



6

The Roadmap to 2050

Table of Contents

1. Fiscally Constrained Roadway Projects
2. Non-Highway Priority Projects
3. Modal Policies

Fiscally Constrained Roadway Priority Projects

Federal law requires metropolitan transportation plans to be fiscally constrained, meaning that the projects listed within the plan can be reasonably funded with expected revenues over the lifetime of the plan. *Cape Fear Navigating Change 2050* fiscally constrained the roadway modal projects using a redline analysis, in which projects were prioritized and then placed into different funding bands from 2025-2050. The goal of this activity was to ensure that the plan prioritizes projects that are regionally significant, balancing this with the desire to fund as many projects as possible. It is important to note that the funding bands reflect anticipated traditional revenue sources only and do not include alternative funding such as discretionary grants or local contributions.

Funding Horizon

A project's placement within a specific funding band does not prevent it from being accelerated through other funding mechanisms or from being reprioritized within a reasonable timeframe if regional needs change. Additionally, the STIP, which is developed with a 10-year planning horizon, illustrates how funding decisions are often made well in advance. As a result, projects already programmed in the STIP tend to appear in earlier funding bands. This is because the STIP serves as the primary mechanism for funding and programming MTP projects for delivery. In contrast, projects that were fiscally constrained through this MTP generally fall into later-year funding bands, reflecting their position outside the current STIP cycle and the long-term nature of transportation planning and funding. Despite not yet being included in the STIP, these fiscally constrained projects remain vital to the region's transportation goals, with their later placement highlighting the time, coordination, and resources necessary to advance projects from planning through implementation.

Capital vs. Operations & Maintenance Projects and Funding

The fiscally constrained project list represents capital projects that involve significant investments to expand or improve the transportation network. In contrast, maintenance projects are designed to preserve the existing transportation system and keep it functioning properly. Maintenance projects typically do not require the same competitive prioritization process as capital projects, as they are essential ongoing activities to sustain the infrastructure. This distinction ensures that major improvements receive priority funding while maintenance needs continue to be addressed consistently.

The MTP's fiscally constrained project list on the following pages prioritizes capital investments, but that does not diminish the need for ongoing maintenance and preservation efforts. The area's low-lying coastal geography demands continuous attention to the replacement of aging structures, particularly bridges that serve as lifelines to surrounding communities. The Heide Trask Bridge and the Snow's Cut Bridge, which provide the only points of access to Wrightsville Beach and Pleasure Island, are two such examples. Both bridges are planned for replacement without added capacity and are more reflective of maintenance and preservation efforts, which are largely supported through separate maintenance specific funding programs outside of the capital prioritization process. Even so, their role in supporting multimodal travel and providing safe evacuation routes highlights the continued necessity of such investments. Maintenance projects may follow a different path to implementation, but they remain core to the functionality and reliability of the transportation system.



See Appendix D for fiscal constraint information, Appendix J for project descriptions, and Appendix N for non-fiscally constrained roadway projects.



Fiscally Constrained
Projects programmed in 2024-2033
STIP, 2026-2035 STIP



Fiscally Constrained
MTP Projects

Table 6.1 - Fiscally Constrained Roadway Project List

Project ID	Project Name	Project Type	From	To	Funding Band	Project Cost (2024 \$)
R-3300A	Hampstead Bypass (I of II)	New Road at New Location	US 17 Bypass south of Hampstead	NC 210	2024-2028	\$228,340,000
R-3300B	Hampstead Bypass (II of II)	New Road at New Location	NC 210	US 17 north of Hampstead	2024-2028	\$215,048,000
U-3338C	Kerr Avenue and Martin Luther King Jr. Parkway Interchange	New Interchange	N/A	N/A	2024-2028	\$26,800,000
U-4434	Independence Boulevard Extension	New Road at New Location	Randall Pkwy	US 74 (MLK Jr. Pkwy)	2024-2028	\$220,934,000
U-4902B	US17 BUS/Market Street Access Management Improvements (I of III)	Access Management Improvements	1. CSX Railroad 2. Jacksonville St	1. Cinema Dr 2. US 117/NC 132 (S. College Rd)	2024-2028	\$22,650,000
U-4902C	US17 BUS/Market Street Access Management Improvements (II of III)	Access Management Improvements	North of US 117/NC 132 (S. College Rd)	Station Rd	2024-2028	\$112,000,000
U-4902D	US17 BUS/Market Street Access Management Improvements (III of III)	Access Management Improvements	SR 1403 (Middle Sound Loop Rd)	SR 2290 (Mendenhall Dr)/ SR 2734 (Marsh Oaks Dr)	2024-2028	\$16,368,000
U-5710	US 74/Eastwood Road and Military Cutoff Road Interchange	New Interchange	N/A	N/A	2024-2028	\$63,732,000
U-5729 REG	US 421/Carolina Beach Road Upgrade	Access Management Improvements	SR 1140 (Burnett Blvd)	US 117 (Shipyard Blvd)	2024-2028	\$43,920,000
U-5729 SW	US 421/Carolina Beach Road Upgrade Intersection Improvement	Intersection Improvements	N/A	N/A	2024-2028	\$10,980,000
U-5731	US 74/NC 133/Isabel Holmes Bridge Flyovers	New Interchange	N/A	N/A	2024-2028	\$14,140,000
U-5734	US 421/Front Street Widening	Road Widening	Cape Fear Memorial Bridge	SR 1140 (Burnett Blvd)	2024-2028	\$31,600,000
U-5790	US 421/Carolina Beach Road Widening and Intersection Improvements	Road Widening, Intersection Improvements	NC 132 (S. College Rd)	SR 1187 (Sanders Rd)	2024-2028	\$32,991,000
U-5792	US 74/Martin Luther King Jr. Parkway and US 117/NC 132/ College Road Interchange	New Interchange	N/A	N/A	2024-2028	\$135,600,000
U-6128	US 17/76/Oleander Drive and Greenville Loop/Greenville Avenue Intersection Improvements	Intersection Improvements	N/A	N/A	2024-2028	\$7,900,000
U-6199*	Wilmington Citywide Signal System	Technology Improvements	N/A	N/A	2024-2028	\$16,411,000

Table 6.1 - Fiscally Constrained Roadway Project List

Project ID	Project Name	Project Type	From	To	Funding Band	Project Cost (2024 \$)
U-6201	Kerr Avenue Extension	New Road at New Location	SR 1411 (Wrightsville Ave)	US 17/76 (Oleander Dr)	2024-2028	\$9,098,000
U-6202	Gordon Road Widening	Road Widening	US 17 BUS (Market St)	I-40	2024-2028	\$54,628,000
U-5702A	US 117/NC 132/College Road Access Management Improvements (I of II)	Access Management Improvements	SR 1272 (New Centre Dr)	US 117 (Shipyard Blvd)	2029-2033	\$94,500,000
U-5704	US 17/76/Oleander Drive and US 117/NC 132/College Road Interchange	New Interchange	N/A	N/A	2029-2033	\$65,508,373
U-5732	US 17/NC 210 Reduced Conflict Intersections	Access Management and Intersection Improvements	SR 1582 (Washington Acres Rd)	Vista Ln	2029-2033	\$149,982,819
U-5702B	US 117/NC 132/College Road Access Management Improvements (II of II)	Access Management Improvements	US 117 (Shipyard Blvd)	US 421 (Carolina Beach Rd)	2034-2040	\$56,632,000
U-5863	NC 133/Castle Hayne Road Widening	Road Widening	I-140/US 17 Bypass	SR 1310 (Division Dr)	2034-2040	\$35,400,000
RW-5	N. 23 Street Widening	Road Widening	US 74 (MLK Jr. Pkwy)	NC 133 (Castle Hayne Rd)	2024-2028	\$7,400,000
RW-11	Village Road/Lanvale Road/Fletcher Road Intersection Improvements	Traffic Signal	N/A	N/A	2024-2028	\$2,020,000
RW-2**	Cape Fear Memorial Bridge Replacement (Toll Option)	Bridge Replacement, Road Widening	US 421	5th Ave	2034-2040	\$444,000,000
RW-41	Murrayville Road Modernization and Extension	Modernization, New Road at New Location	US 117/NC 132 (N. College Rd)	US 17 BUS (Market St)	2034-2040	\$141,700,000
RW-1	NC 133/River Road SE Widening	Road Widening	US 17/74/76	Rabon Wy SE	2034-2040	\$113,500,000
RW-39	I-140/Blue Clay Road Interchange	New Interchange	N/A	N/A	2034-2040	\$69,200,000
RW-10	US 17/NC 133 Connection	New Road at New Location	US 17	NC 133	2034-2040	\$41,500,000
RW-61	Dogwood Lane Extension	New Road at New Location	Pine Grove Rd	SR 1411 (Wrightsville Ave)	2034-2040	\$22,700,000
RW-71	Oleander Drive Access Management Improvements	Access Management Improvements	SR 1209 (Independence Blvd)	Greenville Loop Rd	2034-2040	\$145,500,000
RW-37	Future Hampstead Bypass/Sidbury Road Interchange	New Interchange	N/A	N/A	2034-2040	\$13,900,000
RW-57	US 17/NC 210 Intersection Improvements	Intersection Improvements	N/A	N/A	2034-2040	\$1,160,000

Table 6.1 - Fiscally Constrained Roadway Project List

Project ID	Project Name	Project Type	From	To	Funding Band	Project Cost (2024 \$)
RW-72	US 17 (Ocean Highway) Access Management	Access Management Improvements	SR 1732 (Carol-Lynn Rd NE)	SR 1701 (Zion Church Rd NE)	2041-2050	\$60,900,000
RW-8	Old Fayetteville Road Interchange at US 74/76	New Interchange	N/A	N/A	2041-2050	\$116,800,000
RW-9	US 17/Highway 87 Connection	New Road at New Location	US 17 (Ocean Hwy E)	NC 87 (Maco Rd NE)	2041-2050	\$56,830,000
RW-47	Sidbury Road Widening	Road Widening	I-40	Future 417/ Hampstead Bypass Interchange (RW-39)	2041-2050	\$33,400,000
RW-33	US 17 Reduced Conflict Intersections	Access Management Improvements, Intersection Improvements	SR 2734 (Marsh Oaks Dr)	SR 1582 (Washington Acres Rd)	2041-2050	\$74,800,000
RW-7	Basin Street Extension	New Road at New Location	SR 1437 (Old Fayetteville Rd)	SR 1472 (Village Rd NE)	2041-2050	\$5,980,000
RW-24	Sandy Lane Extension	New Road at New Location	Trestle Wy	Sandy Ln	2041-2050	\$3,520,000
RW-62	Greenville Loop Road Widening	Road Widening	Pine Grove Dr	US 17/76 (Oleander Dr)	2041-2050	\$146,600,000
RW-19	Ivester Court/Eastbrook Connector	New Road at New Location	Seaboard Industrial Park Dr	Sandy Ln Extension (RW-19)	2041-2050	\$12,980,000
RW-22	Park Avenue/Pine Valley Drive/Brooklyn Street N. Navassa Road Connector	New Road at New Location	Pine Valley Rd	SR 1435 (N. Navassa Rd)	2041-2050	\$4,140,000
RW-26	Victoria Lane Extension	New Road at New Location	Terminus of Victoria Ln	Sturgeon Dr NE	2041-2050	\$1,300,000
RW-65	Peel St Extension	New Road at New Location	Existing Terminus	Bragg Dr	2041-2050	\$3,438,195
RW-13	Village Road Streetscape	Streetscape Improvements	US 17/74/76 (Diverging Diamond)	Town Hall Dr	2041-2050	\$7,880,000
RW-46	Piner Road Widening and Intersection Realignment	Road Widening, Intersection Improvements	NC 132 (S. College Rd)	SR 1492 (Myrtle Grove Rd)	2041-2050	\$15,350,000
RW-64	Market Street Road Diet	Road Diet	3rd St	Colonial Dr	2041-2050	\$39,600,000
RW-66	River Road Widening	Road Widening	Pier Master Pt	Motts Creek	2041-2050	\$6,170,955
RW-73	US 74/NC 133 Merge Lane Widening	Interchange Improvement	US 421 SB	US 17/76 WB	2041-2050	\$30,800,000
RW-31	Upgrade US 74/76 to Interstate	Upgrade to Interstate Standards, Access Management Improvements	NC 87 (Maco Rd NE)	SR 1426 (Mt. Misery Rd)	2041-2050	\$68,300,000

Table 6.1 - Fiscally Constrained Roadway Project List

Project ID	Project Name	Project Type	From	To	Funding Band	Project Cost (2024 \$)
RW-48	US 17/US17 BUS/I-140 Interchange Improvements	Interchange Improvements	N/A	N/A	2041-2050	\$19,510,000
RW-58	17th Street Offset Lefts	Intersection Improvements	George Anderson Dr	St. Andrews Dr	2041-2050	\$577,500
RW-63	Independence Boulevard Widening	Road Widening	US 421 (Carolina Beach Rd)	River Rd	2041-2050	\$19,401,274
RW-45	Sidbury Road and Holly Shelter Road Connector	New Road at New Location	SR 1002 (Holly Shelter Rd)	SR 1336 (Sidbury Rd)	2041-2050	\$15,500,000
RW-20	Mt. Misery Road/Daniels Road Connector	New Road at New Location	SR 1426 (Mt. Misery Rd)	Daniels Rd	2041-2050	\$7,180,000
RW-23	Ridge Road Extension	New Road at New Location	SR 1426 (Mt. Misery Rd)	Ridge Rd	2041-2050	\$4,430,000
RW-14	Cedar Hill Road Widening	Road Widening	SR 1426 (Mt. Misery Rd)	I-140	2041-2050	\$35,590,000
RW-36	Blue Clay Road Modernization	Modernization	SR 1175 (Kerr Ave)	US 117/NC 132 (N. College Rd)	2041-2050	\$29,090,000
RW-12	Village Road/Lincoln Road Intersection Improvements	Roundabout	N/A	N/A	2041-2050	\$2,020,000
RW-43	Myrtle Grove Road/Piner Road/Masonboro Loop Road Roundabout	Roundabout	N/A	N/A	2041-2050	\$2,020,000
RW-52	NC 210 Bridge - Harrison Creek	Bridge Replacement	N/A	N/A	2041-2050	\$3,821,634
RW-40	Mohican Trail/Masonboro Loop Road Roundabout	Roundabout	N/A	N/A	2041-2050	\$2,020,000
RW-44	Navaho Trail/Masonboro Loop Road Roundabout	Roundabout	N/A	N/A	2041-2050	\$2,020,000
RW-53	NC 210 Bridge - Merricks Creek	Bridge Replacement	N/A	N/A	2041-2050	\$4,062,150
RW-54	NC 210 Widening	Road Widening	US 17	Future NC 417 (Hampstead Bypass)	2041-2050	\$22,950,000
RW-56	US 117/NC 210 Intersection Improvements	Intersection Improvements	N/A	N/A	2041-2050	\$1,116,000
RW-59	Barnards Creek Bridge Replacement	Bridge Replacement, Road Widening	N/A	N/A	2041-2050	\$4,347,648
RW-3	Cape Fear Boulevard/ Canal Drive Roundabout	Roundabout	N/A	N/A	2041-2050	\$2,020,000
RW-67 (U-4738)**	Cape Fear Crossing (Toll Option)	New Bridge at New Location	N/A	N/A	2050+	\$956,300,000

*Not shown on map for clarity (projects with multiple locations or no fixed location).

**Only forecasted toll revenues considered during fiscal constraint analysis.

Figure 6-1:

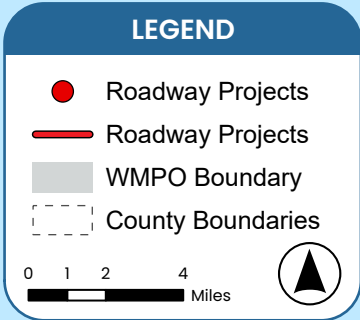


Figure 6-2:

Fiscally Constrained Roadway Projects
Central New Hanover County

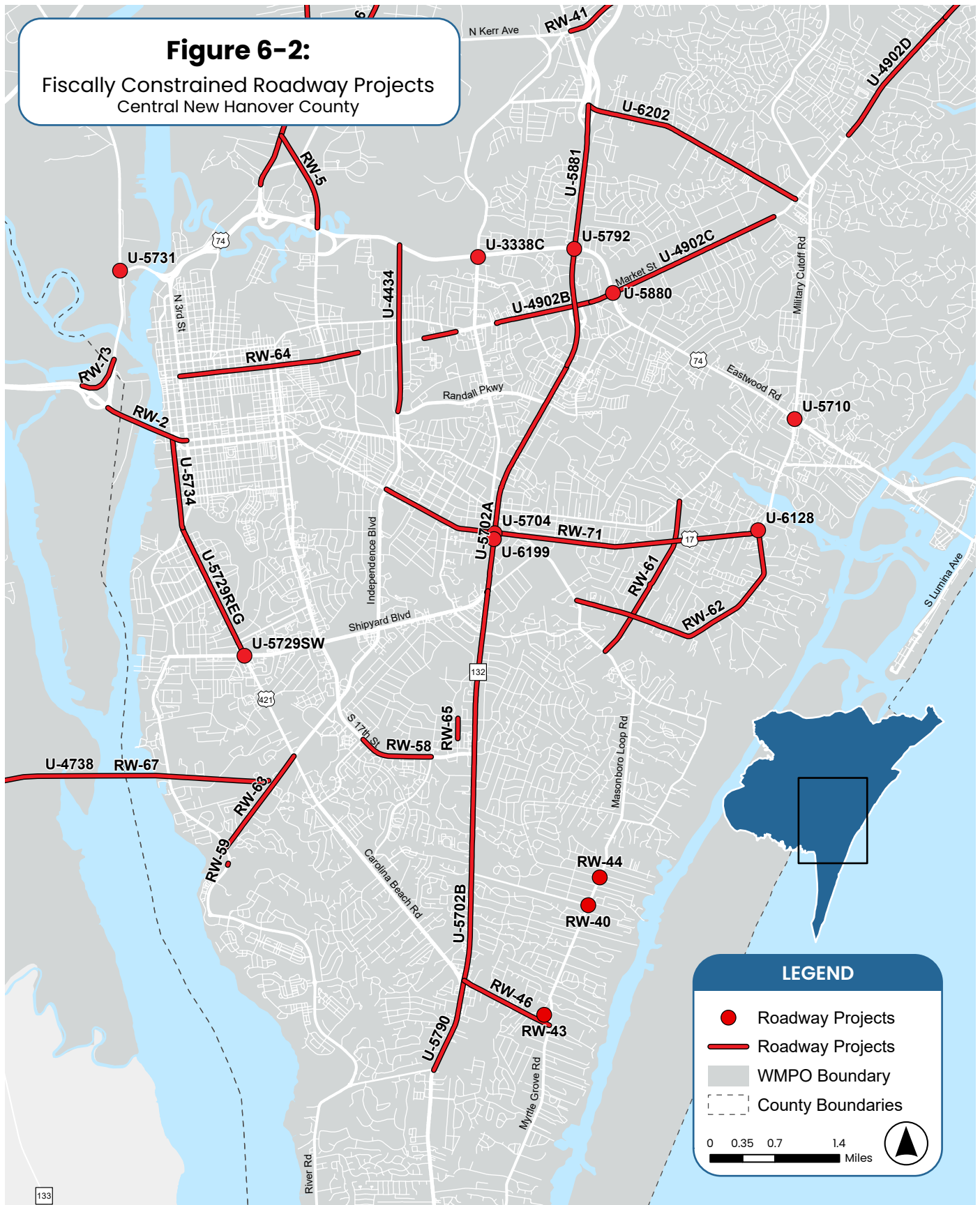
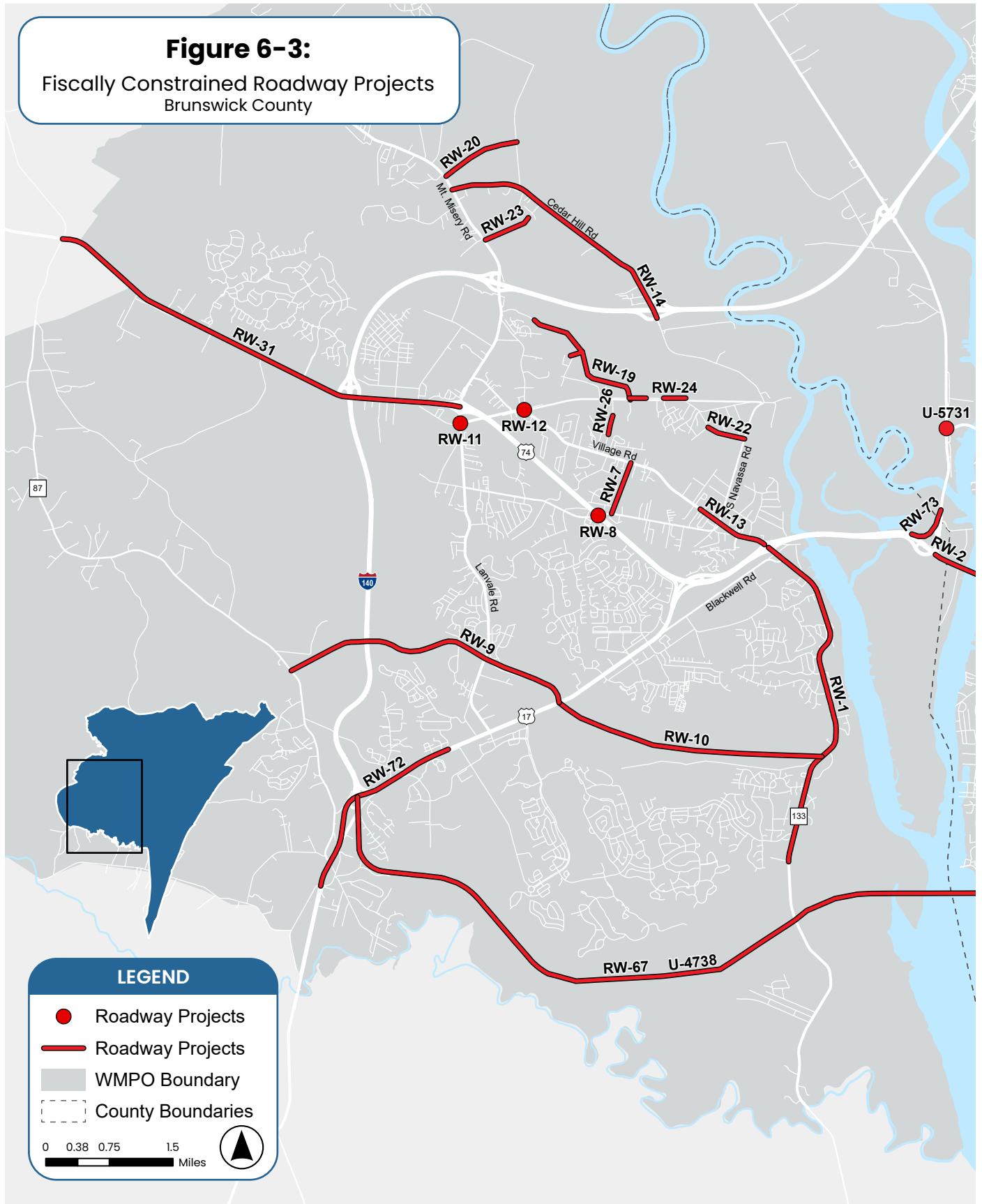


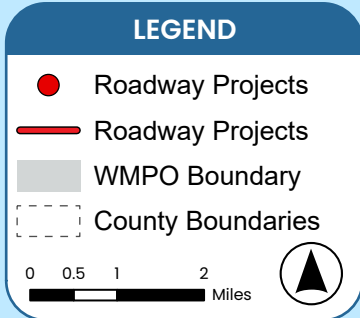


Figure 6-3:

Fiscally Constrained Roadway Projects
Brunswick County



Fiscally Constrained Roadway Projects



Non-Highway Priority Projects

Bicycle and Pedestrian

Table 6.2 - Top 30 Bicycle and Pedestrian Priority Projects

Project ID	Project Name	Project Type	From	To	Project Cost (2024 \$)
BP-102	Shipyards Blvd MUP Phase 3	10' Paved MUP	17th St	Carolina Beach Rd	\$2,738,000
BP-100	Shipyards Blvd MUP Phase 1	10' Paved MUP	S. College Rd	Independence Blvd	\$4,530,000
BP-88	Downtown Greenway Phase 1	10-12' Paved MUP	N. 3rd St	Archie Blue Park	\$5,525,000
BP-95	New Centre Dr Sidewalks	5' Sidewalks on both sides of road	Market St	S. College Rd	\$878,000
BP-104	Wilshire Blvd Sidewalks	5' Sidewalks on both sides of road	Wrightsville Ave	S. Kerr Ave	\$3,122,000
BP-92	Greater Downtown Bike/Ped Improvements (Castle St Primary)	5' Bike Lanes and Pedestrian Improvements	Colwell Ave	Front St	\$1,902,000
BP-90	Downtown Greenway Phase 3	10-12' Paved MUP	Market St	Forest Hills Elementary School	\$3,108,000
BP-103	Shipyards Blvd MUP Phase 4	10' Paved MUP	Carolina Beach Rd	River Rd	\$2,991,000
BP-94	Medical Center Dr Sidewalks	5' Sidewalks on both sides of road	Wisteria Dr	17th St	\$846,000
BP-86	23rd St Sidewalks	5' Sidewalk	Princess Place Dr	Scientific Park Dr	\$1,260,000
BP-101	Shipyards Blvd MUP Phase 2	10' Paved MUP	Independence Blvd	S. 17th St	\$2,270,000
BP-72	S. College Rd Phase 1 MUP	10' Paved MUP	S. 17th St	Monkey Junction	\$7,687,000
BP-83	US 17 MUP	8-10' Paved MUP	New Hanover County Line	Cornel Ln	\$34,654,000
BP-63	Masonboro Loop Rd MUP Phase 2	10' Paved MUP	Mohican Trl	Monkey Junction	\$7,076,000
BP-115	Waynick Blvd MUP	10' MUP	Sunset Ave	Causeway Dr	\$4,903,000
BP-19	Harper Ave MUP	8-10' MUP on southern ROW	Dow Rd	Lake Park Blvd	\$2,797,000
BP-74	Sidbury Rd MUP	10' Paved MUP	N. College Rd	Market St	\$24,084,000
BP-23	Spartanburg Ave Sidewalks	5' Sidewalk on one or both sides of road	Island Greenway	Lake Park Blvd	\$1,249,000
BP-53	Carolina Beach Rd Phase 2 MUP	10' Paved MUP	Sanders Rd	Halyburton Memorial Pkwy	\$4,314,000
BP-55	Carolina Beach Rd South Phase 4 MUP	10' Paved MUP	Myrtle Grove Rd	Snow's Cut Bridge	\$6,291,000

Table 6.2 - Top 30 Bicycle and Pedestrian Priority Projects

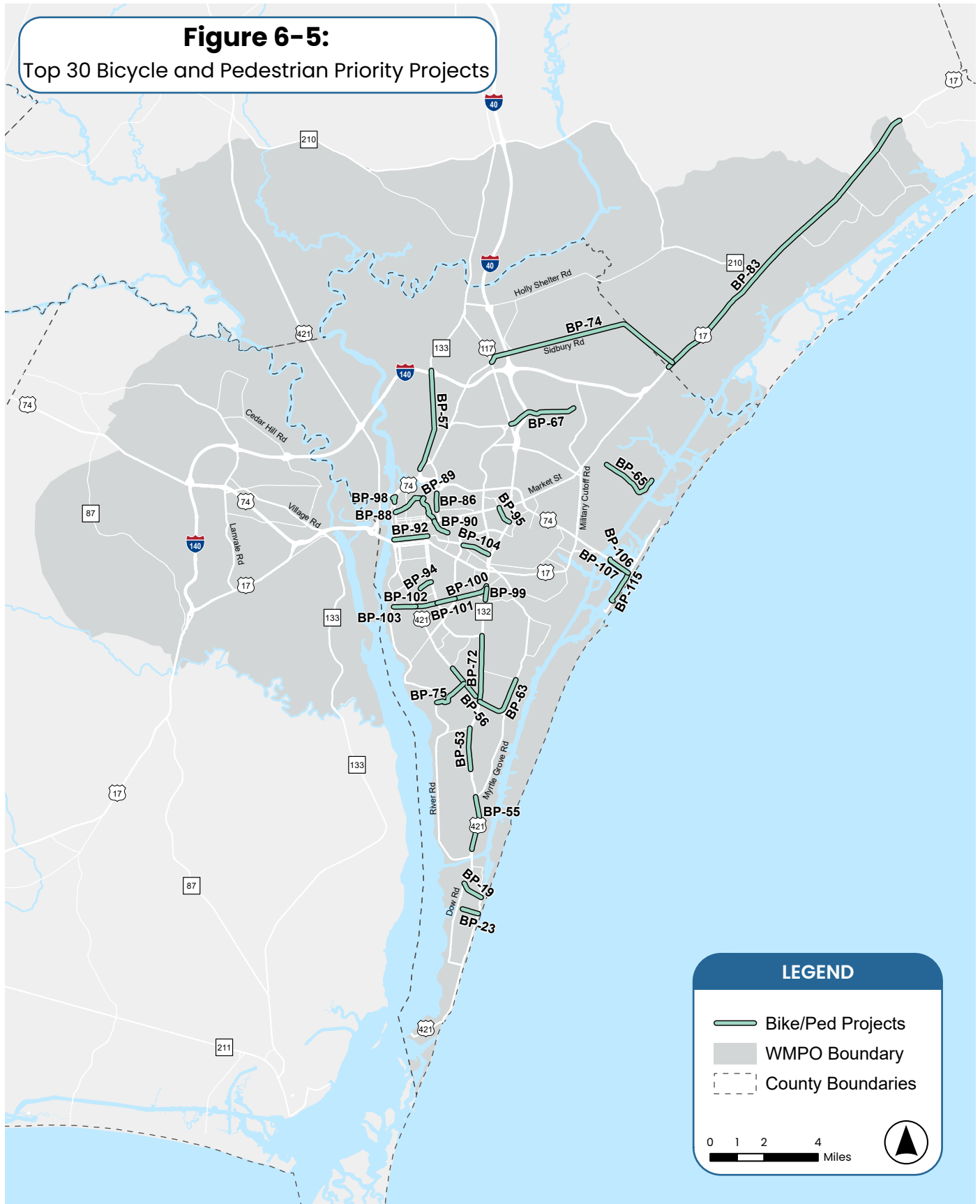
Project ID	Project Name	Project Type	From	To	Project Cost (2024 \$)
BP-65	Middle Sound Loop Rd MUP Phase 2	10' Paved MUP	Anchors Bend Way	Ogden Elementary	\$6,707,000
BP-98	Riverwalk Freedom Walk Connector	14' concrete walk with brick accents, 14' pile supported walkway, railing, lighting, electrical service and wiring, amenities, and gazebo	Sawmill Point apartments	1898 Park	N/A
BP-89	Downtown Greenway Phase 2	10-12' Paved MUP	Archie Blue Park	Market St	\$5,196,000
BP-106	Causeway Dr MUP	10' MUP	W. Salisbury St	Waynick Blvd	\$3,301,000
BP-107	Causeway Dr Sidewalk	5' Sidewalk	Seacrest Dr	Coral Dr	\$828,000
BP-56	Carolina Beach Road West MUP with Mateo Dr & Silver Lake Rd Signalized Crossings	10' Paved MUP & Signalized Pedestrian Crosswalks	COW/NHC City County Line	Antoinette Rd	\$4,691,000
BP-57	Castle Hayne Rd MUP	10' Paved MUP	I-140	Division Drive	\$11,648,000
BP-67	Murrayville Rd Trl MUP	10' Paved MUP	N. College Rd	Crooked Pine Rd	\$8,561,000
BP-75	Silver Lake Rd Connector	10' Paved MUP	Carolina Beach Rd	River Rd	\$4,542,000
BP-99	S. College Rd Sidewalk	5' Sidewalk	Holly Tree Rd	Long Leaf Hills Rd	\$955,000



See Appendix F for the complete bicycle and pedestrian priority project list.



Figure 6-5:
Top 30 Bicycle and Pedestrian Priority Projects



Ferry and Water Transportation

Table 6.3 - Top 10 Ferry and Water Transportation Priority Projects

Project ID	Project Name	Project Description	Project Cost (2024 \$)
FW-8	Downtown Wilmington to Navassa ferry route	Proposed ferry route	\$15,562,455
FW-14	Leland to Independence ferry route	Proposed ferry route	\$15,562,455
FW-9	Fort Fisher mooring facility	Construction of an additional mooring facility at Fort Fisher for the Southport - Fort Fisher Ferry. Additional mooring to include ramps, gantries, and stacking lanes.	\$25,900,875
FW-6	Central Marina/Independence terminal	Construct ferry terminal/mooring facility to accommodate pedestrian ferry. (Proposed Route: Downtown Wilmington - Carolina Beach)	\$4,000,000
FW-7	Downtown Wilmington ferry stop	Construct ticketing facilities and provide shore power to create a passenger ferry stop at the Downtown Wilmington Riverwalk. (Proposed Route: Downtown Wilmington - Carolina Beach)	\$4,000,000
FW-10	Fort Fisher mooring facility	Additional ramp and gantry system at Fort Fisher to expand capacity	\$25,900,875
FW-15*	Low-draft river class vessel	New vessel	\$25,768,160
FW-16	New river class vessel (3rd)	Acquisition of an additional vehicle ferry for the Southport - Fort Fisher route	\$25,768,160
FW-17	New river class vessel (4th)	Acquisition of an additional vehicle ferry for the Southport - Fort Fisher route	\$25,768,160
FW-18	Replacement vessel (support fleet)	Replacement of tugs and barges for the support fleet of the Southport - Fort Fisher Ferry	\$6,250,000

*Not shown on map for clarity (projects with multiple locations or no fixed location).

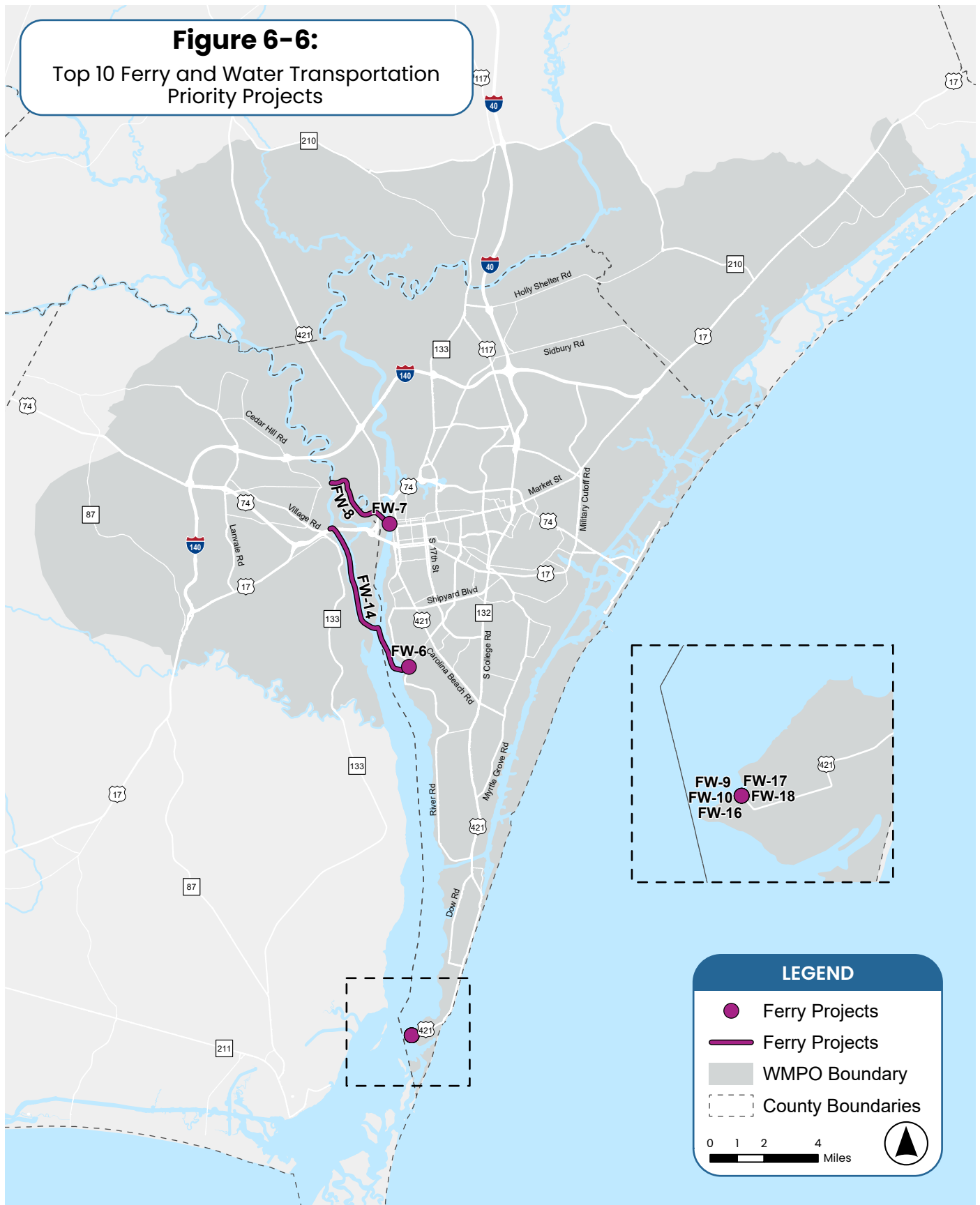


See Appendix G for the complete ferry and water transportation priority project list.



Figure 6-6:

Top 10 Ferry and Water Transportation
Priority Projects



Public Transportation

Table 6.4 - Top 10 Public Transportation Priority Projects

Project ID	Project Name	Project Description	Project Cost (2024 \$)
PT-109	US 17 & Sidbury Road	Park and Ride lot	\$15,000
PT-115*	Fare free services	All fixed route services	\$700,000
PT-136*	Replacement bus	Routine vehicle replacement	\$650,000
PT-138*	Replacement LTV	Routine vehicle replacement	\$136,000
PT-99	I-140 & US 17	Park and Ride lot	\$275,000
PT-97	Fairfield Park	Park and Ride lot	\$15,000
PT-104	Market Street & Middle Sound Loop Road	Park and Ride lot	\$15,000
PT-96	Carolina Beach Road at Snow's Cut Bridge	Park and Ride lot	\$15,000
PT-98	Galleria Mall	Park and Ride lot	\$15,000
PT-137*	Replacement LTV	Routine vehicle replacement	\$136,000

*Not shown on map for clarity (projects with multiple locations or no fixed location).

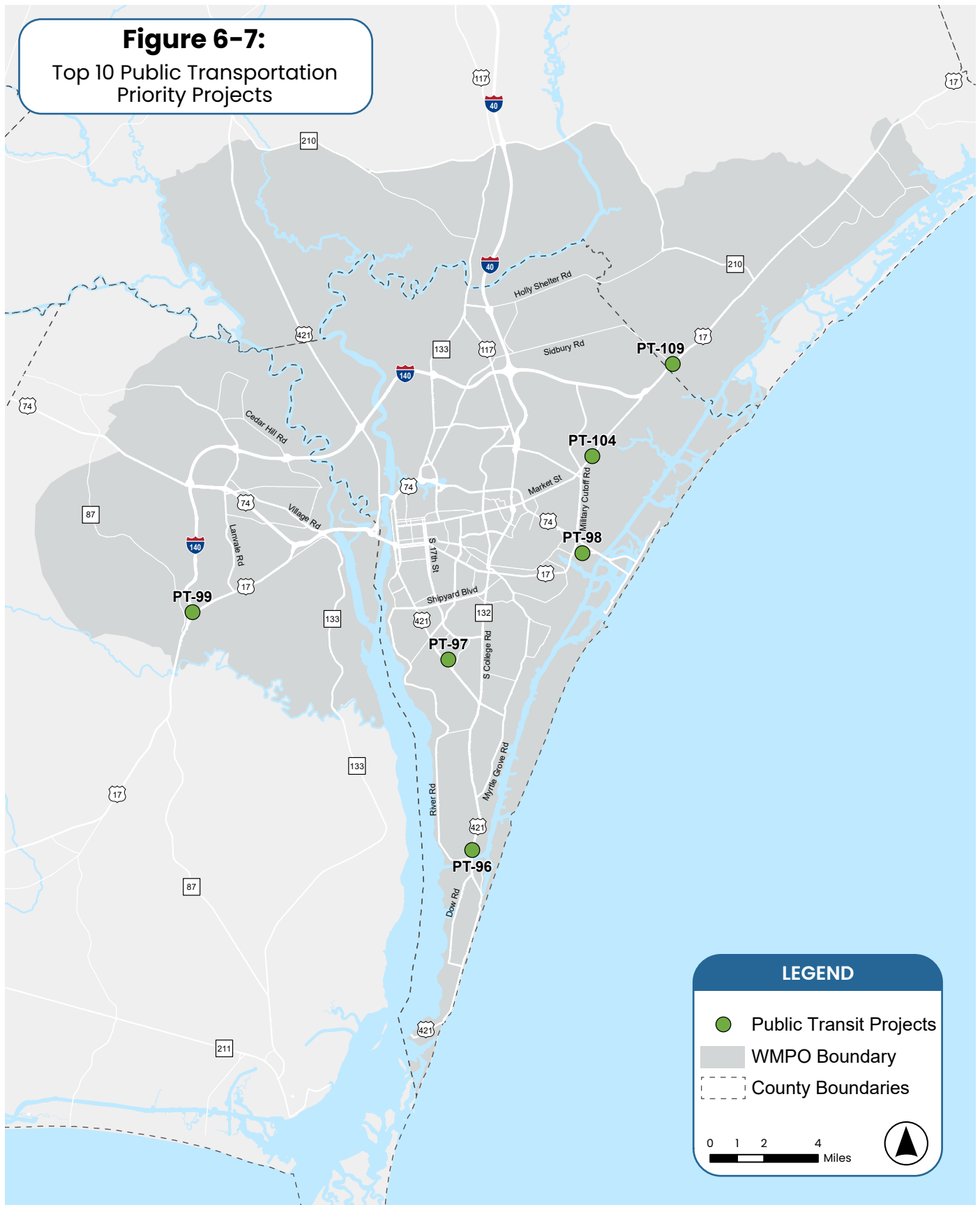


See Appendix I for the complete public transportation priority project list.



Figure 6-7:

Top 10 Public Transportation
Priority Projects



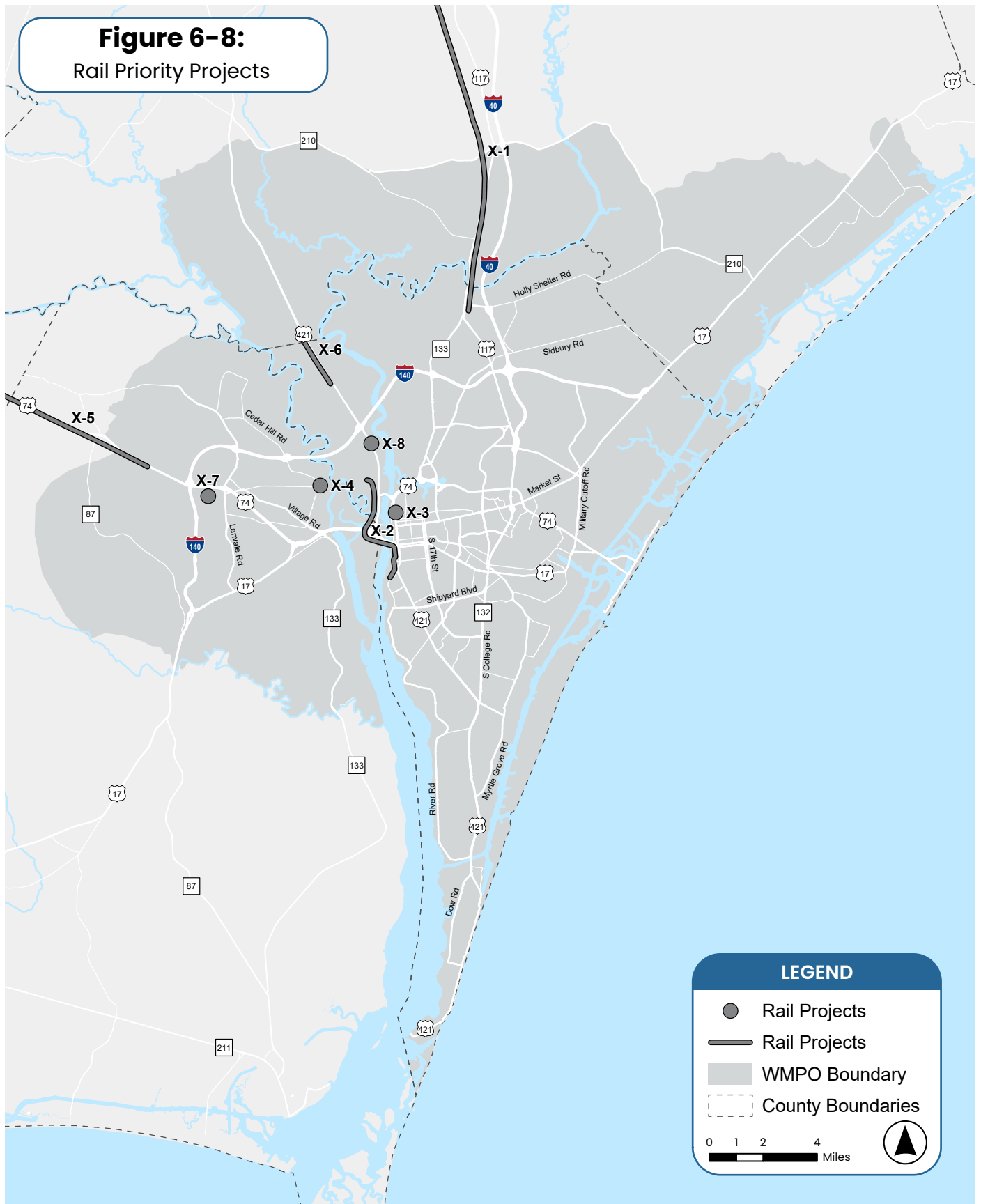
Rail

Table 6.5 - Rail Priority Projects

Project ID	Project Name	Project Description	Project Cost (2024 \$)
X-1	Re-establish passenger rail service from Wilmington to Raleigh (via Goldsboro)	Reestablish rail connection between Wilmington and Raleigh through the construction of new railroad facilities in the currently preserved rail corridor between Castle Hayne and Wallace.	\$34,536,000
X-2	Wilmington rail realignment	Replacement and improvement of the existing freight rail route between the Navassa Davis Yard and the Port of Wilmington to create a new, shorter route that would no longer run through Wilmington's busy and densely populated downtown core.	\$864,075,000
X-3	Construct passenger rail station to accommodate future passenger rail service from Wilmington to Raleigh	The construction of a rail station to accommodate future passenger rail service to Wilmington.	\$93,925,000
X-4	Davis Yard at-grade crossing (Cedar Hill Road)	Intersection of CSX railroad track and Cedar Hill Rd	\$1,700,000
X-5	New service from Malmo to Whiteville	Reestablish rail connection between Malmo and Whiteville through the construction of new railroad facilities	\$178,785,000
X-6	Rail extension to Pender Commerce Park	New track in new location	\$7,225,000
X-7	Rail interchange redesign near Northwest District Park	Realign track/direct turn	\$6,025,000
X-8	US421 railroad crossing safety improvements	Railroad gates	\$1,700,000



Figure 6-8:
Rail Priority Projects



Modal Policies

The modal policies were developed to guide progress toward achieving *Cape Fear Navigating Change 2050's* vision and goals. The policies serve as a critical link between the plan and federal planning factors, ensuring their integration in future project develop and design. The policies are intended to guide decision-making over the life of the plan, promoting comprehensive and multimodal transportation planning.



- Prioritize safety for operators and passengers by maintaining regulatory compliance and utilizing industry best practices for aircraft, systems, and facilities.
- Support the improvement of existing ILM facilities as well as the implementation of new safety and/or security features across all ILM aircraft and facilities.



- Improve access to and from ILM for all modes of transportation.
- Identify and assist ILM in expansion of services and direct routes that benefit the region's target industries and public users.
- Support ILM operations and infrastructure improvements identified in the ILM master plan.
- Ensure proposed projects are designed and implemented with attention to community needs.



- Support the incorporation of new and innovative transportation to and within ILM.
- Ensure efficient connections to and from the airport.
- Ensure project alignment with current and future land use and transportation plans.



- Improve resilience of airport facilities considering industry best practices including the use of technology or improved design.



- Identify and promote opportunities for rail reservice in current and future ILM plans.
- Identify, promote, and market innovative transportation-related opportunities for passengers and freight using ILM facilities.



AVIATION POLICIES

BICYCLE & PEDESTRIAN POLICIES



- Focus on improving bicycle and pedestrian safety at conflict points using best practices and emerging tools, including the use of visual cues and other traffic calming strategies.
- Prioritize safety improvements in the vicinity of schools, public transit, commercial corridors, tourist attractions, and other bicycle and pedestrian destinations.
- Prioritize bicycle and pedestrian safety improvements for high volume roadways that cross or align with bicycle and pedestrian networks.
- Support the accommodation of recreational and essential travel for users of all ages and abilities throughout the network.
 - Continue to support the recommendations of the WMPO BPAC and locally adopted bicycle and pedestrian plans and programs.
- Support the development and adoption of local plans that identify bicycle and pedestrian projects and amenities (such as bike racks or parking at trailheads) to create an integrated and multimodal transportation system for the region.
- Prioritize connections that fill gaps in the existing network that will allow for continuous bicycle and pedestrian pathways.
- Identify long-term costs, funding, and responsible parties for a facility/improvement maintenance prior to project implementation.
- Prioritize projects with low environmental impact.
- Seek out opportunities for acquisition of abandoned rights-of-way, land near natural waterways, utility rights-of-way, and other lands for development of new facilities that integrate with the planned system.
- Seek all possible funding sources to implement programs and projects. Work with federal, state, local, other agencies, as well as any available public or private funding sources to secure funding for the bicycle and pedestrian system.
- Utilize the WMPO TDM Committee (Go Coast Committee), when appropriate, to develop projects, programs, initiatives, and events that support active transportation choices.
- Maintain and promote campaigns such as WMPO's current Be A Looker or Watch for Me NC to teach safety practices for drivers, bicyclists, and pedestrians as well as provide information on bicycle and pedestrian facilities and resources.





- Prioritize safety for operators and passengers by maintaining regulatory compliance and utilizing industry best practices for ferry systems.
- Operate under the guidelines of the federal Maritime Transportation Security Act and follow Coast Guard-approved security plans.



- Accommodate users of all abilities on ferry vessels and facilities that serve ferry terminals.



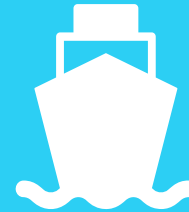
- Prioritize multimodal connections to and from ferry/water transportation terminals.



- Commit to thoughtful use of natural and built resources to support community goals and quality of life.
- Support the role of ferries in evacuations, in advance of hurricanes or other emergencies.
- Support efforts to identify ferry projects or routes that are resilient against natural hazards.
- Support design of improvements to existing facilities and new projects that include features which will improve the resilience of ferry systems and/or reduce long-term maintenance costs.



- Minimize ferry systems' impacts to land, air, and water resources as well as their inhabitants.
- Support efforts to identify new ferry projects or routes that serve commuter, tourism, and other commerce markets.



FERRY & WATER TRANSPORTATION POLICIES



PUBLIC TRANSPORTATION POLICIES

- Support capital investments in vehicle fleet, passenger stops, and other facilities to ensure safe design and aesthetics.
- Support and seek out new opportunities and innovative ways to engage with all communities in the planning process.
 - Support pricing that allows public transportation to be a competitive transportation option for customers while valuing taxpayer investments.
 - Prioritize public transportation opportunities that support and improve transit-dependent populations.
- Improve connectivity of multimodal infrastructure adjacent to public transportation routes including sidewalks, crosswalks, trails, and park and ride lots.
- Support continued and additional local investment in public transportation to meet the needs of current customers, while making strategic investments to broaden the ridership base and encourage usage.
 - Support practical energy solutions that minimize waste and improve service efficiency.
- Develop land use plans that incentivize the inclusion of public transportation elements within community development and placemaking efforts.
- Support direct, time-competitive public transportation services.





- Invest in circulation and safety improvements that mitigate the impact of freight on the community.
- Accommodate proven technology and facilitate adaptation relating to improving safety and security of the rail system.
- Ensure the proper maintenance and management of safety and security equipment and operations.



- Support and seek out new opportunities and innovative ways to engage with a broad range of community members in the planning process.
- Include accommodations for non-motorized modes of transportation in rail facility design.



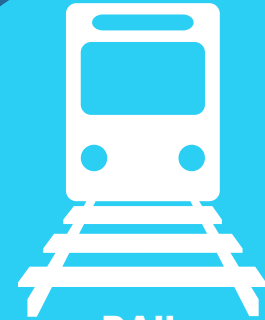
- Support new or existing rail routes and connections to ports, rail terminals, military, and manufacturing sites.
- Support infrastructure improvements related to the connection of rail to other modal facilities to ensure the smooth intermodal travel of goods and passengers.



- Support efforts to build system reliability by decreasing vulnerability and increasing redundancy.
- Develop and maintain plans for disasters and emergencies.



- Align future projects with freight facility investments outside the WMPO boundary through coordination with local, state, and federal agencies.
- Collect rail service data that can be used to analyze the system and identify future sites for rail development.
- Support passenger rail initiatives that serve the region.



RAIL POLICIES



ROADWAY POLICIES

- Improve locations and conditions that contribute to higher incident rate and/or injury severity rate.
- Support strategies that prioritize vulnerable road user safety.



- Maintain or enhance the character of the community by considering the impacts of project design and through the incorporation of cultural, aesthetic, and environmental features.



- Support and seek out new opportunities and innovative ways to engage with a broad range of community members in the planning process.



- Encourage interconnectivity of new roadway infrastructure design.

- Coordinate roadway developments and improvements with emergency response and evacuation routes.



- Support the development of redundant routes for emergency response and the movement of goods.

- Coordinate roadway developments and improvements with land use planning and placemaking efforts.

- Increase communication and coordination between WMPO, member jurisdictions, planning partners, and the public to ensure current and future roadway projects and opportunities are well understood.



This page left intentionally blank.