative access to and from local residential areas. The collector street network will improve reliability of the local transportation network.

• Improve mobility and safety for all users by incorporating Complete Street concepts.

• Preserve the cultural heritage of and natural resources within the Town of Navassa through careful planning for new collector streets.

• Develop a broad spectrum of environmental constraints (including streams, wetlands, and topography) and design standards, and facilitate communication with community members of the benefits of collector streets.

• Engage the community in the plan development process, involving a broad spectrum of the community.

• Advocate for increased resiliency in the transportation network and new developments, and reducing conflicts between motorists, rail, bicyclists, and pedestrians.

The following vision and goals for this Plan were developed by the Steering Committee, taking into consideration existing conditions, priority areas, and planned development.
Relevant local planning documents and planning efforts were reviewed to understand anticipated growth and development in the Town and the impacts it will have on the roadway network.

3.1 Local Plans and Planning

Key findings as they relate to this Plan are outlined in the following narrative:

Navassa Collector Street Plan

August 2022

Relevant local planning documents and planning efforts were reviewed to understand anticipated growth and development in the Town and the impacts it will have on the roadway network.

The 2004 Plan identified 12 collector streets, which were examined and re-evaluated as part of the 2022 plan development process. The 2004 Plan identified new collector streets that were located along the northwest border of the Town and the Town’s annexed area. The 2004 Plan also included new residential, commercial, and industrial developments that were annexed into the Town.

Approved Developments

Five housing developments and five parks have been approved for construction within Town limits (Map 2). A sixth housing development is proposed, but not yet approved.

The Kerr-McGee Chemical Corp – Navassa Superfund site (Kerr-McGee Site) is a 150-acre property that will be remediated and redeveloped. Moze Heritage Park is proposed within the Kerr-McGee Site (Kerr-McGee Site). A sixth housing development is proposed for construction within Town limits (Map 2).

Approved Housing Developments

• Indian Creek: A 1,057-acre development located along the northwest border of the Town that includes 2,184 single-family residential units, 1,460 multifamily units, storage units, and space for an elementary school.

• Riverbend at Cedar Hill: A 900-acre mixed-use development located along the northwest border of the Town, east of Cedar Hill Road. The development includes 2,190 total residential units. Residential areas include both single-family and multifamily units. The development also includes light industrial and commercial uses.

• Cypress Landing: A 33-acre housing development located in the southern portion of the Town, south of Old Mill Road, that will include 100 single-family homes.

• Lena Springs: A 44-acre housing development located in the Town’s annexed area. The development includes both single-family and multifamily units.

• Riverbend at Cedar Hill: A 900-acre mixed-use development located along the northwest border of the Town, east of Cedar Hill Road. The development includes 2,190 total residential units. Residential areas include both single-family and multifamily units. The development also includes light industrial and commercial uses.

The 2004 Plan was developed by Martin Alexiou Bryson, the Wilmington Urban Area Metropolitan Planning Organization (WMPO), and the Town of Navassa.

The Town of Navassa Collector Street Plan

August 2022

Relevant local planning documents and planning efforts were reviewed to understand anticipated growth and development in the Town and the impacts it will have on the roadway network.

The 2004 Plan identified 12 collector streets, which were examined and re-evaluated as part of the 2022 plan development process. The 2004 Plan identified new collector streets that were located along the northwest border of the Town and the Town’s annexed area. The 2004 Plan also included new residential, commercial, and industrial developments that were annexed into the Town.

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• Lena Springs: A 44-acre housing development located in the Town’s annexed area. The development includes both single-family and multifamily units.
Proposed Housing Developments

- Cedar Lakes Resort: A proposed 463-acre resort community located in the northern portion of the Town between the approved Indian Creek and Riverbend at Cedar Hill developments. The resort would contain 1,200 housing units consisting of mixed-use neighborhood areas and waterfront housing.

Approved Parks

- Navassa Waterfront Park: A 90-acre park located along the southern limit of the Town, south of Cypress Landing, that will include walking trails, water access to Mill Creek, fishing, and a picnic area.

- Cartwheel Branch Park and Rail Trail: A multiuse trail through Navassa Park, connecting Brooklyn Street to Navassa Park, and a multiuse path through Navassa Park, connecting Brooklyn Street to Navassa Park. The trail will be a multiuse path at Navassa Park. The project will construct a bicycle and pedestrian path through Navassa Park, forming a loop within the park.

- Mose Heritage Park: Located along the Brunswick River on a portion of the Kerr-Baldwin Wetlands. The park will include wetlands, open-air shelters, and a picnic area.

- Moze Heritage Park: Located along the Southern portion of the Town, south of Cypress Landing that will include walking trails, water access to Mill Creek, and fishing.

- Rowells Branch Park: A 70-acre wetland park and nature preserve that will provide stormwater storage for the Town, as well as boardwalk access along a large pond. The park will include a nature center, classroom, and birdwatching overlooks.

- Cedar Hill African American Heritage Park: Located east of Cedar Hill Road, just north of Riverbend at Cedar Hill, this approximately 11-acre park will include a replica of Phoenix Color School, Reaves Chapel, Cedar Hill Cemetery, and Cedar Hill Baptist Church.

-该项目位于镇的南部边缘，靠近Cypress Landing，包括步行道，可以进入Mille Creek，钓鱼和野餐区。

- 卡特威尔分支公园和铁路步道：该路径穿过纳瓦萨公园，并与纳瓦萨公园的多用途路径相连。该项目将通过纳瓦萨公园形成一个环路。

- 莫泽遗产公园：位于镇的南部，靠近Cypress Landing，包括步行道，可以进入Mille Creek，钓鱼和野餐区。

- 罗厄尔斯分支公园：一个70英亩的湿地公园和自然保护区，提供雨水储存，同时提供人行道，沿着一个大池塘。公园将包括自然中心，教室和观鸟台。

- 珍珠港非洲裔美国遗产公园：位于Cedar Hill路以东，靠近Riverbend at Cedar Hill的北面，大约11英亩的公园将包括Phoenix Color School的复制品，Reaves Chapel，Cedar Hill Cemetery和Cedar Hill Baptist Church。
The Town of Navassa Future Land Use Plan 2011–2030 (Land Use Plan) evaluates growth and development that occurred between its adoption in 2012 and the Town's previous update in 1999 (North Carolina Department of Commerce, 2012). The Land Use Plan predicts that residential development will be the most common development type in the immediate future and states that the planned development will result in population growth.

The Land Use Plan predicts that residential development will be the most common development type in the immediate future and states that the planned development will result in population growth.

The Gateway Plan evaluates and identifies aspects of those ordinances that should be modified in the future to improve the Town’s desire to improve its character and quality of life and to promote economic development within the Town (North Carolina Department of Commerce, 2017). The plan’s vision statement cites the Town’s desire to improve its character and quality of life through new commercial, industrial, and residential development.

The Gateway Plan evaluates and identifies aspects of those ordinances that should be modified in the future to improve the Town’s desire to improve its character and quality of life through new commercial, industrial, and residential development.

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The Gateway Plan evaluates and identifies aspects of those ordinances that should be modified in the future to improve the Town’s desire to improve its character and quality of life through new commercial, industrial, and residential development.
Relevant regional planning documents were reviewed to understand anticipated growth and development in the vicinity of the Town of Navassa, which are outlined in the following narrative.

### 3.2 Regional Planning Documents

Existing roadways to increase resiliency. Additional routes as well as improvements to transportation networks are recognized investments in redundancy in the current transportation network in the region by providing a roadway perspective. The MTP proposes to improve service of public transportation and encourage increased ridership in the region by providing multiple options and policies within the WMPO planning boundary. The MTP also identifies projects and policies as well as improvements to existing facilities. Construction of new transportation facilities is required by the consideration and incorporation of multimodal facilities in the design and construction of new transportation facilities. The MTP supports the application of NCDOT’s Complete Streets Policy (NCDOT, 2019), which is responsible for implementing an environmentally and socially responsible transportation network that embraces resilient, efficient, and reliable multimodal transit, rail, bicycle and pedestrian, ferry, and water transportation, freight and freight rail, public transportation, and roadway.

The MTP supports the application of NCDOT’s Complete Streets Policy (NCDOT, 2019), which is responsible for implementing an environmentally and socially responsible transportation network that embraces resilient, efficient, and reliable multimodal transit, rail, bicycle and pedestrian, ferry, and water transportation, freight and freight rail, public transportation, and roadway network. Key findings, as they relate to this roadway network, are outlined in the following narrative.
The Connecting Northern Brunswick County Collector Street Plan was adopted by the Town of Leland and the Town of Navassa on June 20, 2013, and by the WMPO Board on July 31, 2013 (Kimley Horn and Associates Inc., 2013). The Brunswick County plan, which includes feedback from a steering committee, community stakeholders, and the public, provides a review of existing conditions, facility recommendations, and existing policies and practices. The Brunswick County plan recommends the following collector streets for construction within the Town of Navassa:

- Wide Way Extension to the west to connect to Mt. Misery Road
- Magnolia Drive Extension to the west to connect via Playground Way
- Valentine Way Extension to the south to connect to Mt. Misery Road
- Wide Way Extension to the west to connect to Mt.
- Wide Way Extension to the south to connect to the proposed Wide Way Extension southwest of Cedar Hill Road
- Cedar Hill/Wide Way Extension Connector from Cedar Hill Road south to the Wide Way Extension
- Ivester/Eastbrook Connector from the Old Mill Road/Ivester Court intersection to Eastbrook Street
- Victoria Lane Extension to the south into Leland

The NCDOT State Transportation Improvement Program (STIP) is a 10-year state and federally mandated plan that identifies the construction funding for and scheduling of transportation projects throughout the state (NCDOT, 2022). The 2020–2029 STIP includes two projects within the Town, both of which pertain to the I-140/Wilmington Bypass (Table 1). The 2020–2029 STIP includes two projects within the Brunswick County Collector Street Plan.
Existing Conditions
Existing demographic and socioeconomic conditions were used in conjunction with data pertaining to the natural and built environment to help guide the development of the recommendations presented in this Plan. GIS data, traffic counts, travel demand modeling, traffic analysis zones (TAZs), and origin-destination (OD) data were also used to develop baseline mapping for this Plan.

Appendix A and its Transportation Needs Data Tables better understanding of the Town’s population demographics, socioeconomic conditions, commuting patterns were evaluated to gain a deeper understanding of the Town’s population and its transportation needs. Data tables associated with this section can be found in Appendix A.

### 4.1 Population and Demographics

- **US Census Bureau 2021, 5-Year Estimate 2017-2021:**

According to the 2020 U.S. Census Bureau, the population of the Town is 1,367 (U.S. Census Bureau, 2021b). However, the 2021 ACS 5-year estimate shows an increase in population to 1,525.

- **Spanish-speaking population** is the only Limited English Proficiency (LEP) population in the Town (U.S. Census Bureau, 2020). The Town’s population and demographics are summarized in the graphs below. The Spanish-speaking population is 30% of the Town’s population, according to the 2020 U.S. Census.

The Town’s population and demographics are summarized in the graphs below and the 2020 population density by census block is shown in Map 3.

- 2021 ACS 5-Year Estimate: 2017-2021 Amendments to the Plan (2021)

- Census block 1 is shown in Map 3.

The Spanish-speaking population is 30% of the Town’s population, according to the 2020 U.S. Census.
Income level plays a large role in the modes of transportation available to individuals. The annual income of households in 2018 for a family of four, according to the U.S. Census Bureau, 2019, was $42,546. This indicates that the availability of vehicles and access to public transportation services can vary significantly based on income levels.
The economy within the Town employs more than 1,000 people. Pacon Manufacturing employs more than 300 people (Brunswick Business & Industry Development, 2022). The largest industries are auto repair, the Fire Department, and church and religious associations and organizations (Chamber of Commerce, 2022). The largest area employers are located outside of the Town in Brunswick County.

According to the North Carolina Department of Commerce (2021 Quarter 1), the top employers in Brunswick County are the Brunswick County Board of Education, Brunswick County, Wal-Mart Associates Inc., Progress Energy Service Co., and Food Lion (North Carolina Department of Commerce, 2021). Both the Brunswick County Board of Education and Brunswick County employ more than 1,000 individuals. However, more than 50 percent of Brunswick County employment is outside of the Town in the Belville area.

Employment density in Brunswick County is highest south of the Town in the Belville area. This is one of the primary job centers in the Belville area. The largest area is employed outside of Brunswick County. Employment density in Brunswick County is highest south of the Town in the Belville area. This is one of the primary job centers in the Belville area. The largest area is employed outside of Brunswick County.
Natural Resources

4.3 Natural Environment

Streams and Wetlands

The Town’s wetlands are concentrated along the Cape Fear River and several tributaries, including Indian Creek and Cartwheel Branch. The Town has more than 2,800 acres of floodplains, with the Cape Fear River and major stream systems forming the largest of the wetland systems. The Cape Fear River and other large stream systems within the Town, including Indian Creek and Cartwheel Branch, are also present.

Floodplains

The Town recently identified six sites for implementation of stormwater best management practices (BMPs). The largest site is contained within the Kerr-McGee Site, near the intersection of Cedar Hill Road and Old Mill Road. The other sites are located along where a park and wetland conservation area is established within the Kerr-McGee Site.

Floods

Flooding is a recognized problem within the Town, especially near the intersection of Cedar Hill Road and North Carolina Coastal Land Trust is located in the southern portion of the Town. The Brunswick River/Cape Fear River Marshes, managed by the North Carolina Department of Environmental Quality, are located near the Cape Fear River, and the Reaves Chapel Preserve is owned by the North Carolina Coastal Land Trust.

Natural Resources

Cape Fear River at Davis Creek Park

The Town of Navassa is located on the Cape Fear River and contains large areas of undeveloped forested lands and wetlands, which are particularly concentrated along the Cape Fear River and its tributaries. The Town recently identified six sites for implementation of stormwater best management practices (BMPs), the largest site being contained within the Kerr-McGee Site where a park and wetland conservation area is established within the Kerr-McGee Site.

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- The Brunswick River/Cape Fear River Marshes, managed by the North Carolina Department of Environmental Quality.
- The Reaves Chapel Preserve, owned by the North Carolina Coastal Land Trust.
- The Town limits include more than 2,800 acres of floodplains, which are located along the Cape Fear River and major stream systems such as Indian Creek and Cartwheel Branch.

Flooding

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- The Town limits include more than 2,800 acres of floodplains, which are located along the Cape Fear River and major stream systems such as Indian Creek and Cartwheel Branch.
Map 4. Natural Resources

Legend
- Wetland
- Natural Heritage Program
- Managed Areas
- Proposed Improvements
- 100-Year Floodplain
- Kerr-McGee Site
- Cumberland Forest
- Business District
- Downtown District
- Natural Resources in the Town of Navassa

Source(s):
- Brunswick County GIS
- ESRI
- FEMA
- NCDEQ
- NCDOT
- NCONEMAP

June 2022

County
New Hanover
Brunswick
County

0 1 0.5 Mile

Legend
- Town of Navassa
- Kerr-McGee Site
- 100-Year Floodplain
- Managed Areas
- Natural Heritage Program
- Weirland

Town of Navassa
Natural Resources in the Town of Navassa
4.4 Built Environment

Understanding the existing built environment is critical when determining the location of new connections. This Plan considers current land use and zoning and the existing road network, as well as current annual average daily traffic (AADT). The non-motorized transportation network is limited but offers insight on the importance of local roads.

Land Use and Zoning

The Town is divided into the 12 zoning districts as shown in Map 5.

Davis Chapel Missionary Baptist Church on Main Street in Navassa

The Town limits include nearly 7,700 acres, 3,100 of which are zoned as rural or recreational. While much of the Town is wooded with large wetland areas, residential areas are present along Cedar Hill Road and South Mill Road. Industrial properties are present in the southeast portion of the Town near Davis Yard. The I-140/Wilmington Bypass bisects the Town east to west, with Davis Yard just south of the interstate. The I-140/Wilmington Bypass bisects the Town east to west, with Davis Yard just south of the interstate.
Traffic Count

Table 3 presents 2019 annual average daily traffic (AADT) for the Town.

**TABLE 3. ANNUAL AVERAGE DAILY TRAFFIC**

<table>
<thead>
<tr>
<th>ROUTE NAME</th>
<th>LOCATION OF COUNT</th>
<th>AADT</th>
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</thead>
<tbody>
<tr>
<td>Mt. Misery Road (SR 1426)</td>
<td>South of Cedar Hill Road (SR 1430)</td>
<td>6,200</td>
</tr>
<tr>
<td></td>
<td>North of Cedar Hill Road (SR 1430)</td>
<td>6,900</td>
</tr>
<tr>
<td>Cedar Hill Road (SR 1430)</td>
<td>North of Royster Road (SR 1431)</td>
<td>2,700</td>
</tr>
<tr>
<td></td>
<td>North of Old Mill Road (SR 1432)</td>
<td>2,900</td>
</tr>
<tr>
<td></td>
<td>East of Mt. Misery Road (SR 1426)</td>
<td>1,400</td>
</tr>
<tr>
<td>Royster Road (SR 1431)</td>
<td>East of Cedar Hill Road (SR 1431)</td>
<td>220*</td>
</tr>
<tr>
<td>Old Mill Road NE (SR 1433)</td>
<td>South of Old Mill Road (SR 1432)</td>
<td>1,300</td>
</tr>
<tr>
<td>Broadway Street</td>
<td>North of Village Road (SR 1435)</td>
<td>5,100</td>
</tr>
<tr>
<td>Mt. Misery Road NE (SR 1430)</td>
<td>South of Old Mill Road (SR 1432)</td>
<td>1,600</td>
</tr>
<tr>
<td>Mt. Misery Road NE (SR 1430)</td>
<td>South of Old Mill Road (SR 1432)</td>
<td>1,300</td>
</tr>
<tr>
<td>Mt. Misery Road NE (SR 1430)</td>
<td>South of Old Mill Road (SR 1432)</td>
<td>1,300</td>
</tr>
<tr>
<td>Mt. Misery Road NE (SR 1430)</td>
<td>South of Old Mill Road (SR 1432)</td>
<td>1,300</td>
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<tr>
<td>Mt. Misery Road NE (SR 1430)</td>
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<td>South of Old Mill Road (SR 1432)</td>
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<td>1,300</td>
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<td>South of Old Mill Road (SR 1432)</td>
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<tr>
<td>Mt. Misery Road NE (SR 1430)</td>
<td>South of Old Mill Road (SR 1432)</td>
<td>1,300</td>
</tr>
</tbody>
</table>

Table note: All AADT counts are as of 2019 unless otherwise noted.

*Data is from 2015 count

Source: NCDOT, 2015 and NCDOT, 2019c

Roadway Network

Apart from I-140/Wilmington Bypass, the majority of the Town’s roads have speed limits that range from 20 miles per hour (mph) to 45 mph. Many low-speed roads (less than 35 mph) are located south of Old Mill Road in residential areas.

The Town’s major roadways, assigned WMPO classifications and speed limits are presented in Table 2. All other roadways within the Town, which are private or local roads, are classified as local roads. The Town’s minor arterial roads (less than 35 mph) are located south of Old Mill Road.

**TABLE 2. TOWN OF NAVASSA WMPO ROADWAY FUNCTIONAL CLASSIFICATIONS**

<table>
<thead>
<tr>
<th>STREET NAME</th>
<th>WMPO FUNCTIONAL CLASSIFICATION</th>
<th>SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-140</td>
<td>Interstate</td>
<td>70</td>
</tr>
<tr>
<td>Mt. Misery Road NE (SR 1433)</td>
<td>Major Collector</td>
<td>45</td>
</tr>
<tr>
<td>North Navassa Road (SR 1435)</td>
<td>Major Collector</td>
<td>45</td>
</tr>
<tr>
<td>Old Mill Road NE (SR 1432)</td>
<td>Major Collector</td>
<td>45</td>
</tr>
<tr>
<td>Mt. Misery Road NE (SR 1431)</td>
<td>Minor Arterial</td>
<td>55</td>
</tr>
<tr>
<td>Royster Road (SR 1431)</td>
<td>Interstate</td>
<td>70</td>
</tr>
<tr>
<td>Cedar Hill Road (SR 1430)</td>
<td>Major Collector</td>
<td>45</td>
</tr>
<tr>
<td>North of Old Mill Road (SR 1432)</td>
<td></td>
<td>20-45</td>
</tr>
<tr>
<td>Cedar Hill Road (SR 1430)</td>
<td>Major Collector</td>
<td>45</td>
</tr>
<tr>
<td>North of Old Mill Road (SR 1432)</td>
<td></td>
<td>20-45</td>
</tr>
<tr>
<td>Cedar Hill Road (SR 1431)</td>
<td>Major Collector</td>
<td>45</td>
</tr>
<tr>
<td>North of Old Mill Road (SR 1432)</td>
<td></td>
<td>20-45</td>
</tr>
<tr>
<td>Mt. Misery Road (SR 1430)</td>
<td>Minor Arterial</td>
<td>45</td>
</tr>
<tr>
<td>Mt. Misery Road (SR 1430)</td>
<td>Minor Arterial</td>
<td>45</td>
</tr>
</tbody>
</table>

Source: WMPO, 2019; Brunswick County, n.d.
Non-Roadway Transportation Network

Freight

CSX Transportation operates a freight rail route between the Port of Wilmington, Davis Yard, and points west of the Town. The rail line runs in an east-west direction through the Town. Davis Yard is 3 miles southwest of the Town, and serves as the base for switching operations. The facility is 3 miles long and has 55 separate tracks.

Public Transportation

There has been no fixed-route transit service available in the Town since September of 2020. Trains run on weekdays from 8:00 am to 5:00 pm and require 2 hour advanced reservation.

RideMICRO.

Operates in Brunswick County on weekdays from 7:00 am to 7:30 pm, runs weekdays from 7:00 am to 7:30 pm and requires 2 hour advanced reservation.

Brunswick Transit System Dial-a-Ride

Operates in Brunswick County on weekdays from 8:00 am to 6:00 pm and requires 2 hour advanced reservation.

The only dedicated bicycle facilities consist of paved shoulders on both sides of Cedar Hill Road near I-140. Bicycle and Pedestrian Facilities for use by bicyclists and pedestrians are limited within the Town. The only sidewalks within the Town are located in some of the newer housing developments such as Lena Springs.

Bicycles and Pedestrians

The Town is located north of Old Mill Road. Davis Yard is a rail yard and transload facility. Public Transportation operates a freight rail line between the Port of Wilmington, Davis Yard, and points west of the Town. The rail line runs in an east-west direction through the Town. Davis Yard is 3 miles southwest of the Town, and serves as the base for switching operations. The facility is 3 miles long and has 55 separate tracks.

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Commuting patterns into and out of the Town were analyzed as part of evaluating collector street need and optimal locations. Commuting modes for the Town include alone by auto, carpooling, public transportation, and bicycle. According to the Longitudinal-Employer Household Dynamics (LEHD) dataset in 2019, only 5 Town residents in the workforce both lived and worked within the Town limits (labeled as shown in the bar chart below). Furthermore, 163 workers live in the Town and leave it for work (696 workers) in the Town and leave it for work. Of those workers, 163 lived outside the Town, 53 lived inside the Town, and 68 workers were employed in the Town in 2019. Workers travel to and from Brunswick and New Hanover County areas outside of Navassa. Workers traveling to the Town who commute into the Town from Brunswick and New Hanover County areas are outside of Navassa, whereas workers traveling to the Town who commute into the Town from the Town itself are inside and outside the Town, respectively. According to the Census Bureau, 2019a, 168 workers were employed in the Town, and of those workers, 163 lived outside the Town. Only five Town residents in the workforce both lived and worked within the Town limits (labeled as shown in the bar chart below).
Stakeholder Engagement and Public Outreach

What is a collector street?

Collector streets are major and minor roads that connect local roads and streets with arterials. Collector streets provide less mobility than arterials at 20 and 45 miles per hour.

The posted speed limit on collector streets is usually between 20 and 45 miles per hour, which allows for lower speeds and safer distances.

Collector streets balance mobility with land access.
Stakeholder engagement and public outreach were key components of the planning process.  

### 5.1 Stakeholder Engagement

The project team identified a Steering Committee of project stakeholders early in the planning process. The Steering Committee worked with the project team to identify appropriate methods for public outreach. Including local officials and town staff as well as Wilmington Urban Area Metropolitan Planning Organization (WMPO) and North Carolina Department of Transportation (NCDOT) staff, the Steering Committee met three times throughout the planning process with the objectives outlined in Table 4.

#### TABLE 4. STEERING COMMITTEE MEETINGS

<table>
<thead>
<tr>
<th>MEETING</th>
<th>DATE</th>
<th>OBJECTIVES</th>
</tr>
</thead>
</table>
| Meeting 1 | December 8, 2022 | • Review the role of the Steering Committee  
               • Establish a set of vision and goals for this Plan  
               • Review the 2004 collector streets  
               • Discuss existing conditions  
               • Identify known development areas, problem areas, and needs of the Town |
| Meeting 2 | February 16, 2022 | • Finalize the vision and goals for this Plan  
               • Present and review preliminary results from the public survey  
               • Review proposed collector streets  
               • Review proposed typical sections  
               • Provide input on potential policy recommendation themes |
| Meeting 3 | June 23, 2022 | • Present the draft plan and draft plan presentation materials to the Steering Committee  
               • Finalize the vision and goals for this Plan  
               • Discuss existing conditions  
               • Identify known development areas, problem areas, and needs of the Town  
               • Review the 2004 collector streets  
               • Review the 2004 collector streets  
               • Review the 2004 collector streets |

**STEERING COMMITTEE**

- Eulis Willis, Mayor, Town of Navassa
- Marcell Hatten, Planning Board, Town of Navassa
- Claudia Bray, Town Administrator
- William Ballard, Town Councilman
- Marvin Bellard, Planning Board, Town of Navassa
- Barnes Sutton, Former Town Planner
- Rachel McAnaney, PLA, Associate, WMPO
- Rachel McIntyre, PLA, Associate, WMPO
- Ben Hughes, PE, District Engineer, WMPO
- Ben Hughes, PE, District Engineer, WMPO
- Rachel McAnaney, PLA, Associate, WMPO

The project team identified a Steering Committee for their review and comment prior to presenting to Town Council for approval. The Steering Committee met three times throughout the planning process with the objectives outlined in Table 4.
5.2 Public Outreach

Public outreach for this Plan included an online survey, an in-person public meeting, and a virtual public meeting. A summary of the public outreach undertaken for this Plan follows. The survey and a full summary of results are presented in Appendix B.

Public Survey

Using the online engagement platform MetroQuest, the project team developed a survey to solicit feedback from the public regarding their priorities. Participants were asked to rank their top five priorities from the following: environmental protection, congestion reduction, equity, connectivity, resiliency, transportation safety, community growth, and multi-modal options.

The survey was advertised on the Town’s website, on the WMPO’s website, and using the Town’s phone notification system. Flyers containing a quick response (QR) code for the survey were available at the Town’s Community Center. A hardcopy version of the survey was also available at the Town’s Community Center for those who were unable to take the survey online. A hardcopy version of the survey was also available at the Town’s Community Center for those who were unable to take the survey online.

Copies of the meeting materials are provided for the Plan available for the public to view with information on this Plan, pedestrian and bike lanes, bike and pedestrian signals, and pedestrian and bike lanes. A narrated presentation and hardcopies of the meeting materials are provided in Appendix C.

Two individuals attended the in-person public meeting. No members of the public joined the virtual meeting. The project team held two public meetings to present the vision and goals of this Plan, the recommended collector street routes, and proposed public places. Two individuals attended the in-person public meeting, and one individual attended the virtual public meeting.

Public Meetings

<table>
<thead>
<tr>
<th>Priority</th>
<th>Votes</th>
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</thead>
<tbody>
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<td>Reduction</td>
<td>28</td>
</tr>
<tr>
<td>Congestion</td>
<td>30</td>
</tr>
<tr>
<td>Environmental</td>
<td>32</td>
</tr>
<tr>
<td>Growth</td>
<td>38</td>
</tr>
<tr>
<td>Community</td>
<td>39</td>
</tr>
<tr>
<td>Safety</td>
<td></td>
</tr>
<tr>
<td>Connectivity</td>
<td></td>
</tr>
</tbody>
</table>

The top five priorities for collector streets, based on the 56 responses, are: environmental protection, transportation safety, community growth, connectivity, and congestion reduction. The following environmental protection and connectivity areas were proposed to rank their top four priorities from the survey to solicit feedback from the public.

Using the online engagement platform, the project team developed a virtual meeting. The plan was developed using the online engagement platform.

Results are presented in Appendix B.
Methodology
Using a combination of source data, the project team determined the need for, and placement of, proposed collector streets in the Town. Traffic demand and population projections were used to project future traffic volumes. TRAVEL DEMAND MODELS

Travel Demand Models (TDMs) use current travel behavior to project travel demand based on projected population and employment levels. TDMs are often used to forecast the transportation needs of a community and help planners assess the pros and cons of different options for meeting those needs.

The Wilmington Urban Area Metropolitan Planning Organization’s (WMPO’s) adopted TDM was last updated in November 2020. The TDM was based on recent population and employment data available at that time.

The project team used the AADT data (NCDOT, 2019c) to develop future traffic projections along existing arterial roads. Historical AADT values at various locations were used to evaluate transportation needs within the Town. Traffic demand and population projections were used to project future traffic volumes. The data and methodology used are described in Section 4.4 (see Table 3), and the data, described generically through the use of annual average daily traffic (AADT) data, are described in conjunction with the traffic projections in Section 6.1 Source Data.
Traffic Analysis Zones (TAZs) are areas delineated by state or local transportation officials, typically using census tracts, census blocks, block groups, or census tracts to tabulate traffic-related data. The seven TAZs for the Town of Navassa are shown in Map 6. The data collection number of trips entering and exiting each zone, in combination with data from StreetLight Data Inc., were used to provide traffic distribution information. The StreetLight Data Inc. platform provides current travel trends generated from anonymous data on smartphones. The platform was used to help determine where immediate improvements can be made. Improvements were based on the analysis of seasonal and daily fluctuations.

Existing traffic patterns and volumes were derived from data obtained from StreetLight Data Inc. (StreetLight) and from NCDOT AADT data. The StreetLight data extracted for this analysis present traffic volumes on an average day in the months of March and October 2019, when traffic volumes are typically representative of normal traffic patterns. The AADT data present the traffic volumes of an average day in 2019, without accounting for seasonal or daily fluctuations. Because of atypical travel patterns in 2020, as a result of the Coronavirus Pandemic, existing traffic patterns in 2020, accounting for seasonal or daily fluctuations, were used to provide traffic distribution information. The data collection locations and a summary of entering and exiting trips are shown in Map 6. The AADT data present the traffic volumes of an average day in 2019, without accounting for seasonal or daily fluctuations. The NCDOT AADT data do not indicate any unusual year.

Because NCDOT AADT data do not indicate the distribution of traffic, StreetLight data were used to provide traffic distribution information. Tables 5 and 6 present the number of trips entering and exiting each TAZ, respectively. The data collection number of trips entering and exiting each TAZ are shown in Map 6. The AADT data present the traffic volumes of an average day in 2019, without accounting for seasonal or daily fluctuations. The NCDOT AADT data do not indicate any unusual year. The project team selected 2019 as the analysis year.

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### TABLE 5. ENTERING TRIPS FROM STREETLIGHT DATA

<table>
<thead>
<tr>
<th>ENTRY POINT</th>
<th>TAZ 1</th>
<th>TAZ 2</th>
<th>TAZ 3</th>
<th>TAZ 4</th>
<th>TAZ 5</th>
<th>TAZ 6</th>
<th>TAZ 7</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dogwood Road (A)</td>
<td>1</td>
<td>330</td>
<td>91</td>
<td>340</td>
<td>40</td>
<td>2</td>
<td>3</td>
<td>809</td>
</tr>
<tr>
<td>Mt. Misery Road (B)</td>
<td>1,868</td>
<td>617</td>
<td>1887</td>
<td>347</td>
<td>100</td>
<td>103</td>
<td>96</td>
<td>5,018</td>
</tr>
<tr>
<td>Cedar Hill Road (C)</td>
<td>262</td>
<td>241</td>
<td>215</td>
<td>100</td>
<td>86</td>
<td>97</td>
<td>97</td>
<td>1,098</td>
</tr>
<tr>
<td>Old Mill Road (D)</td>
<td>38</td>
<td>10</td>
<td>49</td>
<td>68</td>
<td>175</td>
<td>64</td>
<td>6</td>
<td>410</td>
</tr>
<tr>
<td>Navassa Road (E)</td>
<td>230</td>
<td>686</td>
<td>648</td>
<td>780</td>
<td>1,059</td>
<td>1769</td>
<td>957</td>
<td>6,030</td>
</tr>
</tbody>
</table>

Trip data from StreetLight Data, Inc.

TAZ = Traffic Analysis Zones

1. Letters correspond to Streetlight Data in Map 7.

### TABLE 6. EXITING TRIPS FROM STREETLIGHT DATA

<table>
<thead>
<tr>
<th>EXIT POINT</th>
<th>TAZ 1</th>
<th>TAZ 2</th>
<th>TAZ 3</th>
<th>TAZ 4</th>
<th>TAZ 5</th>
<th>TAZ 6</th>
<th>TAZ 7</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dogwood Road (A)</td>
<td>1</td>
<td>372</td>
<td>117</td>
<td>411</td>
<td>63</td>
<td>17</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>Mt. Misery Road (B)</td>
<td>2,144</td>
<td>626</td>
<td>2,117</td>
<td>522</td>
<td>214</td>
<td>213</td>
<td>201</td>
<td>6,037</td>
</tr>
<tr>
<td>Cedar Hill Road (C)</td>
<td>482</td>
<td>443</td>
<td>434</td>
<td>627</td>
<td>2,144</td>
<td>372</td>
<td>1,17</td>
<td>2,147</td>
</tr>
<tr>
<td>Old Mill Road (D)</td>
<td>1,006</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>1,006</td>
</tr>
<tr>
<td>Navassa Road (E)</td>
<td>113</td>
<td>761</td>
<td>733</td>
<td>873</td>
<td>1,034</td>
<td>1769</td>
<td>957</td>
<td>6,240</td>
</tr>
</tbody>
</table>

Trip data from StreetLight Data, Inc.

TAZ = Traffic Analysis Zones

1. Letters correspond to Streetlight Data in Map 7.
NAVASSA COLLECTOR STREET PLAN

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6.2 Six-Step Process

Using the data sources previously described, the project team undertook the following six-step process to determine the Town’s need for collector streets, and where those collector streets would most improve traffic conditions or provide needed access alternatives.

Step 1: Identify Traffic Analysis Zones

The study area incorporates seven TAZs as shown in Map 6. For each TAZ, the project team evaluated housing, trips, and income and how those factors may affect potential future trips. The trip distribution data for each TAZ was applied to each household census tract to determine the number of trips a given household would likely make using the grid created in Step 4. The results are shown in Map 9.

Step 2: Map Future Land Use

The project team used the Town of Navassa Future Land Use Plan 2011-2030 (North Carolina Department of Commerce, 2012) to identify and map areas targeted for residential and mixed-use development, shown in Map 7.

Step 3: Remove Natural Resources

Natural resource areas, including wetlands and conservation areas, were removed to maintain and protect the resources and because they are unlikely to be developed and converted to roads. The results are shown in Map 8.

Step 4: Create a Grid with Households per 10 Acres

The remaining residential and mixed-use development areas were used to predict future trips based on a residential and mixed-use development density. The Brunswick County Unified Development Ordinance (UDO; Brunswick County, 2015) in conjunction with the approved and proposed collector streets on a map containing wetlands, the approved and proposed housing developments, the approved and proposed collector streets, and the approved and proposed development areas were used to predict the number of trip generating households within each 10-acre development area. The results are shown in Map 9.

Step 5: Identify Trip Generators – Daily Trips per 10 Acres

Step 5 used the WMPO’s TDM to calculate the number of trips a given household would likely make using the grid created in Step 4. The TDM provides household characteristics such as household size, income, and vehicles. The UDO designates the allowable density of housing based on zoning districts. The allowable density for residential and mixed-use development areas was applied to each 10-acre subunit in the study area to help determine how many daily trips would be generated from a given household. The results are shown in Map 9.

Step 6: Determine 2022 Proposed Collector Streets

The final step in developing the 2022 proposed collector streets consisted of overlaying the 2004 proposed collector streets on a map containing wetlands, approved and proposed development areas, and approved and proposed collector streets, and the daily trips per 10 acres estimated in Step 5. The results are shown in Map 10.

The proposed collector street network was developed to provide access to new housing developments, and to support the Town’s economic development initiatives.

The most notable differences between the two network was developed, as presented in Map 11. The network was developed, as presented in Map 11. The proposed collector street network was developed to provide access to new housing developments, and to support the Town’s economic development initiatives.

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Map 6. Step 1 - Traffic Analysis Zones (with Enter and Exit Trip Data)

Legend:
- StreetLight Data
- Elevation Data
- Source(s): Brunswick County GIS, ESRI, and NCDOT

Street data from StreetLight Data
Enter: 6,030
Exit: 6,240

Enter: 1,006
Exit: 1,246

Enter: 5,018
Exit: 6,037

Enter: 1,098
Exit: 2,147

Enter: 410
Exit: 423

Enter: 6,030
Exit: 6,240

Source(s): June 2022
Brunswick County
GIS, ESRI, and NCDOT

Step 1 - Traffic Analysis Zones (with Enter and Exit Trip Data)
Map 8. Step 3 - Future Land Use - Natural Resources Removed

Legend
- LDR - Low Density Residential
- MDR - Medium Density Residential
- MFR - Multi-Family Residential
- RR - Rural Residential
- LDR - Low Density Residential
- Future Land Use

Source(s): Brunswick County GIS, ESRI, and NCDOT

June 2022
Map 9. Step 4 – Households per 10 Acres Based on Future Land Use

Legend
- LDR - Low Density Residential
- RR - Rural Residential
- MDR - Medium Density Residential
- MFR - Multi-Family Residential
- Low Density Residential
- Medium Density Residential
- Multi-Family Residential

Source(s):
- Brunswick County GIS, ESRI, and NCDOT
- Data extrapolated from Brunswick County Unified Development Ordinance (Brunswick County, 2015) and Town of Navassa Future Land Use Development Ordinance (Brunswick County, 2012)
Map 10. Step 5 - Daily Trips per 10 Acres

Legend

Daily Trips per 10 Acres

- 406
- 174
- 65

Source(s): Brunswick County GIS, ESRI, and NCDOT June 2022
Step 6 - Determine 2022 Proposed Collector Streets

Legend:
- Existing Collector Streets
- New Collector Street
- Proposed Collector Streets
- Proposed Residential
- Existing Park
- Approved Residential
- Proposed Park
- Existing Collector Streets (in progress)
- Proposed Collector Streets (in progress)
- Multiuse Path (DA-funded/In progress)
- Multiuse Path (in progress)
- Kerr-McGee Site
- Hilltop Cemetary
- Heritage Park
- Valentine Way
- Ivestor/Eastbrook Connector
- Victoria Lane Extension
- Sandy Lane Extension
- Royster Avenue Extension
- Cobbs Way Extension
- Ridge Road Extension
- Wide Way Extension
- Cedar Hill/Wide Way Connector
- Danes Road Connector
- Valentine Way Extension
- Heritage Park Connector
- Park/Pine Valley/Brooklyn Connector (west)
- Park/Pine Valley/Brooklyn Connector (east)

Source(s):
Brunswick County GIS, ESRI, and NCDOT
June 2022
Recommendations
The project team used the six-step process outlined in Section 6 to re-evaluate the collector streets proposed in the 2004 Plan. The resulting 12 proposed collector streets account for known constraints, including future anticipated growth and natural resources.

The 12 proposed collector streets recommended in this Plan were presented to the Steering Committee for review and comment during the second Steering Committee meeting. Minor adjustments were made based on the meeting discussions. Map 12 shows the resulting proposed collector streets.

7.1 Proposed Collector Streets

The proposed collector streets fall into two categories: existing needs and future needs.

### Existing Needs

The following four proposed collector streets are considered necessary to meet current and future needs.

- **Ivester/Eastbrook Connector (No. 1).** The Ivester/Eastbrook Connector would provide a much-needed second access at Seaboard Industrial Drive for homes along Magnolia Drive, Franklin Lane, Beulah Lane, and Dorsey Lane. Currently, residents must cross CSX railroad tracks to enter or leave Magnolia Drive. If a train is stopped at Magnolia Drive, residents are stranded, causing inconvenience and potential safety concerns. This connector would also provide access to Main Street via the Sandy Lane Extension.

- **Victoria Lane Extension (No. 2).** The Victoria Lane Extension would provide residents with a second entrance and exit into Leland. Currently, Victoria Lane connects only to Old Mill Road. The proposed collector street would extend Victoria Lane to the south, providing a connection to the Ivester/Eastbrook Connector and Sandy Lane Extension.

- **Sandy Lane Extension (No. 3).** The Sandy Lane Extension would provide a connection between Sandy Lane and the proposed extension of Old Mill Road. Sandy Lane would also provide access to Main Street via the Sandy Lane Extension.

- **Park/Pine Valley/Brooklyn Connector (No. 4a and 4b).** The Park/Pine Valley/Brooklyn Connector is both an existing and future need. The existing need portion of this connector (4a) would connect residences on Pine Valley Drive and Pine Avenue, and near Pine Valley Drive, to Ivester/Eastbrook Connector. The future need portion of this connector (4b) would connect residences on Park Avenue, Extension/Pine Valley/Brooklyn Connector, and Old Mill Road with access to future development associated with the Moze Heritage Park.

### Future Needs

The remaining eight proposed collector streets are considered necessary to meet future needs based on proposed and approved developments.

- **Daniels Road Connector (No. 5).** The Daniels Road Connector should be constructed as part of the Indian Creek development and the western extension of the park development. The proposed collector street would provide a connection to the Ivester/Eastbrook Connector.

- **Valentine Way Extension (No. 7).** The Valentine Way Extension would provide a much-needed second access at Old Mill Road. This connector would also provide a connection to the Ivester/Eastbrook Connector and Sandy Lane Extension.

- **Heritage Park Connector (No. 6).** The Heritage Park Connector would provide a connection to the Ivester/Eastbrook Connector and Sandy Lane Extension.

- **Eastbrook/East Street Connector (No. 1).** The Eastbrook/East Street Connector would connect existing and future needs.

The following four proposed collector streets are considered necessary to meet existing needs:

- **Ivester/Eastbrook Connector (No. 1).** The Ivester/Eastbrook Connector would provide a much-needed second access at Old Mill Road. This connector would also provide a connection to Main Street via the Sandy Lane Extension.

- **Victoria Lane Extension (No. 2).** The Victoria Lane Extension would provide residents with a second entrance and exit into Leland. Currently, Victoria Lane connects only to Old Mill Road. The proposed collector street would extend Victoria Lane to the south, providing a connection to the Ivester/Eastbrook Connector and Sandy Lane Extension.

- **Sandy Lane Extension (No. 3).** The Sandy Lane Extension would provide a connection between Sandy Lane and the proposed extension of Old Mill Road. Sandy Lane would also provide access to Main Street via the Sandy Lane Extension.

- **Park/Pine Valley/Brooklyn Connector (No. 4a and 4b).** The Park/Pine Valley/Brooklyn Connector is both an existing and future need. The existing need portion of this connector (4a) would connect residences on Pine Valley Drive and Pine Avenue, and near Pine Valley Drive, to Ivester/Eastbrook Connector. The future need portion of this collector (4b) extending beyond North Navassa Road to Canal Drive would serve a future need to connect Old Mill Road to the Indian Creek housing development and the extension of Old Mill Road to North Navassa Road. The proposed collector street would provide a connection to the Ivester/Eastbrook Connector and Sandy Lane Extension.

The 12 proposed collector streets fall into two categories: existing needs and future needs.
The Valentine Way Extension and Heritage Park Connector would be needed to serve the Cedar Lakes Resort, Cedar Hill African American Heritage Park, and Riverbend at Cedar Hill.

- Cobbs Way Extension (No. 9) - Ridge Road Extension (No. 10) - Wide Way Extension (No. 11) - Cedar Hill/Wide Way Extension Connector (No. 12).

Without the construction of the proposed developments north and east of Cedar Hill Road, the need for the Cobbs Way Extension, Ridge Road Extension, Wide Way Extension, or Cedar Hill/Wide Way Extension Connector would be limited.

### TABLE 7. PROPOSED COLLECTOR STREET NETWORK

<table>
<thead>
<tr>
<th>LABEL</th>
<th>NEED</th>
<th>PROPOSED COLLECTOR STREET</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>Future</td>
<td>Cobbs Way Extension</td>
<td>Connects Cedar Hill Road to the Ridge Road Extension. Provides an alternate Route to Cedar Hill Road.</td>
</tr>
<tr>
<td>0.6</td>
<td>Future</td>
<td>Ridge Road Extension</td>
<td>Connects the Heritage Park Connector to the Ridge Road Extension. Provides an alternate Mt. Misery Road to Ridge Road.</td>
</tr>
<tr>
<td>0.7</td>
<td>Future</td>
<td>Wide Way Extension</td>
<td>Connects the Heritage Park Connector to the Ridge Road Extension.</td>
</tr>
<tr>
<td>1.1</td>
<td>Future</td>
<td>Heritage Park Connector</td>
<td>Connects the Wide Way Extension to Cedar Hill Road and Cedar Hill Road to the Heritage Park Connector.</td>
</tr>
<tr>
<td>0.3</td>
<td>Future</td>
<td>Sandy Lane Extension</td>
<td>Connects the Western Road Connector to Main Street and provides a connection between West of North Navassa Road and Sandy Lane.</td>
</tr>
<tr>
<td>0.5</td>
<td>Future</td>
<td>Sandy Lane Extension</td>
<td>Connects the Western Road Connector to Main Street and provides a connection between East of North Navassa Road and Sandy Lane.</td>
</tr>
<tr>
<td>0.3</td>
<td>Future</td>
<td>Sandy Lane Extension</td>
<td>Connects the Western Road Connector to Main Street and provides a connection between East of North Navassa Road and Sandy Lane.</td>
</tr>
<tr>
<td>0.5</td>
<td>Future</td>
<td>Sandy Lane Extension</td>
<td>Connects the Western Road Connector to Main Street and provides a connection between East of North Navassa Road and Sandy Lane.</td>
</tr>
</tbody>
</table>
Map 12. 2022 Proposed Collector Streets

Source(s):
Brunswick County GIS, ESRI, and NCDOT

June 2022

Legend

Future Need: Proposed Collector
Existing Need: Proposed Collector
Existing Park
Proposed Park
Approved Residential
Existing Residential
Future Park
Proposed Park
Existing Park
Multiuse Path (existing)
Multiuse Path (DA-funded/In progress)

Collectors Streets

Cape Fear River
Brunswick River

Cedar Lakes Resort

New Hanover County
Brunswick County
The selection and/or assignment of roadway typical sections for future collector streets should align with future bike/ped plan recommendations. This Plan presents six typical sections for use in designing the Town’s collector streets. These typical sections are specifically for use within Coastal Area Management Act counties and prescribe design speeds of 25 to 45 miles per hour (mph). Details and specifications are presented in Appendix D. Variations are shown on page 46.}

**Without curb and gutter:**
Typical sections without curb and gutter use wide grassy areas or ditches to carry and infiltrate stormwater. Illustrations of three variations are shown on page 45.

**With curb and gutter:**
Curb and gutter typical sections would most likely be used in residential developments where stormwater drainage can be carried through a closed system to a stormwater storage area or a stormwater pond. Illustrations of three variations are shown on page 45.

These typical sections are specifically for use in designing the collector streets for the Town. This Plan presents six typical sections for use in road planning (NCDOT, 2019b). Using the NCDOT’s published highway typical sections

7.2 Proposed use of roadway typical sections
Typical Sections without Curb and Gutter

For details, refer to Appendix D.

NAVASSA COLLECTOR STREET PLAN

August 2022

Multiuse path

Bicycle lane

Sidewalk

Sidewalk

Sidewalk

Sidewalk

Bicycle lane

Multiuse path
Typical Sections with Curb and Gutter
For details, refer to Appendix D.
Policies and Guidelines

Existing local and state policies and guidelines with the potential to influence the development and construction of collector streets were reviewed. Those relevant to collector streets for the Town are outlined below. Additionally, the project team developed recommended modifications to existing policies and guidelines that could be implemented by adding these modifications to local policies and/or ordinances. Lastly, the project team proposes four new policy topics that will support the Town meeting its goals for this Plan. The inclusion of the existing policies and guidelines, modifications to policies and guidelines, and new policies in Town ordinances is an integral part of accomplishing the goals outlined in this Plan.

Existing Policies and Guidelines

Several local and state policies and programs related to roadway design and stormwater management are described in the following subsections. These include the NCDOT Complete Streets Policy (2019), the NCDOT Traditional Neighborhood Development (TND) Guidelines (2000), the Town of Navassa Phase II Stormwater Implementation Plan (North Carolina Department of Commerce, 2007), and the North Carolina Resilient Coastal Communities Program (RCCP).

NCDOT Complete Streets Policy

NCDOT adopted a Complete Streets policy in 2009 that was later updated in 2019. Complete Streets incorporate all modes of transportation when building new projects or making improvements to existing infrastructure. Complete Streets are designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists, and individuals of all ages and capabilities.

The NCDOT Traditional Neighborhood Development Guidelines

The NCDOT Traditional Neighborhood Development (TND) Guidelines (2000) aim to encourage walking and bicycling, enhance transit service opportunities, and improve traffic safety by promoting low speed and transit service organizations and improving transportation walking and bicycling frequenc.

The NCDOT Complete Streets Policy

Complete Streets incorporate all modes of transportation into a proposed transportation project. In addition, NCDOT also developed the TND Complete Streets Policy (2000), which requires project submitters to note multimodal elements that are to be evaluated as part of a proposed transportation project. The TND Complete Streets Policy requires that transportation projects consider the needs of pedestrians and bicyclists. NCDOT also developed the PHC Complete Streets Policy (2009), which requires project submitters to note multimodal elements that are to be evaluated as part of a proposed transportation project.

NCDOT also developed the TND Complete Streets Policy (2000), which requires project submitters to note multimodal elements that are to be evaluated as part of a proposed transportation project. The TND Complete Streets Policy requires that transportation projects consider the needs of pedestrians and bicyclists. NCDOT also developed the PHC Complete Streets Policy (2009), which requires project submitters to note multimodal elements that are to be evaluated as part of a proposed transportation project.

The NCDOT Complete Streets Policy

NCDOT adopted a Complete Streets policy in 2009 that was later updated in 2019. Complete Streets are designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists, and individuals of all ages and capabilities. Complete Streets incorporate all modes of transportation into a proposed transportation project. The TND Complete Streets Policy requires project submitters to note multimodal elements that are to be evaluated as part of a proposed transportation project.
The Town of Navassa Phase II Stormwater Implementation Plan (North Carolina Department of Commerce, 2007) establishes and defines the Town’s compliance with its National Pollutant Discharge Elimination System (NPDES) municipal separate storm sewer system (MS4) Permit and the applicable provisions of the Clean Water Act to meet the federal standard of reducing pollutants in stormwater runoff to the maximum extent practicable. In 2010, the Town adopted the Town of Navassa Phase II Stormwater Ordinance (Town of Navassa, 2010), which establishes minimum requirements and procedures to control the adverse effects of increased post-development stormwater runoff and nonpoint source pollution associated with new and point source pollution associated with new and continued development. Stormwater runoff and nonpoint source pollution can contribute to coastal hazards, such as roads, and other impervious areas, such as floodplains, and contribute to impaired water quality conditions in the Town's coastal waters.

Roadway design considerations for future collector streets must mitigate stormwater runoff surfaces that affect stormwater runoff areas, such as roads, contribute to impaired water quality conditions in the Town's coastal waters.

The Resilient Coastal Community Program (RCCP) is a partnership between the North Carolina Department of Environmental Quality and the National Fish and Wildlife Foundation. The RCCP aims to facilitate a community-driven process for setting coastal resilience goals, identifying and prioritizing projects, and assessing existing and needed local capabilities. The Town of Navassa is a 2021 RCCP participant and is currently in the first two phases of the program. This Plan includes the following phases:

1. **Phase 1: Community Engagement and Risk & Vulnerability Assessment**
   - Engaging residents and stakeholders in the development of resilience goals and objectives.
   - Assessing existing and needed local capabilities.

2. **Phase 2: Planning, Project Selection, and Prioritization**
   - Developing a set of proposed projects.
   - Prioritizing projects based on risk and vulnerability assessment.

3. **Phase 3: Engineering and Design**
   - Developing detailed engineering plans for selected projects.

4. **Phase 4: Implementation**
   - Implementing selected projects to enhance coastal resilience.

In March 2021, the North Carolina Department of Environmental Quality announced $675,000 would be granted through the RCCP to the Town of Navassa to support community-driven processes for setting coastal resilience goals, identifying and prioritizing projects, and assessing existing and needed local capabilities. The Town of Navassa is a participant in the RCCP and is currently in the first two phases of the program. This Plan includes resiliency as a goal, and as the Town moves into the design phase, it should consider local resiliency and enhancing local capabilities.
Proposed Modifications of Existing Town Policies and Guidelines

Based on the feedback received from the Steering Committee and general best practices, the following modifications to policies and guidelines are recommended for adoption by the Town to ensure proper implementation of this Plan.

Subdivision Road Connections

The Subdivision Ordinance, adopted in 2009 and most recently amended in 2015, currently requires connectivity for major subdivisions (Town of Navassa, 2009). To further enhance connectivity, the Town should consider expanding the connectivity requirements for all subdivisions and developments.

- **Recommendation:** Modify the Town’s Subdivision Ordinance to include all subdivisions and developments.
- **Purpose:** To ensure the distribution of site trips across the transportation network to help manage traffic operations and safety. Connecting subdivisions can also help multimodal trips better align with their trip destination and the arterial road system.

Adjoining Property Connections

Adjoining property connections are addressed in Section 4.3.6 of the Town’s Subdivision Ordinance. The ordinance spells out specific requirements that support adjoining connections and assist with broadening the existing collector street network.

- **Recommendation:** The existing requirement in Section 4.3.6 should be carried forward in any future ordinances and applied to all subdivisions and developments.
- **Purpose:** To allow for orderly and efficient development of an integrated transportation system. The requirement provides future access to landlocked parcels and offers transportation choices, improving connectivity and enhancing mobility for non-motorized trips and recreation.

Adherence to NCDOT Complete Streets Policy

The NCDOT Complete Streets policy and related NCDOT P6.0 Complete Streets Project Sheet provide guidance and information on multimodal design. The benefits of adhering to the Complete Streets policy include:

- Making it easier for travelers to get where they need to go
- Encouraging the use of alternative modes of transportation
- Encouraging the use of alternative modes of transportation
- Reducing conflicts between vehicles and pedestrians

Refer to previous section (“NCDOT Complete Streets Policy”) for a more detailed description.

- **Recommendation:** Require that new roads that become part of the collector street system adhere to the NCDOT Complete Streets policy, which includes multimodal design considerations.
- **Purpose:** To provide a comprehensive, consistent collector street network that provides alternative transportation options that will assist in alleviating roadway congestion and reduce traffic congestion and enhance accessibility to community features and points of interest.

Subdivision Ordinance Modifications

Adhering to the NCDOT Complete Streets policy, the Town should consider expanding the existing requirements for subdivisions to include all subdivisions and developments.

- **Recommendation:** Modify the Town’s Subdivision Ordinance to include all subdivisions and developments.
- **Purpose:** To ensure the distribution of site trips across the transportation network to help manage traffic operations and safety. Multimodal trips better align with their trip destination and the arterial road system.

Subdivision Road Connections

The requirements that support adjoining connections and the arterial road system.

Adjoining property connections can also help multimodal trips better align with their trip destination and the arterial road system. Joining subdivisions should be considered to ensure adequate connectivity and enhance accessibility to community features and points of interest.

- **Recommendation:** Require that new roads that become part of the collector street network adhere to the NCDOT Complete Streets policy, which includes multimodal design considerations.
- **Purpose:** To provide a comprehensive, consistent collector street network that provides alternative transportation options that will assist in alleviating roadway congestion and enhance accessibility to community features and points of interest.

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- **Purpose:** To provide a comprehensive, consistent collector street network that provides alternative transportation options that will assist in alleviating roadway congestion and enhance accessibility to community features and points of interest.
Proposed Development of New Town Policies

Based on the feedback received from the Steering Committee and general best practices, the following new policies and guidelines are recommended for adoption by the Town to ensure proper implementation of this Plan.

Traffic Calming

**Recommendation:** Design new collector streets to include traffic calming components where appropriate, such as maintaining lower speed limits.

**Purpose:** To create roadways that are or planned.

Traffic calming designs are intended to be built to improve the safety of all users. This also encourages the use of bicycle and pedestrian facilities as well as maintaining lower speed limits.

Connectivity of Collector Streets

**Recommendation:** Require private entities to coordinate across properties to allow for future streets to be built at elevations that are above the 100-year floodplain elevation. For example, where roads and streets would be located to avoid or minimize impacts to sensitive areas such as wetlands, floodplains, and areas with high potential for flooding and other storm events. New streets would be required to avoid or reduce the existing natural environment in the Town and maintain its resiliency.

**Purpose:** To preserve the existing natural environment.

Reduction of Paper Streets

**Recommendation:** Paper streets or proposed streets should either be built or be included in future development plans. Paper streets are facilities that may be shown on maps as planned or proposed but have never been built. This also encourages the development of plans to show future streets that may be shown on paper maps.

**Purpose:** To make roadways safer by reducing the number of street names that are not yet identified.

Resiliency and Environmental Conservation

**Recommendation:** Ensure that developments and new streets minimize impacts to floodplains and wetlands, and new streets minimize the impacts to floodplains and wetlands.

**Purpose:** To ensure that new streets are constructed to provide connectivity between the local and arterial systems and to provide flood protection for planned collector streets that cross existing floodplains. New streets would be developed to ensure that they are located in areas with minimal impact to the surrounding environment.

**Purpose:** To guarantee that collector streets are designed and constructed with the environment in mind.
Transportation plans are successful only if they are implemented. The following sections prioritize the proposed collector streets and identify funding sources for their construction. As noted in Section 7.1, some of the proposed collector streets would be constructed by developers as part of new developments. Through adherence to the policies outlined in Section 7.3, those collectors could be easily incorporated into the new development plans, which would leave the Town only needing funding for a portion of the proposed collector streets. Table 8 shows the existing needs in Section 7.1 and shows in full the projects and proposed collector streets. Those collector streets need to be prioritized as their absence is already affecting the transportation network and the ability of the community to travel with or without future development. Those collector streets are described in Table 8.

New development will drive the need for the remaining proposed collector streets. These projects are described in Table 8 and shown in full. Powell Bill funds provide some resources for roadway and sidewalk improvements. However, findings indicate that the majority of the funds are needed for roadway and sidewalk improvements. Powell Bill Funding is made available by the state of North Carolina to municipalities.

8.2 Funding Opportunities

NC State Street Aid (Powell Bill) Funds

Powell Bill funding is made available by the state of North Carolina to municipalities for use on municipally maintained roads or bike and pedestrian facilities. The funds are appropriated annually and distributed twice during the year. Historically, the funds have been used primarily to resurface municipal roads or to repair streets. These facilities are described in Table 8. Powell Bill funds can also be used to maintain, repair, construct, or widen streets, bridges, or drainage areas. Municipalities can also use Powell Bill funds to gain consultant and engineering assistance for proposed development plans. Powell Bill funds provide some resources for roadway and sidewalk improvements. They also provide some resources for roadway and sidewalk improvements. While local funds and Powell Bill funding are not adequate on their own to initiate most transportation network improvements, they play a key aspect of getting proposed collector streets in full. The following sections prioritize the proposed collector streets. The following sections prioritize the proposed collector streets. The following sections prioritize the proposed collector streets.
Transportation Bonds

Many communities across the state of North Carolina have had success funding transportation projects through transportation bonds. Transportation bonds provide communities with funding that can be used on local roadways for improvements such as roadway extensions, roadway connections, sidewalk construction, and new road construction. While they do require voter approval, they also give the public opportunity to identify what is important for their community.

### TABLE 8. PROPOSED COLLECTOR STREETS PRIORITIZED AS EXISTING OR FUTURE NEED

<table>
<thead>
<tr>
<th>PRIORITY</th>
<th>COLLECTOR STREET</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5</td>
<td>Cedar Hill/Wide Way Extension</td>
<td>Provides an alternate route to Cedar Hill Road</td>
</tr>
<tr>
<td>2.0</td>
<td>Ridge Road Extension</td>
<td>Connects the Heritage Park Connector to Ridge Road</td>
</tr>
<tr>
<td>0.6</td>
<td>Mt. Misery/Daneilis Road Connector to the Wide Way</td>
<td></td>
</tr>
<tr>
<td>1.0</td>
<td>Victoria Lane Extension</td>
<td>Extends Victoria Lane to the Wide Way Extension and Sandal Lake</td>
</tr>
<tr>
<td>1.1</td>
<td>Heritage Park Connector</td>
<td>Connects The Wide Way Extension and Heritage Park Connector</td>
</tr>
<tr>
<td>0.7</td>
<td>Valentine Way Extension</td>
<td>Connects the Wide Way Extension to Cedar Hill Road</td>
</tr>
<tr>
<td>1.0</td>
<td>Mt. Misery/Daneilis Road Connector</td>
<td></td>
</tr>
</tbody>
</table>

NC Department of Transportation Road project funding through the Build NC program

Source: [https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/build-nc.aspx](https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/build-nc.aspx)

NAVASSA COLLECTOR STREET PLAN August 2022

Their communities: opportunity to identify what is important for voter approval. They also give the public opportunity to identify what is important for improvements such as roadway extensions, roadway connections, and new road construction. Transportation bonds provide communities with funding that can be used on local roadways for improvements such as roadway extensions, roadway connections, sidewalk construction, and new road construction. Many communities across the state of North Carolina have had success.
Traffic Impact Assessments

The Town of Navassa Subdivision Ordinance addresses several required improvements that assist with the Town's access and connections to the local road network and adjoining properties. This allows for fewer dead-end roads and more extensions of existing roads, in turn improving the collector street network.

Included, when applicable, is a North Carolina Department of Transportation (NCDOT) Traffic Impact Study or Assessment as required in the NCDOT "Policy on Street and Driveway Access." Currently, the NCDOT policy only requires assessments for developments estimated to create 3,000 trips per day, however, the town could consider lowering this threshold in order to have more information on potential impacts from future development and be able to make more educated decisions regarding traffic needs and effects.

Federal transportation grants are more accessible to local governments now than ever before. Historically, these grants have been available to state, local, and certain tribal governments, but not as accessible for local governments. Currently, programs like the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), offer billions of dollars of funding opportunities to local governments, including municipalities. These are competitive grants, but they offer funding that is often difficult for local governments to procure otherwise. Some of the specific grant opportunities include:

- Safe Streets for All. Designed to support "vision zero" efforts, along with other improvements, to reduce crashes and fatalities. This grant provides funding directly to local and tribal governments.
- Federal Highway Administration (FHWA) Competitive Grants. Open to local and tribal governments to request funding for various transportation projects. These grants provide funding directly to local governments.
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program. A new competitive grant program available to states, local governments, and eligible non-profits. This program is designed to support transportation projects that improve accessibility and connectivity.
- Rural Surface Transportation Grant Program. Focused on improving transportation access and efficiency in rural areas.
- Federal Transportation Grant Programs. A new competitive grant program available to states, local governments, and eligible non-profits. This program is designed to support transportation projects that improve accessibility and connectivity.

Grants

The Town of Navassa Subdivision Ordinance

August 2022
In addition to these recurring funds, as part of the IIJA, the WMPO will receive Carbon Reduction Funding over the next five years. The state of North Carolina is receiving $170,984,555 over the five year window for Carbon Reduction projects, which will be suballocated to Transportation Management Areas based on their relative share of population. The funds must be used on projects within the State Transportation Improvement Program (STIP) and must support the reduction of transportation emissions.

**STBGP-Direct Allocation (DA)**

The STBGP-DA funds provide the Wilmington Urbanized Area with annual funding to be used within the WMPO boundary. A wide range of activities are eligible for the funding within the Urbanized Area with annual funding to be used.

**Transportation Alternatives (TA)**

The TA Program does not directly support the construction and maintenance of roadways, but allows for the implementation of alternative modes of transportation. The presence of effective alternative modes of transportation in the Town may help relieve congestion on existing collector streets. The program plays an important role in the funding of active transportation improvements, including sidewalks, greenways, and bicycle lanes. As well as safe routes to school.

**Strategic Prioritization Process**

Projects that may be beneficial to localities, particularly projects that come through the NCDOT Strategic Prioritization Process, are eligible for funding.

**NCDOT Division 3**

The local NCDOT Division offices across the state provide a greater resource for assistance on projects within the state. In addition to managing multiple projects, they are also able to help with the submission of projects to the NCDOT STIP.

Communication with the local NCDOT Division Engineer can be beneficial to learning more about potential funding opportunities within the division.

**Table 9**

The table contains key action steps to ensure that the projects, policies, and guidelines outlined in this Plan are implemented.
| TABLE 9. ACTIONS FOR IMPLEMENTATION |
|-----------------------------|-----------------------------|-----------------------------|
| ACTION STEP | DETAILS | RESPONSIBLE PARTY | TIMELINE |
| Adopt the Navassa Collector Street Plan | Town Council to adopt Collector Street Plan, WMPD and NCDOT Division 3 | Town Council | Summer 2022 |
| Update Existing Town Policies | Planning Board and Town Council to work with Town staff to ensure inclusion of collector streets in new developments | Town staff, Planning Board, Town Council | 2022–2023 |
| New Town Policies | Planning Board and Town Council to work with Town staff to develop new town policies (see Section 7.3) | Town staff, Planning Board, WMPD, NCDOT Division 3 | 2022–2023 |
| Town Budget Planning | Planning Board and Town Council to work with Town staff to develop new town policies | Town staff, Planning Board, Town Council | Annually |
| Conduct Feasibility Studies | Identify funding to conduct feasibility studies on the proposed collector streets that would serve existing developments | Town staff, WMPD, NCDOT Division 3 | TBD |
| Review of Proposed Development | The plan can be implemented with the cooperation of the WMPD and NCDOT Division 3 and the WMPO to discuss how the projects in the plan can be funded | Town staff | Annually |
| Review of Proposed Development | Conduct meetings with WMPD and NCDOT Division 3 and the WMPO to discuss how the projects in the plan can be funded | Town staff | Annually |
| Annual Review | Summarizing achievements, constraints, and next steps. Review the plan annually and report to Town Council, WMPD and NCDOT Division 3 | Town staff (Finance and Planning), Town Council | Annually |
### TABLE A-1. ESTIMATED POPULATION IN NAVASSA AND SURROUNDING AREAS

<table>
<thead>
<tr>
<th>GEOGRAPHY</th>
<th>CENSUS 2010</th>
<th>POPULATION</th>
<th>CENSUS 2020</th>
<th>POPULATION</th>
<th>DIFFERENCE</th>
<th>PERCENT CHANGE</th>
<th>ANNUALIZED GROWTH RATE</th>
<th>PROJECTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Navassa</td>
<td>1,505</td>
<td>-138</td>
<td>1,367</td>
<td>-9.2%</td>
<td>-1.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brunswick County</td>
<td>107,431</td>
<td>29,262</td>
<td>136,693</td>
<td>27.2%</td>
<td>2.4%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Carolina</td>
<td>9,535,483</td>
<td>1,051,957</td>
<td>10,587,440</td>
<td>11.0%</td>
<td>1.1%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 5-year Estimates (2015-2019), Table P001.

### TABLE A-2. PROJECTED COUNTY POPULATION GROWTH

<table>
<thead>
<tr>
<th>GEOGRAPHY</th>
<th>ESTIMATE BASE</th>
<th>2020 ESTIMATE</th>
<th>GROWTH (2020-2050)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brunswick County</td>
<td>9,355,251</td>
<td>10,847,490</td>
<td>1,492,239</td>
</tr>
<tr>
<td>North Carolina</td>
<td>9,397,440</td>
<td>10,959,433</td>
<td>1,562,023</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 5-year Estimates (2015-2019), Table P001.

### TABLE A-3. RACE

<table>
<thead>
<tr>
<th>RACE</th>
<th>TOWN OF NAVASSA</th>
<th>BRUNSWICK COUNTY</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>White, Non-Hispanic</td>
<td>18.2%</td>
<td>81.9%</td>
<td>63.1%</td>
</tr>
<tr>
<td>Minority Population</td>
<td>81.8%</td>
<td>18.1%</td>
<td>36.9%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 5-year Estimates (2015-2019), Table B03002.

### TABLE A-4. MINORITY POPULATIONS

<table>
<thead>
<tr>
<th>RACE</th>
<th>TOWN OF NAVASSA</th>
<th>BRUNSWICK COUNTY</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>White, Non-Hispanic</td>
<td>18.2%</td>
<td>81.9%</td>
<td>63.1%</td>
</tr>
<tr>
<td>Minority Population</td>
<td>81.8%</td>
<td>18.1%</td>
<td>36.9%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 5-year Estimates (2015-2019), Table B03002.

### TABLE A-5. AGE GROUPS

<table>
<thead>
<tr>
<th>AGE GROUP</th>
<th>TOWN OF NAVASSA</th>
<th>BRUNSWICK COUNTY</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18 Years</td>
<td>15.9%</td>
<td>15.6%</td>
<td>22.4%</td>
</tr>
<tr>
<td>18 to 64 Years</td>
<td>69.0%</td>
<td>53.8%</td>
<td>61.8%</td>
</tr>
<tr>
<td>65 Years or Older</td>
<td>15.1%</td>
<td>22.8%</td>
<td>15.9%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 5-year Estimates (2015-2019), Table P001.

### Appendix A: Demographics
TABLE A-6. INCOME, POVERTY, AND EMPLOYMENT

<table>
<thead>
<tr>
<th>Town</th>
<th>Brunswick County</th>
<th>North Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Persons Below Poverty Level</td>
<td>10.2%</td>
<td>11.8%</td>
</tr>
<tr>
<td>Median Household Income</td>
<td>$33,571</td>
<td>$58,236</td>
</tr>
<tr>
<td>In Civilian Labor Force (age 16+)</td>
<td>63.5%</td>
<td>67.0%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau American Community Survey 5-year estimates (2015-2019); Table B12006.

TABLE A-7. LANGUAGE GROUP

<table>
<thead>
<tr>
<th>Town</th>
<th>Brunswick County</th>
<th>North Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spanish</td>
<td>3.2%</td>
<td>1.5%</td>
</tr>
<tr>
<td>Other Indo-Euro</td>
<td>0.0%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Asian/Pacific</td>
<td>0.0%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Other</td>
<td>0.0%</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau American Community Survey 5-year estimates (2015-2019); Table B16004.

TABLE A-8. VEHICLE AVAILABILITY

<table>
<thead>
<tr>
<th>Town</th>
<th>Brunswick County</th>
<th>North Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicle available</td>
<td>10.2%</td>
<td>3.8%</td>
</tr>
<tr>
<td>One vehicle available</td>
<td>31.8%</td>
<td>29.2%</td>
</tr>
<tr>
<td>Two or more vehicles available</td>
<td>58.0%</td>
<td>67.0%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau American Community Survey 5-year estimates (2015-2019); Table B25044.

TABLE A-9. COMMUTING MODES

<table>
<thead>
<tr>
<th>Town</th>
<th>Brunswick County</th>
<th>North Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commute alone by auto</td>
<td>83.2%</td>
<td>86.2%</td>
</tr>
<tr>
<td>Commute by carpool</td>
<td>14.1%</td>
<td>10.7%</td>
</tr>
<tr>
<td>Commute by public transportation</td>
<td>1%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Commute by bike/ped</td>
<td>0%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Commute by other mode</td>
<td>1.3%</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

### Table A-12: Where Town of Navassa Residents Work, By County

<table>
<thead>
<tr>
<th>County</th>
<th>Count</th>
<th>Share (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Counties</td>
<td>701</td>
<td>100.0</td>
</tr>
<tr>
<td>New Hanover County</td>
<td>367</td>
<td>52.4</td>
</tr>
<tr>
<td>Brunswick County</td>
<td>141</td>
<td>20.1</td>
</tr>
<tr>
<td>Wake County</td>
<td>33</td>
<td>4.7</td>
</tr>
<tr>
<td>Pender County</td>
<td>15</td>
<td>2.1</td>
</tr>
<tr>
<td>Columbus County</td>
<td>13</td>
<td>1.9</td>
</tr>
<tr>
<td>Mecklenburg County</td>
<td>12</td>
<td>1.7</td>
</tr>
<tr>
<td>Guilford County</td>
<td>9</td>
<td>1.3</td>
</tr>
<tr>
<td>Onslow County</td>
<td>5</td>
<td>0.7</td>
</tr>
<tr>
<td>Wayne County</td>
<td>5</td>
<td>0.7</td>
</tr>
<tr>
<td>All Other Locations</td>
<td>88</td>
<td>12.6</td>
</tr>
</tbody>
</table>

Source: US Census Bureau OnTheMap: https://onthemap.ces.census.gov/

### Table A-13: Town of Navassa Employment Inflow/Outflow (Place of Work)

<table>
<thead>
<tr>
<th>Description</th>
<th>Count</th>
<th>Share (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employed in the Town of Navassa (Navassa workers)</td>
<td>168</td>
<td>100.0</td>
</tr>
<tr>
<td>Employed in the Town of Navassa but employed outside</td>
<td>163</td>
<td>97.0</td>
</tr>
<tr>
<td>Employed and living in the Town of Navassa</td>
<td>5</td>
<td>3.0</td>
</tr>
</tbody>
</table>

Source: US Census Bureau OnTheMap: https://onthemap.ces.census.gov/

### Table A-14: Town of Navassa Employment Inflow/Outflow (Place of Residence)

<table>
<thead>
<tr>
<th>Description</th>
<th>Count</th>
<th>Share (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Living in the Town of Navassa</td>
<td>701</td>
<td>100.0</td>
</tr>
<tr>
<td>Living in the Town of Navassa but employed outside</td>
<td>696</td>
<td>99.3</td>
</tr>
<tr>
<td>Living and employed in the Town of Navassa</td>
<td>5</td>
<td>0.7</td>
</tr>
</tbody>
</table>

Source: US Census Bureau OnTheMap: https://onthemap.ces.census.gov/
Welcome to the Survey

The purpose of the survey provided a brief overview of the project and
Appendix B: Metropquest Survey

Priority Ranking

Options (see below)

to the Plan. Respondents could select five priorities from a total of eight.
Next, respondents were asked to rank their top 5 priorities as they relate

safety hazards (speeding) and loud noises.

- Restricting large trucks from traveling residential streets because of
  drive residents;
- Replace bridge on Old Mill Road and emergency outlet for Magnolia
  eminent domain purposes;
- The plan should ensure that properties don’t become developed for
  growth were the top three priorities. In addition to the standard survey
  respondents, three unique comments were submitted:

Figure 4-1 contains the top five priorities identified by the survey

Figure 4-1 contains the top five priorities identified by the survey

- The plan should ensure that properties don’t become developed for
  eminent domain purposes.
- Replace bridge on Old Mill Road and emergency outlet for Magnolia
  residential growth;
- Restricting large trucks from traveling residential streets because of
  safety hazards (speeding) and loud noises.

Next, respondents were asked to rank their top 5 priorities as they relate
Preference results are provided below (based on the number of times respondents could rank each preference option). The following focus areas: biking, pedestrian mobility, transportation safety, and others. Respondents ranked each item in the survey. The results are ranked on a scale from 1 to 5, with 5 being the highest priority. In the third page of the survey, respondents were asked to provide their priorities. The results are ranked on a scale from 1 to 5, with 5 being the highest priority.
## Biking Preference

**Description**
- Multi-use Path: Paved facilities built for bicycle and pedestrian traffic that are physically separated from motor vehicle traffic.
- Wide Paved Shoulders: A paved portion of the roadway to the right of the travel way designed to serve bicyclists, pedestrians, and others.
- Signage: Encourages cycling with signage which makes drivers aware of cyclists and helps to guide bicyclists on designated routes.
- Bicycle Lanes: A portion of the roadway that is designated by striping, signage, and pavement markings for the exclusive use of bicyclists.
- Shared Bicycle Lanes: A standard width travel lane that both bicycles and motor vehicles share. Shared lane markings increase motorists’ awareness of cyclists.

**AVERAGE RATING**

### Average

<table>
<thead>
<tr>
<th>Preference</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-use Path</td>
<td>Provide better access to schools, transit, and the existing transportation network.</td>
</tr>
<tr>
<td>Wide Paved Shoulders</td>
<td>Encourages cycling with signage which makes drivers aware of cyclists and helps to guide bicyclists on designated routes.</td>
</tr>
<tr>
<td>Signage</td>
<td>Provides new mass transit options.</td>
</tr>
<tr>
<td>Bicycle Lanes</td>
<td>Signage encourages cycling with signage which makes drivers aware of cyclists and helps to guide bicyclists on designated routes.</td>
</tr>
<tr>
<td>Shared Bicycle Lanes</td>
<td>Provide new mass transit options.</td>
</tr>
</tbody>
</table>

---

## Pedestrian Mobility Preference

**Description**
- New or Improved Sidewalks: Provide better access to local businesses, recreation, and neighborhoods.
- Multi-use Path: Paved facilities built for bicycle and pedestrian traffic that are physically separated from motor vehicle traffic.
- Schools and Transit: Provide better access to schools, transit, and the existing transportation network.

**AVERAGE RATING**

<table>
<thead>
<tr>
<th>Preference</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>New or Improved Sidewalks</td>
<td>Provide better access to local businesses, recreation, and neighborhoods.</td>
</tr>
<tr>
<td>Multi-use Path</td>
<td>Provide better access to schools, transit, and the existing transportation network.</td>
</tr>
<tr>
<td>Schools and Transit</td>
<td>Provide better access to schools, transit, and the existing transportation network.</td>
</tr>
</tbody>
</table>

---

## Transportation Services Preference

**Description**
- Bus Service: Provide new mass transit options.
- Bus Stops: Provide new mass transit options.
- On Demand Transit: Improves service for bikers, pedestrians, and public transit users. |
- Micromobility: Micromobility is an efficient, sustainable, and healthy urban mobility solution.

**AVERAGE RATING**

<table>
<thead>
<tr>
<th>Preference</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Service</td>
<td>Provide new mass transit options.</td>
</tr>
<tr>
<td>Bus Stops</td>
<td>Provide new mass transit options.</td>
</tr>
<tr>
<td>On Demand Transit</td>
<td>Improves service for bikers, pedestrians, and public transit users.</td>
</tr>
<tr>
<td>Micromobility</td>
<td>Micromobility is an efficient, sustainable, and healthy urban mobility solution.</td>
</tr>
</tbody>
</table>

---

## Transportation Safety Preference

**Description**
- Multi-modal Safety: Improve safety for all modes. Reduce conflicts between motorists, rail, bicyclists, and pedestrians.
- Intersection Improvements: Add roundabouts, traffic signals, and improve signal timing for motorists, bicyclists, and pedestrians.
- Turning Lanes: Additional turning lanes to decrease lane stoppage and improve signal timing for motorists, bicyclists, and pedestrians.

**AVERAGE RATING**

<table>
<thead>
<tr>
<th>Preference</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-modal Safety</td>
<td>Reduce conflicts between motorists, rail, bicyclists, and pedestrians.</td>
</tr>
<tr>
<td>Intersection Improvements</td>
<td>Improve signal timing for motorists, bicyclists, and pedestrians.</td>
</tr>
<tr>
<td>Turning Lanes</td>
<td>Improve signal timing for motorists, bicyclists, and pedestrians.</td>
</tr>
</tbody>
</table>

---

## Other Preferences

**Description**
- Roadway Flooding: Creating a more resilient infrastructure to withstand roadway flooding.
- Railroad Crossings: Grade separated crossings where railroads intersect railroads.
- Park & Ride: Demand curb-side services with people who need mobility and accessible services with disabilities.
- Other: Are there any needs or wants that are important to you that are not listed? Please specify. |

**AVERAGE RATING**

<table>
<thead>
<tr>
<th>Preference</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Flooding</td>
<td>Creating a more resilient infrastructure to withstand roadway flooding.</td>
</tr>
<tr>
<td>Railroad Crossings</td>
<td>Grade separated crossings where railroads intersect railroads.</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>Demand curb-side services with people who need mobility and accessible services with disabilities.</td>
</tr>
<tr>
<td>Other</td>
<td>Are there any needs or wants that are important to you that are not listed? Please specify.</td>
</tr>
</tbody>
</table>
In addition to the standard survey responses, four unique comments were submitted:

- I think streetlights are needed when new developments are placed.
- Turnabout and stoplight at Broadway and Main.
- Turnabout at Navassa Road and Cedar Hill Road intersection.
- Turnabout at Navassa Road/Cedar Hill Road/Quality Drive; Stoplight at Broadway and North Navassa Road.

Mapping Exercise

The fourth page of the survey allowed respondents to drop markers in and around the Town with accompanying comments. The survey asked for comments specifically related to congestion, bicycle needs, pedestrian needs, transit needs, key destinations, train conflicts or other hazards, and others.

The fourth page of the survey allowed respondents to drop markers in and around the Town with accompanying comments. The survey asked for comments specifically related to congestion, bicycle needs, pedestrian needs, transit needs, key destinations, train conflicts or other hazards, and others.

Important Destinations

<table>
<thead>
<tr>
<th>Important Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gullah-Geechee Preservation</td>
</tr>
<tr>
<td>Mixed-use shopping plaza</td>
</tr>
<tr>
<td>Movie theaters</td>
</tr>
<tr>
<td>Access to convenience stores</td>
</tr>
<tr>
<td>Future development</td>
</tr>
<tr>
<td>Bus routes</td>
</tr>
<tr>
<td>Bus shelter</td>
</tr>
<tr>
<td>Future development</td>
</tr>
<tr>
<td>I-140/Raise the overpass</td>
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</table>

Other Comments

<table>
<thead>
<tr>
<th>Other Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local/county connections</td>
</tr>
<tr>
<td>Train conflicts or other hazards</td>
</tr>
<tr>
<td>Train conflicts or other hazards</td>
</tr>
<tr>
<td>Train conflicts or other hazards</td>
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<td>Train conflicts or other hazards</td>
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<td>Train conflicts or other hazards</td>
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<td>Train conflicts or other hazards</td>
</tr>
<tr>
<td>Train conflicts or other hazards</td>
</tr>
</tbody>
</table>

Mapping Exercise

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Mapping Exercise

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The fourth page of the survey allowed respondents to drop markers in and around the Town with accompanying comments. The survey asked for comments specifically related to congestion, bicycle needs, pedestrian needs, transit needs, key destinations, train conflicts or other hazards, and others.
The fifth and final page of the survey contained optional demographic-related questions. The questions were related to age, race/ethnicity, place of residency, and place of work.

Most respondents fell within the 55-64 age bracket, followed closely by 35-44 (Figure 4-2).

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Percent of Respondents</th>
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<tr>
<td>18-24</td>
<td>3%</td>
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<tr>
<td>25-34</td>
<td>16%</td>
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<tr>
<td>35-44</td>
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<td>8%</td>
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<tr>
<td>55-64</td>
<td>29%</td>
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<tr>
<td>65+</td>
<td>13%</td>
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<tr>
<td>Prefer not to answer</td>
<td>5%</td>
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</table>

The race/ethnicity of survey respondents is shown in Figure 4-3.

The fifth and final page of the survey continued optional demographic questions related to age, race/ethnicity, place of residency, and place of work.
The majority of respondents live south of Navassa in the Town of Leland.

The final survey question asked respondents for their home zipcode. The majority of respondents live south of Navassa in the Town of Leland (zipcode 28451).

The residency and employment location of respondents is shown in Figure 4-4 and Figure 4-5 respectively.
Appendix C: Public Meeting Materials

If you have any questions about the plan update or the survey, please contact:

Rachel McInerney - WMpo
Rachel.McInerney@willmingtonnc.gov
910-341-3234

Recommendations will be presented at the March 9th Town Council meeting. A public meeting during which draft recommendations will be presented was held on February 17, 2023. Your feedback will help the design team as they draft recommendations. Both for the proposed collector street network and for collector street design standards.

https://metcoquestpurchase.com/polls/

Please take a few minutes and respond to the survey by using the QR code shown above or by visiting the link above.

The Town of Navassa is developing an updated Collector Street Plan and Development in the Town. A multimodal transportation network that accommodates future growth and development in the 2044 Navassa Collector Street Plan will provide a safe and efficient roadway for residents, visitors, and businesses.

Please take our survey!
Collector streets balance mobility with land access.

- 25 and 45 miles per hour.
- The posted speed limit on collectors is usually between lower speeds and for shorter distances.
- Collector streets provide less mobility than arterials at local roads and streets with arterials.
- Collector streets are major and minor roads that connect town of Navassa.

What is a collector street?
Appendix D: Proposed Use of Roadway Typical Sections

NCDOT’s published highway typical sections includes 57 typical cross-sections for use in road planning (NCDOT, 2019b). Using the minimum design standards in accordance with NCDOT’s published highway typical sections, the Plan presents six typical sections for use in designing the collector streets for the Town. The typical sections presented in this Plan are specifically for use within Coastal Area Management Act counties and prescribe design speeds of 25 to 45 miles per hour (mph).

Typical sections without curb and gutter use wide grassy areas or ditches to carry and infiltrate stormwater. Illustrations of three variations are shown on page D-1.

Typical sections with curb and gutter are used in designing the collector streets for the Town. Illustrations of three variations are shown on pages D-1 to D-3. These typical sections are specifically for use in residential developments where stormwater drainage can be carried through a closed system or stormwater storage area or a stormwater pond. These typical sections are designed to be used in accordance with NCDOT’s highway typical sections in coastal areas to carry and infiltrate stormwater through grassy areas or ditches.

These typical sections include roadways both with and without curb and gutter for use as follows:

- Without curb and gutter: Typical sections without curb and gutter use wide grassy areas or ditches to carry and infiltrate stormwater.
- With curb and gutter: Typical sections with curb and gutter are used in designing the collector streets for the Town. Illustrations of three variations are shown on pages D-1 to D-3.

The typical sections presented in this Plan in designing the collector streets for the Town are specifically for use within Coastal Area Management Act counties and prescribe design speeds of 25 to 45 miles per hour (mph).
2-Lane Road with Multi-Use Path (Without Curb and Gutter)
2-Lane Road with Sidewalks and Bike Lane (Without Curb and Gutter)
2-Lane Road with Sidewalks (Without Curb and Gutter)
2-Lane Road with Multi-Use Path (With Curb and Gutter)
2-Lane Road with Sidewalks and Bike Lane (With Curb and Gutter)
2-Lane Road withSidewalks (With Curb and Gutter)
WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization along with the Town of Navassa collaboratively developed and adopted the Town of Navassa Collector Street Plan in 2004 in an effort to provide a safe and efficient transportation network within the Town while responding to development interest; and

WHEREAS, the Town of Navassa updated and adopted its Future Land Use Plan in 2012 which identified planned future growth patterns in distinct areas of the Town, including two large approved planned unit developments of Indian Creek and River Bend; and

WHEREAS, the Town of Navassa desired to update its proposed Collector Street network to provide a safe and efficient transportation network that accommodates recent and expected growth and development as a result of the completion of the I-140/Wilmington Bypass in 2017, approved and proposed housing developments, and the redevelopment of the waterfront Kerr-McGee Superfund site; and

WHEREAS, the updated plan included public outreach efforts through a public survey and two public meetings, and oversight by a steering committee that included representatives from the Town of Navassa, Wilmington Urban Area Metropolitan Planning Organization, Town of Navassa Planning Board, Navassa Town Council, and NCDOT Division 3; and

WHEREAS, the 2022 Navassa Collector Street Plan will be used to guide future development of a collector street network in the study area; and

WHEREAS, the Navassa Town Council adopted the Navassa Collector Street Plan on August 18, 2022.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization’s Board hereby adopts the 2022 Navassa Collector Street Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Board on August 31, 2022.

_________________________
David Piepmeyer, Chair

_________________________
Mike Kozlosky, Secretary
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY, OPERATING ASSISTANCE
MODIFY FUNDING IN FY 23 AT THE REQUEST OF THE MPO.

<table>
<thead>
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<th></th>
<th>FY 2022</th>
<th>FY 2023</th>
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<tbody>
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<tr>
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<tr>
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<td></td>
<td>FY 2023</td>
<td>FY 2024</td>
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<tr>
<td></td>
<td>(SMAP)</td>
<td>(T)</td>
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<tr>
<td></td>
<td>$600,000</td>
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<tr>
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<td>(L)</td>
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<td></td>
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<td></td>
<td>$9,327,000</td>
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</tbody>
</table>

TO-4751
NEW HANOVER PUBLIC TRANS
PROJ.CATEGORY

VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.
ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED.

<table>
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<tr>
<th></th>
<th>FY 2022</th>
<th>FY 2023</th>
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</tbody>
</table>

P-5740C
BRUNSWICK NEW HANOVER
PROJ.CATEGORY

- W-5703DIV
- BRUNSWICK PENDER
- SAMSON NEW HANOVER
- ONSLow WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
- MID-CAROLINA RURAL PLANNING ORGANIZATION
- CAPE FEAR RURAL PLANNING ORGANIZATION
- EASTERN CAROLINA RURAL PLANNING ORGANIZATION

WILMINGTON URBAN AREA CSX SE LINE, INSTALLATION OF RAILROAD GRADE CROSSING SIGNALS AND GATES AT VARIOUS AT-GRADE CROSSINGS.
TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN DELAY CONSTRUCTION FROM FY 22 TO FY 23. 'DP' FUNDS REPRESENT FEDERAL CRISIS GRANT.

<table>
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<tr>
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<th>FY 2024</th>
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</thead>
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<td>(T)</td>
</tr>
<tr>
<td></td>
<td>$9,900,000</td>
<td></td>
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</tbody>
</table>

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs
STIP/MPO TIP Modification #22-8
(July 2022)
STIP/MPO TIP Modification #22-8

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs
### State Transportation Improvement Schedules

**Fiscal Year:** July 28, 2022 – July 27, 2023

**Subject To:**

- Amounts for activities other than projects included in "Other Activities".

**Fiscal Year:** July 28, 2023 – July 27, 2024

### County Routes/Cities

<table>
<thead>
<tr>
<th>County/Routes/City</th>
<th>Description</th>
<th>Mode</th>
<th>Division(S)</th>
<th>MPOs/RPOs</th>
<th>Projected Schedule</th>
<th>Total Remaining</th>
<th>Remaining Other Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chowan, Dare, Carteret</td>
<td>Various</td>
<td>Multi-use</td>
<td>Urban RPO, Mid-East RPO, Wilmington MPO</td>
<td>Carteret urban MPO, Carteret urban RPO, Wilmington MPO, Carteret urban RPO</td>
<td>2019-2023</td>
<td>$2,100,000</td>
<td>$2,100,000</td>
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<tr>
<td>Carteret</td>
<td>Various</td>
<td>Multi-use</td>
<td>Coastal RPO, New Bern urban MPO, Cape Fear RPO</td>
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<td>2019-2023</td>
<td>$2,100,000</td>
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<td>Carteret</td>
<td>Various</td>
<td>Multi-use</td>
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<td>2019-2023</td>
<td>$2,100,000</td>
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<td>Column 2</td>
<td>Column 3</td>
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<td>Data 3</td>
<td>Data 4</td>
<td>Data 5</td>
<td>Data 6</td>
<td>Data 7</td>
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</tbody>
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**Notes:**
- Column 1: Description
- Column 2: Source
- Column 3: Status
- Column 4: Estimated Completion Date
- Column 5: Cost
- Column 6: Funding Source
- Column 7: Description
<table>
<thead>
<tr>
<th>COUNTY(S) ROUTE/CITY DESCRIPTION</th>
<th>MODE DIVISION(S)</th>
<th>MPOs/RPOs</th>
<th>PROJECT ID STI</th>
<th>TOTAL FUNDS</th>
<th>PROJECTED FUNDS</th>
<th>OTHER FUNDS</th>
<th>FUNDS NEEDED</th>
<th>OTHER FUNDS NEEDED</th>
<th>REMAINING FUNDS</th>
<th>SCHEDULE FOR FUNDS NEEDED</th>
<th>REMAINING COMMENT</th>
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<td>5795</td>
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<td>$5,000,000</td>
<td>O, T</td>
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<td>O, T</td>
<td>STATEWIDE</td>
<td>Provided by ILM.</td>
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<td>Provided by ILM.</td>
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<tr>
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<td>PROJECTED</td>
<td>UNDER $3,500,000</td>
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<td>BY ILM.</td>
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## 2024-2027 STATE TRANSPORTATION IMPROVEMENT PROGRAM

**Category** | **Funding Source** | **Total FUNDS** | **2023 FUNDS** | **2024 FUNDS** | **2025 FUNDS** | **2026 FUNDS** | **2027 FUNDS** | **Other FUNDS** | **TOTAL FUNDS** | **Notes** |
---|---|---|---|---|---|---|---|---|---|---|
Projected | FUNDED | TOTAL FUNDS | TOTAL FUNDS |

### Projects:

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<th>Total Funds</th>
<th>2023 Funds</th>
<th>2024 Funds</th>
<th>2025 Funds</th>
<th>2026 Funds</th>
<th>2027 Funds</th>
<th>Other Funds</th>
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### Notes:
- FUNDS: FUNDED, NOT FUNDED, PROGRESS, PRELIMINARY FUNDED ONLY
- PROJECT: NEW, REMAINING
- IMPROVEMENTS: MOBILITY, MoCo, NHP, LET, U

**Additional Information**

- **Route:** US 17, Wilmington – East of Exit 133.
- **Location:** Wilmington, North Carolina.
- **Description:** Multi-purposes, improvements.
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<th>MPO</th>
<th>REGION</th>
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- **Brunswick/Fear Of Fisher Construction**
  - **Width**:
  - Mooring River
  - **Fiscal Prioritization**:
  - **Funded** $500,000
  - **Reprioritized** $500,000
- **HANOVER/Wilmington**
  - **Other Funds**:
  - **Funded** $500,000
  - **Reprioritized** $500,000
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  - **Preliminary** $10,811,000
- **5704 Statewide**
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- **5705 Statewide**
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- **5790 Region**
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  - **Funded** $4,040,000

August 4, 2022

**DRAFT 2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM: PROJECTS ELIGIBLE FOR SWAPS**
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<th>PROJECT</th>
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<th>PRIORITIZATION</th>
<th>STATUS</th>
<th>FUNDING</th>
<th>SOURCE</th>
<th>(SEE FUNDING SOURCES TAB FOR MORE INFO)</th>
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<td>NEW HANOVER US 74 (MARTIN LUTHER KING, JR. PARKWAY) US 117/NC 132 (COLLEGE ROAD) IN WILMINGTON. CONVERT AT‐GRADE INTERSECTION TO INTERCHANGE. HIGHWAY 3 WILMINGTON URBAN AREA MPO U‐5792 DIVISION 3 SCHEDULED FOR DELIVERY T 2024 $4,753,000 2024 $2,696,000 2026 $40,305,000</td>
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**Notes:**
- Estimated completion dates are subject to change.
- Specific project details and funding sources are to be determined.
- All projects are contingent on approval by the appropriate governmental bodies.
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<th>Category</th>
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WALK WILMINGTON COMPREHENSIVE PEDESTRIAN PLAN UPDATE
Project Description/Scope: The City of Wilmington, in recognizing the desire of its citizens for a more walkable, livable community, applied for and received an NCDOT Planning Grant in 2021 to update the 2009 Walk Wilmington Comprehensive Pedestrian Plan. A Steering Committee, comprised of local stakeholders, citizens, and city staff, has been assembled to work with the consultant, Alta, to guide the development of the plan’s update. The Steering Committee held its first meeting on Monday, March 28th. During the meeting, Steering Committee members discussed their visions for the future of walking in the City; reviewed the successes of the current plan and opportunities to build upon; and began identification of where improvements will be most critical in the future. Alta completed a draft existing conditions analysis and an infrastructure safety analysis. The infrastructure safety analysis was presented to and discussed by the Steering Committee during its May 26th meeting, as well as a strategy for public engagement. A comprehensive public engagement period that includes both a survey and input map application began June 15 and will continue until mid-August. Ongoing during the outreach process are several in-person survey opportunities targeted to gather input from traditionally underserved communities.

Project Status and Next Steps:
- To date, just over 1,000 survey responses received.
- Development of project and policy recommendations is ongoing by Alta.
- Review by Steering Committee planned for September 2022.
- Draft plan anticipated for release in fall 2022.
- Final plan presentation to City Council in December 2022.

NAVASSA COLLECTOR STREET PLAN
Project Description/Scope: In October, the Town of Navassa, the WMPO, and AECOM kicked off the development of the Navassa Collector Street Plan. Development of the plan, which will replace the 2004 Town of Navassa Collector Street Plan, is scheduled to last approximately eight months. The plan is funded as a special study in the WMPO’s adopted FY 22 UPWP. The new collector street plan will serve as a tool for the Town to guide both public and private investments in shaping the transportation network as the Town continues to grow. The plan will provide a comprehensive network of streets to safely and efficiently access major roads and thoroughfares, outline collector street design recommendations, and identify opportunities for multimodal connectivity, preparing the Town to serve future developments while preserving its existing neighborhoods. The proposed collector street network will complement the Town’s future park and trail network as well as the Comprehensive Bicycle and Pedestrian Plan currently in development. Plan development was guided by a Steering Committee and incorporated public input received via a public survey and both in-person and virtual public meetings.

Project Status and Next Steps:
- Final draft plan was presented to the Navassa Planning Board and Town Council on July 12, 2022
- Navassa Town Council to consider the final plan for adoption in August 2022
- Final plan presentation to WMPO Board in August 2022

SITE DEVELOPMENT REVIEW
Project Description/Scope: The Wilmington Urban Area MPO assists with site development and Transportation Impact Analysis review for the MPO’s member jurisdictions. During the last month,
staff has reviewed the following development proposals:

- New Hanover County Formal Plan Reviews: 6 reviews
- New Hanover County Informal Plan Reviews: 1 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 1 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Formal Plan Reviews: 0 review
- Town of Navassa Informal Reviews: 0 review
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Town of Carolina Beach Concept Reviews: 1 review
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- Pender County Formal Reviews: 3 reviews
- Pender County Informal Reviews: 1 review
- Pender County Concept Reviews: 0 reviews
- TIA Reviews: 33 total active (30 under review; 3 approved; 0 new): New Hanover County 9 (0 new, 6 under review, 3 approved), City of Wilmington 10, (0 new, 10 under review), Carolina Beach 0, Town of Belville 0, Town of Leland 5, (0 new, 5 under review, 0 approved), Town of Navassa 1, (1 under review), Pender County 5 (0 new, 5 under review, 0 approved) and Brunswick County 3, (0 new, 3 under review)
- City of Wilmington Formal Reviews: 38 reviews (4 new, 34 on-going)
- City of Wilmington Informal Reviews: 14 reviews (2 new, 12 on-going)
- City of Wilmington Concept Reviews: 0 reviews
- City of Wilmington Full Releases: 4

**STBGP-DA/TASA-DA/CRRSA**
**FY2013 to Present**

**U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE**

**Project Descriptions/Scope:** The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

**Project Status and Next Steps:**
- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid – December 2022
- Begin Construction – May 2023
- Construction Complete- January 2024

**U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II**

**Project Descriptions/Scope:** This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue.
Project Status and Next Steps:
- Began Construction – July 2021
- Project was substantially completed in January 2022.
- Project closeout is underway.
- Complete Project Closeout – Summer 2022

U-5534G – CITY OF WILMINGTON - HOOKER ROAD MULTI-USE PATH
Project Descriptions/Scope: The project consist of the construction of a 8' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:
- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid – December 2022
- Begin Construction – May 2023
- Construction Complete- January 2024

U-5534H – CITY OF WILMINGTON - HINTON AVE MULTI-USE PATH
Project Descriptions/Scope: This project consists of the construction of an 8' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:
- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid – December 2022
- Begin Construction – May 2023
- Construction Complete- January 2024

U-5534I – TOWN OF LELAND - VILLAGE ROAD MULTI-USE PATH EXTENSION
Project Descriptions/Scope: The construction of a 8 foot wide concrete path from the connection at the Brunswick Center in Leland across the front of the library property, down Village Road, ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Project Status and Next Steps:
- Construction commenced February 8, 2021
- On hold pending negotiation of pay items and scheduling with the Contractor
- Town of Leland is working with the Contractor’s Surety
- Final completion date to be determined

U-5534J – TOWN OF LELAND - OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP
Project Descriptions/Scope: The construction of sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town Hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:
- Construction commenced February 8, 2021
- Project on hold pending resolution of contracting issues with the consultant
On hold pending negotiation of pay items and scheduling with the Contractor
Town of Leland is working with the Contractor’s Surety
Final completion date to be determined

U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK
Project Descriptions/Scope: The construction of 5-foot-wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:
• Construction commenced February 8, 2021
• On hold pending negotiation of pay items and scheduling with the Contractor
• Town of Leland is working with the Contractor’s Surety
• Final completion date to be determined

U-5534Q – CITY OF WILMINGTON- S. COLLEGE/HOLLY TREE CROSSWALKS
Project Description/Scope: The project will install sidewalk, ADA ramps, curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Project Status and Next Steps:
• Final Approval on PS&E from NCDOT February 28, 2022
• Bid advertised on March 3, 2022 with May 3, 2022 opening date, pre-bid meeting held on March 5, 2022
• One bid submitted on May 3, 2022.
• Re-Bid opening on May 10, 2022 only received one bid. Staff did not recommend award due to budget constraints.
• Submitted a Resolution to Council to Reject Bids approved by City Council on June 21st
• Re-advertise with EB-6028 and possible another City project in August or September 2022

U-5534U – TOWN OF NAVASSA- NAVASSA PARK MULTI-USE PATH
Project Description/Scope: This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park.

Project Status and Next Steps:
• Right Angle provided the 90% plans
• 90% plans and contract documents have been submitted to NCDOT
• CE Document has been approved
• Right-of-way authorization approved
• The consultant is proceeding with the right-of-way acquisition.
• Proposed property valuations have been submitted and have been approved by NCDOT.
• Letters to property owners have been mailed to initiate the acquisition process.
• Construction fund authorization request will occur next federal fiscal year

EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH
Project Description: The project consists of the construction of a multi-use path of eight feet (8’) wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.
Project Status and Next Steps:
- The Town entered into a contract with Withers & Ravenel
- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI RFLOI due August 5, 2022
- Additional funding request to WMPO in August 2022
- CON authorization September 2022
- CON let date November 2022

U-6233 CAROLINA BEACH HAMLET AVENUE/ US 421 TRAFFIC SIGNAL
Project Description/Scope: installation of traffic signal with pedestrian infrastructure at the intersection of Hamlet Avenue and US 421 in the Town of Carolina Beach

- The signal plans have been finalized.
- The construction WBS is set to go before the Board of Transportation in August 2022.
- Tentative construction start in mid-year 2023

U-6234 MULTI-MODAL PHASE 1 B
Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for MPO offices.

Project Status and Next Steps:
- Paragon Building Corp awarded bid and signed the contract
- Project design team working thru submittals and proposed construction schedule

U-6235 – CITY OF WILMINGTON/NEW HANOVER COUNTY – SIGNAL PRE-EMPTION PHASE 2
Project Description/Scope: The project will install traffic pre-emption equipment at 50 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

Project Status and Next Steps:
- Design contract approved May 5, 2021 by City Council and execution is complete.
- Design kick-off meeting held July 23, 2021, with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- Design started in October 2021 is expected to last through February 2023.

U-6039 – CAROLINA BEACH – ST. JOSEPH BIKE LANES
Project Description/Scope: Construct Bike Lanes along St. Joseph Avenue and Lewis Drive from Lake Park Boulevard to Access Drive in Carolina Beach

Project Status and Next Steps:
- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with Kimley-Horn & Associates (KHA) on August 31, 2021
- Public meeting held on March 24, 2022, to present three (3) design alternatives for bike path on St. Joseph
- KHA presented to Town’s Bike & Pedestrian Committee summary of comments on April 18, 2022
- KHA scheduled to present at Town Council regularly scheduled meeting on May 10, 2022
- Town Council approved Option 3 on May 10, 2022, as presented by KHA
• On May 25, 2022 project managers submit RFLOI to NCDOT requalified engineering firms with a response deadline of June 8, 2022
• Responses to RFLOI under review by WMPO/Town of Carolina Beach
• On July 12, 2022 the Town of Carolina Beach selected KHA as the design firm

TASA-DA/CRRSAA/STIP

BL-0045 – DOWNTOWN GREENWAY PH. 1 DESIGN
Project Description/Scope: design and engineering for an approximately 2.2 mile long, 10’ to 12’ in width portion of the trail beginning at 3rd street in the Downtown within the NCDOT owned rail corridor to McRae St (defined in the Wilmington Rail Trail Master Plan); abutting the Dorothy B. Johnson Elementary School western parcel line; traversing east along CSX right-of-way to Archie Blue Park; and continuing north through Archie Blue Park, parallel to the creek and terminating at the Love Grove Bridge multi-use path facility.

Project Status and Next Steps:
• Agreement executed by NCDOT on April 20, 2022
• City has selected an on-call engineering consultant (WSP) to perform design and engineering. A scope and fee have been agreed upon and submitted to NCDOT for review.
• Anticipated award of contract and notice to proceed by end of September 2022.

BL – 0059 TOWN OF KURE BEACH - FORT FISHER BOULEVARD/K AVENUE AND NORTH 3RD STREET PEDESTRIAN SAFETY IMPROVEMENTS
Project Description/Scope: This project entails intersection improvements at Ft. Fisher Boulevard and K Avenue to include high visibility crosswalks, ADA ramps, and pedestrian signals; and filling gaps in the sidewalk network on Ft. Fisher Boulevard and N. 3rd Street that will create a pedestrian network connected to the Ft. Fisher Boulevard and K Avenue intersection.

Project Status and Next Steps:
• Agreement finalized and adopted August 2022
• Request for PE Authorization in September 2022
• Request for Letters of Interest to be sent in September 2022
• PE firm selection anticipated November 2022

EB-5600 – S. 17TH STREET MULTI-USE PATH
Project Description/Scope: This project consists of the construction of a 10’ multiuse path along South 17th Street from Harbour Drive to Shipyard Boulevard and the installation of crosswalks and pedestrian signal heads at the intersection of South 17th Street and Shipyard Boulevard.

Project Status and Next Steps:
• Agreement executed with NCDOT on May 24, 2022
• Scoping discussion held with RS&H on June 24, 2022
• Draft Scope and Fee submitted on July 21, 2022, currently under review

EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH
Project Description: The project consists of the construction of a multi-use path of eight feet (8’) wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

Project Status and Next Steps:
• The Town entered into a contract with Withers & Ravenel
• 100% plans approved by NCDOT
• Contract proposal (with cost estimate) approved April 11, 2022
• CEI RFLOI due August 5, 2022
• Additional funding request to WMPO in August 2022
• CON authorization September 2022
• CON let date November 2022

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY
Project Description: Design only of the Middle Sound Greenway connection to Publix

Project Status and Next Steps:
• Comments received from CFPUA indicate conflicts with utilities that will require design adjustments
• Right of way acquisition continuing (2 remaining, dependent on water/sewer changes needed)
• NCDOT issued notice of Construction Authorization on April 12, 2022.
• Level A SUE completed and results currently under review

EB-6028 —CITY OF WILMINGTON- 21ST STREET/MARKET HAWK SIGNAL
Project Description: Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

Project Status and Next Steps:
• NCDOT has approved the 100% project plans
• Preparation of bid documents is underway

EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH
Project Description: Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

Project Status and Next Steps:
• The Town is evaluating the scope for the project.
• Design modifications requested to include five-foot sidewalk and on street pavement markings in lieu of multi-use path

HL – 0040 NC PORTS WILMINGTON – NEW NORTH GATE FEASIBILITY STUDY
Project Description/Scope: This project is a feasibility study, early design and NEPA work to determine the high-level alternatives and costs associated with a new North Gate on NC Port of Wilmington property to allow for efficient freight access to and from the General Terminal.

Project Status and Next Steps:
• Advertisement for on-call consultants, August 14, 2020
• Selection and signed contract with HDR on October 29, 2020

TL – 0017 WAVE TRANSIT AUTOMATIC PASSENGER COUNTERS
Project Description/Scope: Automatic Passenger Counter (APC) technology collects stop level boardings and alightings data for fixed route public transportation. The APC project includes the purchase of hardware, software, and support. Installations include 17 buses, two (2) trolley buses and 15 Light Transit Vehicles (LTVs). The APC system does not require any scheduled preventive maintenance.

Project Status and Next Steps:
• The project was awarded April 2021.
• Installations were complete in March 2022.
• Project is closed.

**TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES**

**Project Description/Scope:** Cape Fear Public Transportation Authority (WAVE transit) currently has a total of 440 bus stops, 24 benches and 27 shelters. Shelters only represent 6% of our passenger amenities, while other NC agencies average 14%. To meet the peer average for statewide systems, CFPTA needs to install an additional twenty-six (26) benches and twenty (20) shelters. This project will support the installation of a total of nine (9) bus stop benches and ten (10) bus stop shelters along eight (8) transit routes located within the City of Wilmington. The project includes engineering and design, construction of concrete pads, ADA ramps, ADA access, and purchase and installation of durable bench and/or shelter, waste receptacle, and solar lighting, where applicable.

**Project Status and Next Steps:**
• The project was awarded funds in November 2021
• This project pending flex funding approval and notification.

**TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

**Project Description/Scope:** The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT). The WMPO Board approved Cape Fear Change in Motion 2020, the short-range TDM Plan which will guide Go Coast initiatives from 2021 to 2025. This plan identifies seven short-range strategies to increase mobility options and reduce traffic in the WMPO region. These strategies are: Alternative Work Schedules, Bike Share Program, Carpool and Vanpool, Consulting for Telecommuting Opportunities, Fostering a Bicycle and Pedestrian Friendly Culture, Improved TDM-Focused Collaboration, and Personalized Commuter Plans.

**Go Coast current initiatives and project status:**

1. **Bike Share**
The WMPO Board approved the release of a new Request for Proposal (RFP) to bring a bike share program to the Wilmington area. The RFP closed on April 11, 2022, and a bike share selection committee was assembled to review and score proposals. The committee voted to reject all proposals and re-advertise the RFP to solicit more options. After internal discussion, WMPO staff elected to pause the process while staff holds discussions with member jurisdictions to determine the best route forward.

2. **New Hanover County’s ¼ Cent Sales Tax for Transit**
Go Coast is utilizing its social media presence to assist in educating the public about New Hanover County’s ¼ cent sales tax for transit referendum that will be on the ballot for all county residents to decide on in November 2022.

3. **Brunswick Heritage Riverside Ride**
Go Coast has been working with local staff in Navassa, Leland, Belville, and Brunswick County to begin preparation for the second annual Brunswick Heritage Riverside Ride. The ride will take place on September 24, 2022.

5. **TDM Coordinator Position**
WMPO staff is currently advertising for an associate planner to assume the roles and responsibilities of the TDM program’s coordination. The position will remain open until a qualified candidate is hired.
6. Go Coast Meeting
The next Go Coast meeting will take place on August 18, 2022, at 3 PM.
SYSTEM NETWORK ENHANCEMENTS
Wave Transit Board of Directors passed the Authority’s final plan for the new System Network Redesign on May 26, 2022. The modifications increase service hours by 30%, expanding the existing network, as well as heavily investing in more frequent service. The approved service enhancements were implemented on Sunday, July 3, 2022.

RIDEMICRO MICROTRANSIT SERVICE
Wilmington’s Regional microtransit pilot, branded RideMICRO, launched on October 11, 2021. Four zones are currently active, including Zone 1-Northern Brunswick/Downtown Wilmington, Zone 2-Pender/Northeastern New Hanover County, Zone 3-South New Hanover County/Pleasure Island, and Zone 4-North New Hanover County. There are 3,400 virtual stops across the entire network. The regional pilot is funded at 100% by NCDOT for the two years.

Routes 207 North and 301 Pleasure Island were sunset June 30th. Zones 3 and 4, covering areas of north and south New Hanover County, are permanent replacements to these routes.

FY22 Ridership:
Q1 – 276
Q2 – 413
Q3 – 422
Q4 – 888

Total trips completed for July are currently over 1,100 for the month. Zone 4 – New Hanover County North accounts of over 43% of RideMICRO ridership for FY23.

CAPITAL PROJECTS
Installation of the Automatic Passenger Counters (APCs) was completed in spring 2022. This data shows bus stop level information, including boardings and alightings by location. A Passenger Amenities Improvement Plan is currently under development to prioritize passenger amenity improvements and additions at our highest use stops. There are currently two projects underway to improve passenger amenities. Installations will include 16 shelters and 9 benches over the next 12 months.

TRANSIT SALES TAX
On May 2, 2022, the New Hanover Board of Commissioners approved a resolution to place a referendum for a quarter-cent sales tax on the November 8th ballot. If passed, the sales tax would be used to provide revenue for three public transportation programs, including Wave Transit. Revenues dedicated to Wave Transit would be used to provide expanded service hours, increased frequencies, new technology and vehicles, improvements to passenger amenities, and to develop programs to support the region.
OTHER PROJECTS
CFPTA submitted an application as part of a combined USDOT Rural Surface Transportation Grant submission for the *Mobility for Everyone, Everywhere in NC* (MEE NC) project. The total grant request was $25m and included eleven systems across North Carolina. If awarded, the funds would be used to further expand microtransit in the Wilmington metropolitan area.

CFPTA applied for funding for the replacement of three heavy duty transit buses as part of the North Carolina Volkswagen Phase 2 settlement. Projects are currently under review for selection.
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<th>Date</th>
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<th>Contact</th>
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<th>County</th>
<th>Description</th>
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<tbody>
<tr>
<td>8/4/22</td>
<td>David Leonard</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>Rail Rehabilitation, Curve Realignment and Upgrade Rail Bridges</td>
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<tr>
<td>9/15/22</td>
<td>Trace Howell</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>Install Rumble Strips on US 17 Between New Hanover/Pender County Line and Mile Post 19.30 in Pender &amp; Onslow</td>
</tr>
<tr>
<td>10/20/22</td>
<td>Eric Murray</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>Widen NC 133 from US 17/74/76 to Old River Road</td>
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<tr>
<td>11/3/22</td>
<td>Derek Pielech</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>Upgrade Pedestrian &amp; Traffic Signals and Revise Median Islands at US 74 (Eastwood Road) at US 17</td>
</tr>
<tr>
<td>2/15/23</td>
<td>Lydia</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>1-40 Pavement rehab from Milemarker 420 to NC 210</td>
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<tr>
<td>6/20/23</td>
<td>Rail Division</td>
<td>Rail</td>
<td>Rail</td>
<td>New Hanover</td>
<td>CSX SE Line Improvements to Hwy Grade Xings, Close &amp; Impove Various Exisit. At-Grade Crossings</td>
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<td>6/30/23</td>
<td>Rail Division</td>
<td>Rail</td>
<td>Rail</td>
<td>New Hanover</td>
<td>CSX SE Line Installation of Railroad Grade Crossing Signals and Gates at Various At-Grade Crossings</td>
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<tr>
<td>9/19/23</td>
<td>Lydia</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>I-140 - US 17 to North of US 74 pavement rehab</td>
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<td>3/21/24</td>
<td>Derek Pielech</td>
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<td>Rail</td>
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<td>Replace Bridge 208 over Sturgeon Creek on SR 1472 (Village Road) in Brunswick County</td>
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<td>9/16/25</td>
<td>Mike Bass</td>
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<td>Rail</td>
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<td>US 74 (Eastwood Road) at US 17 (Military Cutoff Rd)</td>
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<td>Rail</td>
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<td>Pender 14 on NC 133 over Turkey Creek</td>
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<tr>
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<td>Rail</td>
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<td>MLK at College</td>
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<td>6/15/27</td>
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<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>NC 133 at 23rd Street Roundabout</td>
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<td>DPOC</td>
<td>Rail</td>
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<td>2/15/28</td>
<td>Lydia</td>
<td>DPOC</td>
<td>Rail</td>
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<td>I-140 from US 421 to I-40 pavement and bridge rehab</td>
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<td>5/16/28</td>
<td>Trace Howell</td>
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<td>Rail</td>
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<td>US 74 at US 17/US 421 Flyover</td>
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<td>6/15/28</td>
<td>Brian Harding</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421</td>
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<td>Lydia</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>I-140 from US 421 to US74/76. Pavement Rehabilitation</td>
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<td>6/20/28</td>
<td>Krista Kimmel</td>
<td>DPOC</td>
<td>Rail</td>
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<td>Independence Boulevard Extension</td>
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<td>Krista Kimmel</td>
<td>DPOC</td>
<td>Rail</td>
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<td>New Route from 23rd St to 26th St</td>
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<td>7/18/28</td>
<td>Brian Harding</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421</td>
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<td>11/16/28</td>
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<td>Rail</td>
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<td>I-140 from US 421 to I-40. Pavement &amp; Bridge Rehabilitation</td>
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<td>Rail</td>
<td>New Hanover</td>
<td>US 74 at US 17/US 421 Flyover</td>
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<td>6/19/28</td>
<td>Trace Howell</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>Hampstead Median: US 17 from SR 1582 (Washington Acres Road) to Vista Lane</td>
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<td>6/20/28</td>
<td>Krista Kimmel</td>
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<td>Rail</td>
<td>New Hanover</td>
<td>US 17 Business - Market St Median Railroad to MLK</td>
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<td>6/20/28</td>
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<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>US 17 Business - Market St Median and Interchange</td>
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<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
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<td>Krista Kimmel</td>
<td>DPOC</td>
<td>Rail</td>
<td>New Hanover</td>
<td>US 17 Business - Market St Median and Interchange</td>
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**August WMPO Projects in Development**
<table>
<thead>
<tr>
<th>Contract Number</th>
<th>Resident TIP/WBS/Wo</th>
<th>Work Order County Description</th>
<th>Estimated Completion Date</th>
<th>Percent Complete</th>
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<tbody>
<tr>
<td>DC00309</td>
<td>Daniel Jones</td>
<td>New Hanover ILM Landscape Improvement</td>
<td>12/1/2022</td>
<td>89.07%</td>
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<tr>
<td>DC00300</td>
<td>Daniel Jones</td>
<td>Brunswick R-2633BA(L) Navassa Landscape Enhancement</td>
<td>12/15/2022</td>
<td>87.67%</td>
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<tr>
<td>C203980</td>
<td>Ben Hughes</td>
<td>New Hanover Military Cutoff Road Extension from Market St to the Wilmington Bypass with an interchange at the Bypass</td>
<td>7/6/2023</td>
<td>76.41%</td>
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<tr>
<td>C204316</td>
<td>Ben Hughes</td>
<td>New Hanover W-5601DH 3rd (US 17 Business) and Dock St Superstreet median on Market St (US 17 BUS) from Marsh Oak Dr Bridge #87 over Smith Creek</td>
<td>9/14/2022</td>
<td>61.85%</td>
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<tr>
<td>C204319</td>
<td>Ben Hughes</td>
<td>New Hanover U-4751 New Hanover Military Cutoff Road Extension from Market St to the Wilmington Bypass with an interchange at the Bypass</td>
<td>7/6/2023</td>
<td>76.41%</td>
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<tr>
<td>C204623</td>
<td>Ben Hughes</td>
<td>Brunswick B-5642 Replace Bridge 65 on NC 87 Over Hood Creek</td>
<td>3/14/2023</td>
<td>17.11%</td>
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<tr>
<td>C204747</td>
<td>Ben Hughes</td>
<td>New Hanover U-5710A Drysdale Drive Extension from Military Cutoff Road at Drydale to US 74</td>
<td>2/2/2025</td>
<td>0.00%</td>
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**AUGUST WMPO PROJECTS UNDER CONSTRUCTION**
<table>
<thead>
<tr>
<th>Contract Number</th>
<th>Contract Year</th>
<th>County</th>
<th>Routes</th>
<th>Estimated Completion Date</th>
<th>Percent Complete</th>
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<tbody>
<tr>
<td>DC00318</td>
<td>2021</td>
<td>Pender</td>
<td>Pender County Resurfacing and Various Secondary Routes</td>
<td>3/18/2023</td>
<td>94.57%</td>
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<tr>
<td>DC00304</td>
<td>2021</td>
<td>Brunswick</td>
<td>US 17, NC 904 &amp; Various Secondary Roads</td>
<td>6/30/2022</td>
<td>75.14%</td>
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<tr>
<td>DC00325</td>
<td>2022</td>
<td>Brunswick</td>
<td>Brunswick Resurfacing B (3/16/2022 Availability Date)</td>
<td>5/18/2023</td>
<td>66.80%</td>
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<tr>
<td>C204409</td>
<td>2021</td>
<td>Brunswick</td>
<td>1 Section of US-17, US-74/76, and NC-130; and 11 Sections of Secondary Roads</td>
<td>10/1/2022</td>
<td>66.24%</td>
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<tr>
<td>DC00294</td>
<td>2021</td>
<td>New Hanover</td>
<td>New Hanover County Resurfacing</td>
<td>9/30/2022</td>
<td>53.43%</td>
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<tr>
<td>DC00330</td>
<td>2022</td>
<td>Sampson</td>
<td>Sampson County Resurfacing and Preservation (7/06/2022 Availability Date)</td>
<td>6/14/2023</td>
<td>15.52%</td>
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<tr>
<td>DC00311</td>
<td>2022</td>
<td>New Hanover</td>
<td>Market Street, 3rd Street, Independence Blvd, and patching on 16th &amp; 17th Streets</td>
<td>9/29/2023</td>
<td>0.00%</td>
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<tr>
<td>DC00327</td>
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<td>New Hanover</td>
<td>New Hanover County Resurfacing (1/06/2022 Availability Date)</td>
<td>4/28/2023</td>
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<tr>
<td>DC00344</td>
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<td>Brunswick and New Hanover</td>
<td>Brunswick and New Hanover County Resurfacing and Various Secondary Routes</td>
<td>6/16/2023</td>
<td>0.00%</td>
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</tbody>
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Go!NC Portal for public information: HMIP (Highway Maintenance Improvement Program) GIS maps
https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=ceae1d0cf870473fb7d35294acb6b71c

AUGUST WMPO RESURFACING PROJECTS
August 2022

Nazia Sarder
Transportation Engineer
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27601

AUGUST TPD UPDATES WILMINGTON MPO

AUGUST 2022

**Brunswick County Model:** The Brunswick County Model was completed in February of last year.

**Brunswick County Comprehensive Transportation Plan (CTP):** The Brunswick County CTP went through Peer Review, Management Review and Steering Committee Review. The CTP was on pause for 8 months as the county updated their scope and has resumed as of this month. The CTP engineers will reach out to the steering committee in the coming weeks to resume CTP efforts. The engineers will start updating the data and working on the report to get ready for public involvement in the coming months.

**Wilmington Model:** The 2050 Travel Demand Model work started on 3/1/2022. The TDM is being developed for the next Wilmington MTP. Wilmington MPO has provided employment verification as well as most of the CO data that was requested from TPD. TPD is working on updating the TAZs, network and other information as part of the verification and data collection phase of the TDM.

**Helpful Links:**
Click on links below to learn more:
- NCDOT home page—ncdot.gov
- Real-Time Traffic—DriveNC.gov | North Carolina Traffic & Travel Information
- Report a pothole—NCDOT Contact Us Form
- NCDOT: State Transportation Improvement Program—ncdot.gov/sti
- Links to all traffic count data information—Traffic Survey Group (ncdot.gov)
- NCDOT Interactive Traffic Volume Map—Interactive Traffic Volume map (ncdot.gov)
- Traffic Safety Data & Engineering—NCDOT: Traffic Safety Data & Engineering
NCDOT Statewide Plans:
To learn more, click on the following links:
· NC Moves 2050 Plan (or go to ncdot.gov/ncmoves)
· NCDOT Strategic Transportation Corridors (or go to ncdot.gov and search: Strategic Transportation Corridors)
· NCDOT Comprehensive State Rail Plan (25-Year Vision) (or go to ncdot.gov and search: rail plan)
· NC Statewide Multimodal Freight Plan (2015-2040) (or go to ncdot.gov and search: public transportation plan)
· Great Trails State Plan (or go to ncdot.gov and search: Great Trails)
· Connecting North Carolinians to Opportunities (Public Transportation strategic Plan—2018) (or go to ncdot.gov and search: public transportation plan)
· NCDOT Resilience Strategy Report (2021) (or go to ncdot.gov and search: resilience strategy report)
· Statewide Pedestrian & Bicycle Plan (2013) (or go to ncdot.gov/bikeped/walkbikenc)